

YOUR FIRST FERRARI: THE BEST WAY TO SPEND £50,000

AUTO **Italia**

Issue 271 September 2018 £4.90

TRAGEDY!

ITALY'S MIGHT-HAVE-BEEN CONCEPT CARS



**ABARTH 500/595/695
BUYERS' GUIDE**

THE LAST COUNTACH

Horacio Pagani's Lamborghini

MASERATI QP AGA KHAN

Royal luxury saloon on test

FERRARI GTC4LUSSO T

First UK drive



www.auto-italia.net



LOST GTA: UNIQUE ALFA ROMEO 155 GTA STRADALE DRIVEN



APPROVED SERVICE AGENTS FOR ALFA ROMEO, ABARTH AND NOW FIAT



SERVICE



APPROVED SERVICING MEANS:

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

COURTESY CARS AVAILABLE



2018 Alfa Romeo Giulia V6 Biturbo Quadrifoglio
Red Calipers. 1050 miles.
Price: ~~£62,975~~ £58,050



Alfa Romeo Stelvio Tb Super Awd
An SUV with the performance of the latest benchmark in sports saloons.
Price: ~~£37,675~~ £34,211



Alfa Romeo Brera Prodrive S V6
Rare opportunity to purchase a genuine Pro Drive Brera S with the 3.2 V6 engine. Number 271 of 500. Pleated leather seats with red stitching and "S" badging. Price: £9,495



2017 Fiat 500 Pop
1.2 petrol
9,999 miles in Smooth mint green.
Price: £7,495



2015 Fiat 500 S
37,400 miles. Pasodoble red with cloth upholstery. Alloy wheels, Air conditioning. Price: £5,995



2017 Fiat Panda Easy
6,405 miles. 5 door Panda hatchback is practical, versatile and economical. Price: ~~£10,680~~ £7,695



2017 Fiat Tipo Easy Plus
8887 miles Great value estate car in silver with black upholstery. Air con.
Price: £9,695

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

- * No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK, Jan - Mar 2018
- * No.1 out of 49 dealers for service in Alfa Romeo's customer satisfaction survey, carried out by JD Power, July - Sept '11
- * No.1 out of 48 dealers for service in Alfa Romeo's customer satisfaction survey, carried out by JD Power, May - June '11
- * No.1 out of 63 dealers for service in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Jan - Mar '08



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

Contributors Keith Bluemel, Peter Collins, Elvio Deganello, Richard Heseltine, Richard Bremner, Andy Heywood, Martin Buckley, Peter Nunn, Simon Park, Mike Rysiecki, Tim Pitt, James Wheeler, Martin Holmes and Phil Ward

Art Editor Michael Ward

Back Issues Tel: 01462 811115
Subscriptions www.auto-italia.net

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

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

Classifieds email liz.solo@ntlworld.com

Printed in England
Warners Midlands PLC; Tel: 01778 391000
Worldwide Retail Distribution
Seymour Distribution Ltd, 2 East Poultry
Avenue, London, EC1A 9PT



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

While every effort is made to ensure the accuracy of this publication Ginger Beer Promotions Ltd cannot accept liability for any statement or error contained herein. All rights reserved. Reproduction in whole or part, without written permission, is prohibited. © Ginger Beer Promotions Ltd, 2018

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



Luca Gastaldi



Martin Buckley



Andy Heywood



Richard Dredge



Matteo Grazia



Liz Smith



If *Auto Italia* were a movie franchise, this month's issue would definitely be subtitled: *The Ones That Got Away*. There's a definite 'lost cause' theme running through our September issue, and our cover car is one of the biggest fish to slip through the net.

In 1993, Alfa Romeo had some very exciting plans to revive its lauded GTA badge on a road-going super-155 inspired by the fantastic success the 155 was achieving in Touring Car racing throughout Europe. Sadly, Fiat decided to squash the 155 GTA flat. Most enthusiasts had assumed that the one and only prototype had been lost, but luckily it's very much 'found' – and we've driven it. Turn to page 20 for the full story of Alfa's glorious 155 GTA.

Another lost cause this month is the Aga Khan Maserati Quattroporte that Frua built in 1974 (page 34). This elegant saloon would surely have been a far wiser choice stylistically for Maserati than Gandini's oddball Quattroporte II. Speaking of which another 'lost' example of the QP11 has now been found in a barn (well, a warehouse actually), as we recount in this month's News pages.

And then we have a whole feature devoted to Italy's greatest concept cars that we reckon should have made production, but tragically didn't. Quite a few of them were definitely 'on' but had the rug unceremoniously pulled from under them. Others were just great concepts.

It all starts on page 40 and I'd be interested to hear which ones you agree about, and which ones you don't, as well as your own ideas of Italian should-have-beens. Did anyone mention the Alfa Romeo Giulia Sportwagon?

Chris Rees
Editor

chrisrees@auto-italia.net

Let us show you why we are different

Our renowned expertise of over 50 years have seen many satisfied customers in the areas of servicing, restorations and race preparation of Italian marques.

Autofficina specialises in Ferrari, Lamborghini and Maserati products.

Autofficina provides a comprehensive portfolio of services including:

- Scheduled maintenance and service requirements
- Full engine re-builds
- Trim and electrical work
- Restorations
- Bespoke modifications
- Re-engineering projects
- Remedial work
- On-going maintenance packages
- Full valeting and detailing service

Important news for our customers

We have moved to a new site less than 10 minutes away from our previous premises.

**5 Ruxley Lane
Epsom
Surrey
KT19 0BJ**

If you are interested in learning more about Autofficina and our services, please do not hesitate to contact Elias Elia or one of the Team.

Tel: +44 (0)20 8391 0002 info@autofficina.co.uk www.autofficina.co.uk

"Autofficina, driven with passion, judged by results"

are you
totally
happy with
your
SERVICE
centre?

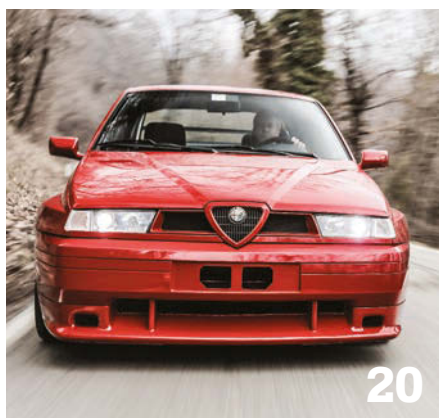


ISSUE 271

SEPTEMBER 2018



14



20



28



34



40

FEATURES

- 14 **FERRARI GTC4LUSSO T**
Driving to the remote Ardnamurchan Point
- 20 **ALFA ROMEO 155 GTA STRADALE**
Lost road prototype driven
- 28 **ALFA ROMEO JUNIOR ZAGATO**
Re-evaluating Alfa's quirky coupe
- 34 **MASERATI QUATTROPORTE**
Aga Khan's personal car on test
- 40 **ITALIAN CARS THEY SHOULD HAVE BUILT**
Great concept cars that missed production
- 46 **LAMBORGHINI COUNTACH**
Horacio Pagani tells the story of 'his' Countach
- 54 **ABARTH 500/595/695 BUYERS' GUIDE**
Do the best things come in small packages?
- 62 **MODENA 100 ORE**
One of the greats in the Italian events calendar
- 68 **TEAM CARS**
A new Alfa Giulietta, plus SZ, Doblo and Panda
- 72 **COLLECTORS' GUIDE: YOUR FIRST FERRARI**
What's the best way to spend £50,000?

SUBSCRIPTIONS

SAVE UP TO £10.80
SEE PAGE 52 FOR DETAILS

REGULARS

- 06 **NEWS**
New Piloti edition of Ferrari's 488 Pista
- 66 **BOOK REVIEWS**
Alfa in F1, Maserati autobiography and more
- 86 **CLASSIFIEDS**
Find your perfect Italian car here
- 92 **BACK ISSUES**
Discover every car we've ever featured
- 98 **OBSCURATI**
Carma FF: all but unknown Ferrari-based racer



54

ITALIAN CAR NEWS

FERRARI 488 PISTA PILOTI



A 'Piloti' version of the newly launched Ferrari 488 Pista has been unveiled at the recent Le Mans race. Its livery is inspired by the Pier Guidi/Calado car that won the 2017 WEC title. Stripes in the colours of the Italian flag are embellished by a laurel, the WEC logo and the word 'Pro', indicating the winning car's racing class. The Italian flag livery is repeated along the flanks, on which the personal race number of the buyer can be added. Also new are a matt black S-Duct and natural carbonfibre 'dovetail' rear spoiler and vent surrounds.

Buyers can choose from four racing-inspired colours: Rosso Corsa, Blu Tour De France, Nero Daytona and Argento Nurburgring. The cabin features a special perforated black Alcantara trim with seats incorporating the Italian flag in the centre of the backrest. Italian colours are also visible on the gearshift paddles and floor mats, while all the carbonfibre cabin trim has a matt finish.

If you want one of the Tailor Made specials, however, you'll have to be an existing racer in one of Ferrari's motorsports programmes.





ITALDESIGN RESHAPES GT-R

Since both the Nissan GT-R and design house Italdesign share a 50th anniversary in 2018, they've created a new model called the Nissan GT-R50. Based on the current Nissan GT-R Nismo, it features significantly redesigned bodywork and updated mechanicals. Although engineered and built by Italdesign, it was actually styled by Nissan in London and the US.

The roof is 54mm lower and the rear

window line is longer. The cooling ducts behind the front wheels are reshaped and there are new LED headlights and a larger bulge in the bonnet. The tail-lights are updated and a large adjustable rear wing is fitted. Gold highlights create an unusual 'cutaway' effect, while unique new 21-inch wheels were created especially for the car.

Inside, upgrades include carbon and Alcantara trim, carbonfibre spoked steering

wheel, Italian-upholstered seats and gold accents for the instruments and switchgear.

The 3.8-litre V6 turbo has been upgraded from the GT-R Nismo's 600hp to 720hp, thanks to competition-spec turbos, larger intercoolers, updated pistons, conrods and injectors. Also updated are the six-speed gearbox, rear transaxle, differentials and suspension. The GT-R50 is set to go on sale in a very limited edition.



ANOTHER GTO RECORD?

RM Sotheby's is to auction a 1962 Ferrari 250 GTO that could break new records. Chassis 3413 GT is the third of only 36 examples of the 250 GTO ever produced. It began its life as a Series I and was driven by Phil Hill in the 1962 Targa Florio race. It won nine of 10 races in 1962, securing the Italian National GT championship. It also won its class at the 1963 and 1964 Targa Florio. It retains its original engine, gearbox, and rear axle, and has a factory Series II body, created by Scaglietti in 1964.

Described as "wonderfully maintained in highly original condition", the GTO is estimated to achieve in excess of \$45 million (£34 million) at the 24-25 August Pebble Beach Monterey sale. If it makes that, it will be the most valuable car ever sold at auction.





ALFA NRING EDITIONS: FROM £82,500

The new NRING Nürburgring limited editions of the Giulia Quadrifoglio and Stelvio Quadrifoglio have been released for order, priced at £82,500 and £89,500 respectively.

Only 108 examples of each model are available for Europe and the Middle East.

Each will have 'Authenticity Certification' from FCA Heritage, giving them "instant classic status", says Alfa Romeo.

Both models have 'NRING' badging, a numbered carbonfibre dashboard insert and exclusive Circuito Grey matt paint. Standard features include carbon brakes, Sparco

carbon seats with red stitching, MOPAR gearknob with carbon insert, and leather-and-Alcantara/carbon steering wheel. There's more carbon for the mirror caps and sideskirt inserts, while the Giulia has a carbon roof.

Owners will be able to attend a driving course at the Nürburgring in 2019.



FIVE-YEAR WARRANTY FOR NEW ALFAS

All Alfa Romeo Giulia, Stelvio and Giulietta models from July 2018 come with a longer five-year/75,000-mile warranty, three years' free servicing and five years' free roadside assistance as standard. That's an increase of two years for the warranty and roadside assistance packages. The three-year scheduled servicing covers the cost of parts, lubricants and labour.



FIAT 500 HEADS TO THE BEACH

A new Fiat 500 Spiaggina '58 special edition has been released on the 60th anniversary of the 500 Jolly beach car. Only available as a convertible, it's painted in Volare Blue with an ivory soft-top, a white belt line and retro 16-inch alloy wheels. Other features include 500 logo side mouldings, chromed door mirrors and a 'Spiaggina '58' badge. Inside are two-tone grey-and-ivory seats and specific floor mats. It's fitted with Fiat's 1.2-litre 69hp petrol engine, and production is limited to 1958 cars.

Meanwhile Garage Italia has produced a more radical Spiaggina (pic left), with a chopped-off roof and rear seats replaced with a cork-lined deck featuring an integrated shower. There's a safety rollover hoop but the car has no weather protection, while the front seats are replaced by a single bench with waterproof leather upholstery. As an option, the windscreen can be replaced by a cut-down wind deflector. Garage Italia says it will produce cars to order in the near future.





GENUINE STYLE FOR YOUR FIAT 500

O R I G I N A L
A C C E S S O R I E S

500 Italia LED
Interior Lights 71807217

Italian Flag Badge
on Front Wing 50901681

Italy Side Stripes 50901914

Key Cover Kit Italia 71805964

EXCLUSIVE AUTO ITALIA READER
10% IN STORE DISCOUNT

Visit your local Retailer now with this edition of Auto Italia in hand to benefit from the exclusive in store 10% discount off selective Genuine Fiat, Alfa Romeo, Jeep, Abarth and Fiat Professional accessories.

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



At your service



PANDA WAZE IN

Fiat's new Panda Waze special edition integrates the popular Waze sat nav app with Fiat's Uconnect system. The Waze is based on the Panda Cross and has 'Waze' logos, black-covered 15-inch wheels and a black finish for the side mouldings, mirror caps, roof bars and door handles, while inside there's new seat upholstery. The Waze is sold only with the 1.2-litre 69hp petrol engine.

The Panda model was also recently celebrated at the second 'Panda a Pandino' international gathering of Panda owners in June. Some 365 Pandas turned up to Castle Pandino, making it the biggest Panda gathering the world has ever seen.

QUATTROPORTE II BARN FIND

A rare Maserati Quattroporte II prototype has resurfaced. Believed to have been destroyed, AM123.002 has been discovered languishing in a Spanish warehouse after 30 years.

The Quattroporte II was created under Citroën's ownership of Maserati in 1974. Originally intended to have a redesigned Maserati V8, the car appeared with a modified V6 derived from the Citroën SM and front-wheel drive. The project foundered when Citroën's interest in Maserati collapsed and the brand was relaunched under Alessandro De Tomaso's tenure.

Only 13 Quattroporte IIs were built. AM123.002 was sold to Spain and after just 34,000km, an unresolved engine problem led to the car being stored and was subsequently reported as being destroyed. It was discovered during a warehouse clearance in 2017 and obtained by a Belgian collector. It's to be restored by Mistral Classics, retaining as much of the original paintwork as possible.

** For the full story of the Aga Khan's Quattroporte, please turn to page 34.*



HEIDFELD TO TEST PININFARINA HYPERCAR

Pininfarina has unveiled more about its new PFO luxury electric hypercar, adding that ex-F1 driver Nick Heidfeld is joining as a test driver. The PFO is an all-electric hypercar that targets acceleration to 62mph in under two seconds, a top speed of over 250mph and a range of over 300 miles. Nick Heidfeld will help develop the PFO's dynamics ahead of car going on sale in late 2020.

MIURA SVR REBORN

Lamborghini has restored one of the most famous Miuras ever built: the SVR. This was the race car evolution of the Miura Jota, which was lost in an accident, following which Lamborghini built a single Miura SVR to replicate its specification. Chassis number #3781 was born as an 'S' version in 1968, and was displayed at the Turin Motor Show. In 1974, its German owner, Heinz Straber, took it back to Sant'Agata to have it transformed into an SVR, a job that took 18 months to complete. In 1976 it was sold to Hiromitsu Ito in Japan. It has now been returned to its former splendour by Lamborghini's Polo Storico specialists.



BEST OF ITALY RACE

The Best Of Italy Race is lining up to be a true classic for 2018. Taking place on 14-16 September 2018, it features Italian racing cars from all categories on a closed section of road from Castell'Arquato to Morfasso in the Emilia-Romagna region of Italy.

At the time of writing, the organisers have 70 Ferraris signed up, including a 1957 250 TR, 250 LM, F40 LM, 488 GT3, 458 GT2, Daytona GTC and Enzo. Gordon Ramsay will also be taking part in his LaFerrari Aperta.

Other Italian highlights including a Pagani Huayra BC and Zonda R, Maserati MC12 GT1, Bugatti Veyron, Dallara Stradale, Alfa 8C race car, 1100hp Lamborghini Performante, ATS, Mazzanti Millecavali, Giannini 350 G4 and Emerald Enzo. Pace cars include a police Lamborghini Huracan and a Carabinieri Alfa Giulia QV. For more information, visit bestofitalyrace.com

TUNES IN A TYRE

Pirelli has joined forces with IXOOST, the car audio firm from Modena, to create a new motorsport-themed sound system. A Bluetooth speaker nestles within a scale-model wind tunnel tyre, made by Pirelli for Formula 1 teams to conduct aerodynamic testing. The Pirelli P Zero IXOOST costs £2500.

PIRELLI P ZERO sound



Save money on your car insurance renewal...

powered by

CHRIS KNOTT INSURANCE

THE CHRIS KNOTT BENEFIT

- *Highly competitive premiums for modern/classic/modified*
- *Personal service and attention from UK based staff*
- *Your needs properly assessed and met*
- *Sound, impartial insurance advice from qualified experts*
- *Choice of policies and insurers who sit under UK regulation*
- *Easy access by phone, email or social media*
- *All the ongoing support and assistance you need*
- *Special scheme for car club/forum members*
- *Multi-car and loyalty rewards*
- *Option to use your own preferred repairer if you have one*

Proven real-life savings of £83 on average*
Request your quote from specialist broker Chris Knott

*Average new customer saving £83.48 against existing renewal premium where disclosed.
(Source: OpenGI Management Information 01/01/2018 to 08/05/2018).
Chris Knott Insurance is authorised and regulated by the Financial Conduct Authority

Call us free on **0800 917 2274**

Providing specialist cover for enthusiasts' treasured cars for 35 years

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



OVERDONE

Having just read your article on the new Ferrari 488 Pista, I was surprised to count how many Prancing Horse emblems, logos and scripts were on the car. From your photos I was able to identify a staggering 22, and there must be more because I couldn't see the dashboard, under the front bonnet and the ashtray, if there is one.

Don't you think that's slightly overdone? This seems to be the norm on most modern supercars. Is it perhaps because only 'mature' petrolheads can afford them and maybe suffering from the first signs of dementia? At least when they're sitting in the thing they know what they're driving!

Oh, and yes, I'm an Abarth enthusiast and collector. There's usually a bonnet emblem with a scorpion badge and an Abarth logo on the back. I'm getting on a bit as well but I can still remember what I'm driving! Great mag, keep up the good work.

Anthony Berni



TWO-DOOR 124

I saw your Obscurati piece on Carrozzeria Touring's Fiat 124 convertible, and you say there were no other two-door 124s. I thought you might be interested in this photo of a two-door Seat 124 from Spain. I'm not sure whether this was an official project or one made by a coachbuilder,

but I'm pretty sure it was never made in series. It does look nice, though, doesn't it?

Sam Kielder

PORSCHE'S 124

Your story on the Touring Fiat 124 reminded me of an abortive facelift that Porsche did for Lada in 1975. As well as a quite futuristic plastic front



end, Porsche also revised the suspension and interior. Porsche was not the only one. There was also an interesting attempt by Lotus on the Lada Riva, but in that case, it was not aimed at production but just to prove how strong mechanical tuning could be, even starting from the most humble base.

Alessandro Sannia

CRUSHING FIAT

Today Italy's car industry is almost totally dominated by the Fiat Group, which apparently managed to use its political influence to either hobble or crush any potential domestic rivals that could pose a threat. Yet which pre-war or post-war Italian marques could have potentially challenged Fiat's dominance in the Italian domestic market had they made the right decisions or been well capitalized? There were post-war projects from Beretta-Benelli-Castelbarco, CEMSA and Isotta Fraschini. Each individually seemed to have potential, yet were there any other little-known advanced post-war car projects from Italian marques that were independent of Fiat?

Ben M

Italy was the most protectionist market in Europe in the post-war years and successive governments were keen to see local production prosper, allowing Fiat to gobble up companies like Lancia and Alfa Romeo to keep them afloat – a bit like BLMC in the UK. Interestingly, it was the British Motor Corporation that had the greatest success in Italy by buying up Innocenti, the company that licence-built BMC products in Italy – the Innocenti Mini was a huge hit with Italians. When BL withdrew in 1975, Alessandro de Tomaso bought the company, and arguably he was Fiat's biggest independent threat (he also owned Maserati). Ultimately, Innocenti was swallowed by Fiat, too. – Ed





Sotheby's

LONDON

5 SEPTEMBER 2018 • BATTERSEA EVOLUTION



OFFERED FROM
A DISCERNING
PRIVATE COLLECTOR

1964 Maserati 5000 GT by Allemano

Chassis no. AM103 026

1970 Maserati Ghibli SS 4.9 Spyder (RHD)

Chassis no. AM115/49S 1251

1972 Maserati Ghibli SS 4.9 Coupé (RHD)

Chassis no. AM115/49 2506

1971 Maserati Ghibli SS 4.9 Coupé

Chassis no. AM115/49 1668

1972 Maserati Bora 4.7 (RHD)

Chassis no. AM117 161

1974 Maserati Quattroporte by Frua

Chassis no. AM121 004

NOW INVITING CONSIGNMENTS

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

Collectors gather here.

rmsothebys.com

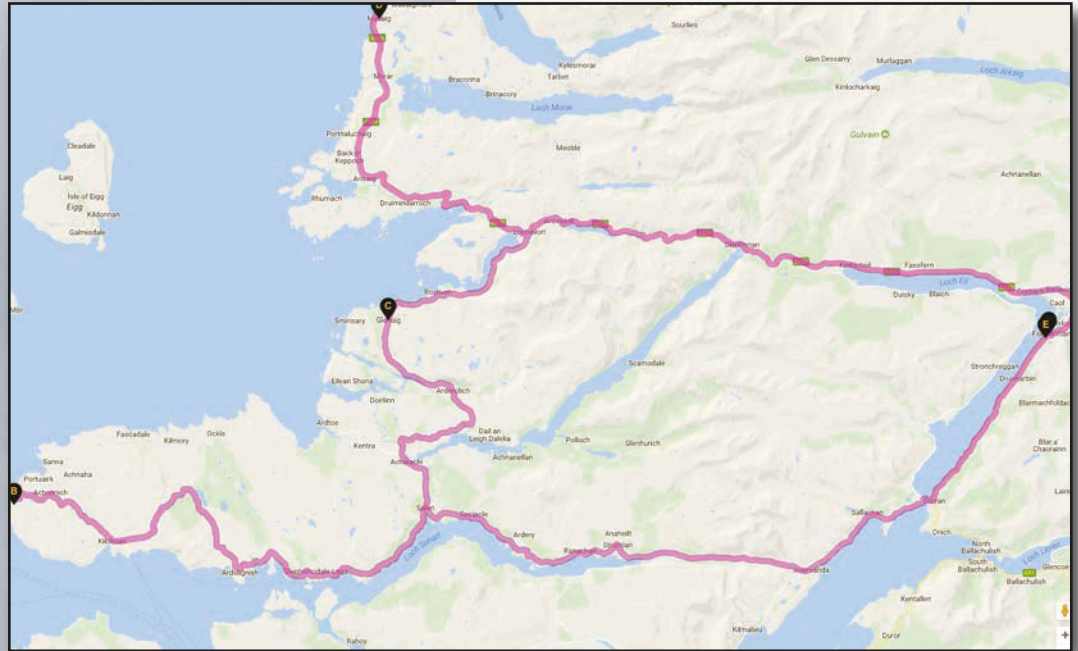
The Road to Ardnamurchan

Our first UK drive of the GTC4Lusso T – the turbo V8 sister to the original V12 – takes us to Britain’s most westerly mainland point. How does Ferrari’s GT cope on some of Europe’s best roads?

Story: Chris Rees

Images: Michael Ward & Chris Rees





So this was the original headline for this story: Turbo to Tarbet. Our grand alliterative idea was to take Ferrari's new turbocharged GTC4Lusso T to Tarbet, the beautiful Loch Lomond-side town and the ideal place from which to launch an assault on some of the world's best driving roads.

That was until I looked on the map and spotted a peninsula sticking out into the Irish Sea with the name Ardnamurchan on it. It turns out that this is not only the (possibly apocryphal) historic measure of the angle beyond which it was not permissible to show the male member in print, but also the most westerly point on the British mainland. That was too tempting to miss. With an allotment of four days at our disposal, it was just possible to drive from Ferrari's UK HQ in Slough to Ardnamurchan Head and back – a distance of over 1300 miles.

The reasoning for this apparently foolhardy journey was twofold. First, to test how well the new V8 turbo GTC4Lusso T – lighter than the V12 model and rear-drive only – would perform on a variety of low-traffic roads. And two, to test one of the vaunted attractions of the 'T' version of the GTC4Lusso: its extended touring range (Ferrari's claim is a 30 per cent increase).

Let's get the second test out of the way straightaway. The 91-litre tank needed filling two-and-a-half times on our 1300-mile route, equating to an average of 24.2mpg. That's really not bad at all for a car packing a 610hp turbo lump. It also turned out to be an excellent long-distance companion, absolutely munching the miles on the blast up the M6 and M74 motorways at a relaxed gait. My one caveat is the directness of the steering, which can become fidgety on the motorway.

Not long after Glasgow, the roads start to narrow. By the time the A82 reaches Loch Lomond, it's getting so tight that you have to give way to passing buses. That immediately throws up one issue we're going to have on Scottish roads: the Lusso is a big beast. At nearly two metres wide, it takes real care to keep my promise to Ferrari to avoid kerbing any wheel or scraping any hedge.



I take a left on the A817 to Garelochhead, a fine stretch of fast, twisty roads where I can really extend the car. The V8 turbo engine chucks out 610hp (60hp less than the 488, and 79hp less than the V12 GTC4Lusso), and it feels every bit as fast as its 0-62mph time of 3.5 seconds would indicate. Peak torque is delivered at a mere 3000 revs, so it's effortlessly fast in every gear. While the seven-speed 'box works super-smoothly in auto mode, it's a little keen to change up early in Comfort mode, so I often find myself taking control via the steering wheel paddles and enjoying the full 7500rpm rev range.

This is Scotland so it's pouring with rain. Here's another good test for the GTC4Lusso T: since it's rear-wheel drive – in contrast to its still-available V12 brother's four-wheel drive – will it struggle with traction? Ferrari has set up the 'T' to be sportier in feel than the V12. It's lighter (1865kg versus 1920kg), its weight bias has shifted more towards the rear (46/54), and it has specific damper and rear-wheel steering settings.

The *manettino* on the steering wheel has five positions (Ice, Wet, Comfort, Sport and ESC OFF) –

there's no Race mode as there is in other Ferraris, and I select Sport for this fast section of damp road (who really wants to numb everything in Wet?) and it's still extremely grippy on its 295mm rear rubber. The beautifully direct steering and rear-wheel steer really sharpen up turn-in, helping to guide the big beast through corners predictably.

But it still allows for a bit of fun. The electronic differential (E-Diff) and SSC3 Side Slip Control are calibrated to recognise when you want a bit of sideways action. It never gets as dramatic as other models in Ferrari's range, though – if you really want to go sideways, you have to switch the manettino to ESC OFF – but the oversteer is predictable. There is one moment, though, when it doesn't behave as expected. Overtaking a caravan on a straight section of road in the wet, the rear end snakes violently on the tiniest of steering angles. That certainly wakes me and my passenger up, I can tell you.

The A814 up Loch Long to Arrochar is quiet but rather narrow and bumpy; an ideal moment, then, to try the 'Bumpy Road' damper setting. The ride is always on the firm side, even in bumpy road mode, but it's never

No lack of comfort here for the long journey. Only criticism is the awkward cruise control system





TECHNICAL SPECIFICATIONS

FERRARI GTC4LUSSO T

ENGINE:	3855cc V8 twin-turbo petrol
BORE X STROKE:	86.5mm x 82mm
COMPRESSION RATIO:	9.4:1
POWER:	610hp @ 7500rpm
TORQUE:	760Nm (561lb ft) @ 3000-5250rpm
TRANSMISSION:	Seven-speed auto, rear-wheel drive
SUSPENSION:	Magnetorheological (SCM-E)
BRAKES:	Carbon ceramics all round
TYRES:	245/35 ZR20 (front) 295/35 ZR20 (rear)
DIMENSIONS:	4922mm (L) 1980mm (W) 1383mm (H)
WEIGHT:	1865kg
0-62MPH:	3.5sec
TOP SPEED:	199mph
FUEL CONSUMPTION:	24.8mpg (official)
CO ₂ :	265g/km
PRICE:	£200,235



V8 engine actually has more torque than V12. Surprisingly good economy keeps our wallet happy

unbearable and certainly far more liveable with than the 488 GTB, for instance.

I'm tempted to take a picture at Tarbet railway station but it turns out the stop is actually called Arrochar & Tarbet. So much for the 'Turbo at Tarbet' photo opportunity... Back on the A83, the run over the Rest & Be Thankful Pass is huge fun and thankfully on our chosen day it's not too heavily trafficked. We hook a right on to the A819 at Inverary and then follow the sunshine to Oban on the A85 and a quick visit to the local distillery. Our GTC4's startling white paint – a £15,360 option, incidentally, complemented by £3552 dark-painted wheels – is attracting plenty of interest among the visitors, we can't help but notice.

From Oban we take a gentle run up the coast towards Fort William, just before which is the Corran ferry, our jumping off point on to the Ardamurchan peninsula. The ferryman admires the GTC4Lusso: "That's the nicest car we've had on here for a while." At which point, a gaggle of German classic cars turns up – including a couple of Aston DB5s – and our prize is short-lived. Still, we're first off the ferry, giving us an unbroken tilt along the superb road to

Strontian. We enjoy this open, undulating section while it lasts, for what awaits beyond is a 25-mile stretch of virtual single-track road all the way to the end of the peninsula.

With each passing mile, things becomes wilder and more remote. The views across Loch Sunart to Mull are spectacular but equally breathtaking are the headland's moors and evocatively bare mountains. Much of it is a 55 million year-old volcanic area known as the Ardamurchan caldera, and an other-worldly aura pervades the place.

We even spot what we think was an eagle, while a placard in the sole café along the route attests to recent sightings of dolphins. Civilisation gradually ebbs away, with just a tiny smattering of isolated farms remaining; you're left on your own for mile after glorious mile. There is a distillery here but it's only five years old and has yet to produce its first single malt – patience is a definite virtue in this part of the world. A local told us that the distillation tanks had to be made especially small because the regular ones simply wouldn't fit along this road.

Finally we reach Ardamurchan Point, where a sign





tells us that the public road is at an end. You can go further, snaking around the cliff to the lighthouse (open to visitors from spring to autumn) and we even park right under it, making ours definitively the most westerly vehicle on the British mainland.

Returning on the same road, we then strike north across the peninsula to Lochailort, where we reach another of Scotland's greatest pieces of tarmac: the A830 'Road to the Isles'. It's worth driving west to Mallaig for the contrast of wide, open driving to which the GTC4Lusso is best suited. It's also a chance to test Ferrari's ceramic brakes in safety, and yes, I can report that the car stops exceedingly quickly.

The sight of the Skye ferry at Mallaig is very tempting but sadly our time is up. Returning via Fort William, we take the opportunity to follow the A82 through Glen Coe, topping off a truly memorable west coast drive. Here it's best to go calmly and appreciate the unbelievable atmosphere of this high-altitude place. It's also a chance to appreciate how comfortable the GTC4's cabin is, and how good the displays are (especially the 10.25-inch touchscreen and optional

£3360 passenger display). It's superbly spacious up front, and we try the rear seats to know that there's enough room to squeeze in a couple of kids here, plus luggage for a weekend away.

So what's our conclusion after this varied test? As a touring car, the V8 turbo does work better than the V12: you need to stop for fuel less often, it has a lighter feel on the road, and it's more relaxed because you don't need to rev the engine as high. In some ways it's more dynamic: the lighter weight, rear-drive and weight balance gives it a keener feel. It's not even that much slower (the 0-62mph difference is just 0.1 second), and it actually has more torque than the V12. The £40,000 price difference is hard to ignore, too. The only ways in which the V12 is superior are traction and engine noise. There's still nothing to beat a raw naturally aspirated V12, and the V8's soundtrack is pleasantly burbly rather than spine-tingling; when the exhaust baffles open at 3000rpm, the difference isn't as dramatic as I'd like. But as an all-rounder – the Ferrari you'd choose to live with as an everyday car – the Lusso T is hard to fault. 🇮🇹

About as remote as it gets: lighthouse is way beyond civilisation but Ferrari proves extremely civilised





OFFICIAL
 DISTRIBUTOR FOR
 HILL ENGINEERING
LARGEST
 INDEPENDENT
 SUPPLIER OF PARTS
 FOR FERRARI CARS

UNRIVALLED
 ENGINEERING AND
 TECHNICAL EXPERTISE
CONTINUOUS
 REMANUFACTURING
 OF OBSOLETE AND
 UNAVAILABLE PARTS

FAST EXPRESS
 WORLDWIDE
 SHIPPING DAILY
BIG ENOUGH
 TO COPE, SMALL
 ENOUGH TO CARE



FERRARI PARTS SPECIALIST
SUPERFORMANCE



SUPERFORMANCE.CO.UK 01992 445 300
 CELEBRATING 35 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK

The Lost GTA

Long before the 156 GTA, Alfa was set to revive its GTA badge on the 155 GTA. We've tracked down the one and only 155 GTA Stradale prototype and discover why it never made production

Story by Ruoteclassiche/Luca Gastaldi
Photos by Ruoteclassiche/Wolfango





Like a unicorn, the whereabouts – and even the very existence – of the mythical Alfa Romeo 155 GTA Stradale have been shrouded in mystery for years. Built as a one-off prototype in 1992-1993, it was an "extraordinary and strange beast," to quote its creator, the legendary Lancia and Abarth engineer, Sergio Limone.

Luckily we've managed to track down this rarest of beasts and persuade its current owner, Rino Anello, to pull it out of his garage for us. This car has spent its entire lifetime in total seclusion. Initially it was tucked away in Abarth's workshops, before making its way to rally driver and dealer Tony Fassina's depot, and then sat in a corner of a car collector's dusty shed.

Now, finally, it's seen the light. Rino Anello was lucky enough to get his hands on this utterly unique machine thanks to a lot of hard work, Chinese whispers and word-of-mouth sleuthing worthy of the secret service. Very few people, in fact, knew about the existence of this unique Alfa. Even fewer knew where the car was, or what had happened to it, after Fiat's management decided not to go ahead with series production.

Fiat's reasoning was that it would be too expensive to produce. With hindsight, and having had our own experience testing it on the road, we feel nothing but regret that the 155 GTA never went ahead. It would surely have become the equivalent of the Lancia integrale for Alfisti, not only for its heavily muscled stance but also because it shares a close mechanical relationship with the legendary Lancia. Above all, though, like the Delta in rally events, the 155 made history in Touring Car racing. No question, Alfa really missed a trick not cashing in on the back of it.

The prototype of the 155 GTA Stradale was born in 1992-1993, a period of great change in the racing strategy of the Fiat group. In fact, after Lancia's withdrawal from the World Rally Championship, official activities concentrated solely on the Alfa Romeo brand, which had just brought out the new 155. Work on the racing 155 began in 1991, when Turin-based Abarth was engaged to help out Alfa Romeo in Settimo Milanese, to prepare for the following year's season.

The decision was to race the Italian Championship SuperTusrimso series in 1992, as a try-out for the German DTM series in 1993. The 155 Q4 provided the starting point, being the sports model in the 155 range. In fact, it shared almost all its mechanicals with the

Lancia Delta HF integrale. This venerable platform gave birth to the Fiat Tipo and Tempra, plus the Alfa GTV, Spider and, of course, the 155.

For the competition version of the 155 it was decided to rely on MacPherson struts all round. The engine derived from the 2.0-litre turbocharged four-cylinder engine of the Lancia Delta, but in the 155 SuperTurismo version the power was fully 400hp, far higher than was then allowed by rally regulations. The extra power was unleashed thanks to a new exhaust manifold, turbocharger, intercooler and intake manifold, all specifically designed for competition and without any worries about homologation (unlike the 5000 examples of the Delta HF that had to be made to homologate Lancia's Group A Delta). The four-wheel drive system was the same as the Delta's but with a cast-iron (instead of aluminium) rear differential, delivering more weight to the rear.

Born under the Abarth project name SE051, the first racing 155 was called the GTA SuperTurismo. The 'GTA' moniker was a tribute to the glorious Giulia GTA 'Alleggerita' that enjoyed such success on Europe's race circuits in the 1960s and 1970s. The 155 GTA's racing career began in the 1992 season of the Italian SuperTurismo Championship. Two official cars were fielded in full Martini Racing livery at Monza, driven by Nicola Larini and Alessandro Nannini. At their side were two other examples in Jolly Club livery, driven by Giorgio Francia (the Alfa Corse test driver) and

Antonio Tamburini. Larini won that year's championship, with Francia, Nannini and Tamburini following his achievements, leaving no hope for BMW drivers Tarquini, Pirro and Ravaglia, who could do little to tackle their rivals.

ENTER THE GTA STRADALE

Following this racing success, it was decided to prepare a road-going 155 GTA with many of the features of the competition car. Born under the Abarth project code SE053, the idea was an obvious one because the racing 155 had originally been born as a tuned version of Alfa's existing 155 Q4 road car. The engine underwent slight preparation (to Group N level) and developed 190hp. On the engine spec sheet were a Garrett T3 turbocharger, air-to-air intercooler and Marelli IAW multipoint electronic injection.

The rear suspension featured the Delta's independent system, with trailing arms and telescopic dampers. The original shape of the 155 was enhanced by integrale-type fat wings to cover the wider front track of 1517mm and rear track of 1506mm. The huge rear spoiler certainly looked impressive, while the front had the same aggressively shaped bumper as the racing 155. The cockpit did not differ from that of the series 155 Q4, which was no bad thing, as it was a perfect mix of luxurious leather upholstery and bolstered sports seats.

Once completed, the 155 GTA prototype was

Pumped-up bodywork made the GTA look like a racer. Underneath it shared much of its spec with the 155 Q4



ALFA ROMEO 155 GTA STRADALE

submitted for review to Fiat's technical management. Two issues were immediately raised, a philosophical one and a commercial one. It was thought that Alfa 155 GTA needed a more powerful engine – perhaps derived from the Busso V6 – but unfortunately the V6 was not compatible with the Delta's suspension. The commercial nail in the coffin was this: the

for Monaco to obtain approval to make it roadworthy. In 1999, a former Alfa engine tuner bought it and took it back to Italy. He jealously guarded the car until its recent purchase by Mr Anello. In all those years, it has been carefully kept intact, except for the rear wing, which has recently undergone restoration.

Although it is a prototype, the 155 GTA Stradale is

“ It needed more power but the V6 wasn't compatible ”

manufacturing costs would have been too high because Fiat thought the GTA would need its own dedicated assembly line. As a result, Fiat cruelly walked out on Alfa's Cinderella.

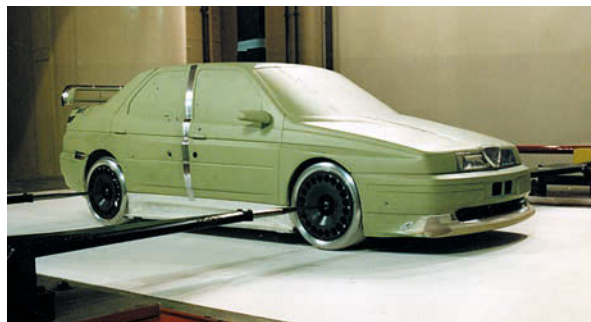
Apart from being displayed at the 1994 Bologna Motor Show, the 155 GTA's only other public outing was on track – at the 1994 Formula 1 Grand Prix at Monza, where it served as the race medical team car, driven by Fabrizio Barbazza.

Right after the GP, the GTA was shipped out of Abarth's shop to its new owner: the former rally driver and Milanese Fiat dealer, Tony Fassina, who also bought up some DTM left-overs (such as chassis and engines). The 155 GTA remained tucked away in his garage for four years, until one of Tony's friends bought it after a short negotiation. The GTA left for Germany, and then

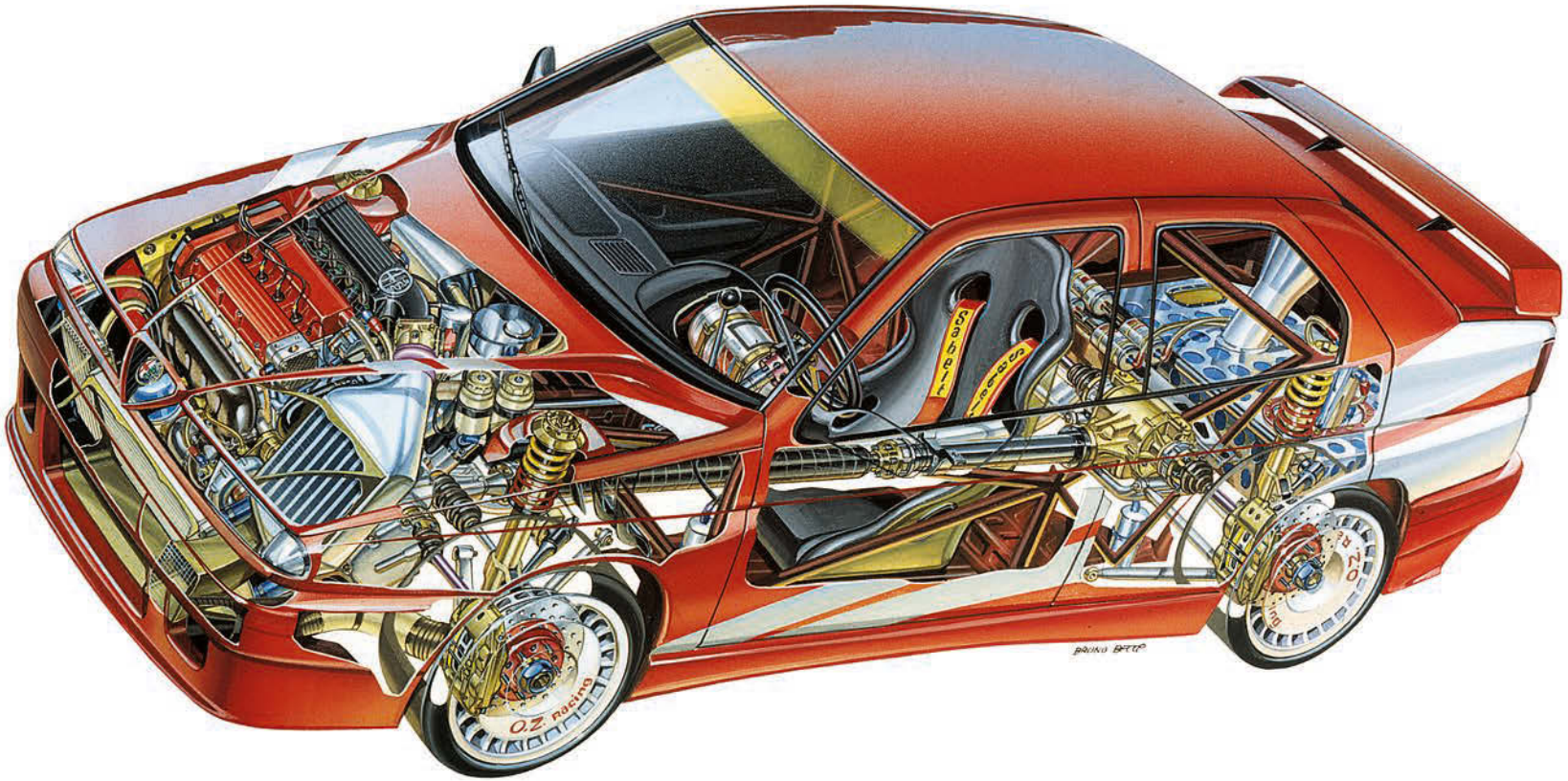
complete and fully operational. We had a short experience in it and its four-wheel drive, relatively long wheelbase and wide track give it very incisive road behaviour, especially on twisty roads. From the raised driver seat however, it is not always easy to know where to place the car as the road twists and turns. You're kept very well in place in heavily bolstered leather seats; in fact, even rear passengers won't slide around, as the seats are shaped to hold bodies around corners.

The final word should go to engineer Sergio Limone, the father of the Lancia 037 among many other jewels, to whom Fiat's management entrusted the 155 GTA Stradale project in 1992. "Yes, I remember the '155 on steroids' well," he tells us. "The preparation work in itself was not too challenging, because we decided to

FAR RIGHT: Driver Fabrizio Barbazza in the 155 GTA with F1's doctor, Sid Watkins, at Monza in 1994







ABOVE: Cutaway of the 155 GTA SuperTurismo showing its transverse engine and four-wheel drive with two differentials

start from the production 155 Q4. The car was designed by Carlo Gaino of Synthesis Group, which would soon create the look of the Maserati Barchetta. We really had fun assembling it around the mechanicals of the Deltona ('big' racing Delta).

"The 155 GTA was a lost opportunity, like many such projects in those years," concludes Limone. "Fiat was keen to make niche products but at no additional cost. Basically, the 155 GTA should have been manufactured in Pomigliano d'Arco and then completed with its mechanicals in Turin. It had one insurmountable problem: Fiat judged that a separate assembly line was needed because preparation and painting could not be made on the standard line. Luckily, the prototype belongs to a real enthusiast today."

TECHNICAL SPECIFICATIONS

ALFA ROMEO 155 GTA STRADALE

ENGINE:	4-cyl 16-valve DOHC
CAPACITY:	1995cc
BORE X STROKE:	84mm x 90mm
COMPRESSION RATIO:	8.0:1
POWER:	190hp at 6000rpm
TRANSMISSION:	5-speed manual, permanent four-wheel drive
SUSPENSION:	MacPherson struts, coil springs, electronic dampers
BRAKES:	Vented front discs, solid rear discs, ABS
TYRES:	205/50 ZR15
DIMENSIONS:	4445mm (L) 1800mm (W) 1440mm (H)
WEIGHT:	1465kg
MAX SPEED:	140mph




THE 155'S RACING STORY 1992-95

The Alfa Romeo 155 was a true Touring Car great, undoubtedly one of the finest Alfa Romeo racing cars of all time. Its official racing career went from 1992 to 1996, and its technical evolution was truly impressive. After the Italian SuperTurismo 155 GTA came the V6 TI, developed for the German DTM, in which it scored a tremendous victory in 1993. The V6 TI was equipped with a 60-degree 2498cc V6 engine with 420hp, mated to four-wheel drive. The sequential gearbox was mounted in the middle of the car to move the weight as far backwards as possible. The frame also underwent a radical change: the subframes carrying the suspension remained, but the front one was completely revised and the rear one 'wrapped' around the differential. The body shape was also significantly modified compared to the road-going car. The front end was a single piece including the bonnet, grille and wings. Parallel to DTM, the 155 was also involved in the 1993 Italian championship in a less aggressive D2 version, realised in part by Albatech.

For the 1994 DTM, the 155 underwent many changes.

The car's body was lowered by around 80mm, the aerodynamics were fully revamped, the engine was upgraded (although the main features were kept) and new electronics were added, including an ABS braking system and electronically-controlled active suspension. The 155 D2 (born out of the 155 Silverstone special edition) raced in the British Touring Car Championship and was famously won by Gabriele Tarquini. The D2 again won the Italian championship in 1994.

The 155 V6 TI for the 1995 DTM saw aerodynamic improvements, especially in the lower half of the car, as well as new front suspension, electronic sequential transmission with steering wheel controls, and electronic differentials. The engine now featured pneumatically operated valves, as well as new intake and exhaust ducts.

Finally, 1996 saw the birth of the FIA-ITC championship for Touring Cars in the FIA Class 1 category. Alfa Romeo raced the 155 again, equipped with a new XTrac transmission and a structural fuel tank in composite material located in the middle of the car. The engine was a 90-degree V6 version derived from the Lancia Thema powerplant. 



20 RACES - 17 VICTORIES

The 155 raced in the SuperTurismo Italian Championship; the German DTM (Deutsche Tourenwagen Meisterschaft); the BTCC (British Touring Car Championship); and the Spanish Touring Car championship. From 1992 to 1996, the 155 simply won everything. In SuperTurismo in 1992, the 2.0i GTA won 17 trophies out of 20, nine of which were secured by Nicola Larini. In 1993, the 2.5 V6 TI challenged the Mercedes 190, winning 12 of the 20 races that season (10 by Larini, pictured here in the 1994 Hockenheim race, followed by Alessandro Nannini). The 155 then triumphed in BTCC in 1994 (with Gabriele Tarquini at the wheel) and the Spanish series (with Adrian Campos).





BROUGHT TO YOU BY
MSV

FESTIVAL ITALIA

BRANDS HATCH 19 AUGUST 2018

FORMULA ONE DEMOS ❖ PIRELLI FERRARI CLASSIC RACING ❖ ALFA ROMEO RACING ❖ LIVE MUSIC
 ITALIANO VS. INGLESE RACING ❖ SUPERCAR DISPLAYS ❖ ITALIAN BIKE DISPLAYS ❖ ITALIAN FOOD & DRINK
 ITALIAN TRACK PARADE ❖ CHILDREN'S PIZZA MAKING ❖ F1 SIMULATOR

ADULT ONLINE **£20** ❖ ADULT GATE **£25** ❖ BAMBINOS UNDER 13 **GO FREE**

*Advance tickets available until midday Thursday 16 August. Postage fee applies. Calls will cost 7p per minute plus your telephone company's access charge. All event content is provisional and subject to change.

WWW.FESTIVALITALIA.COM **0843 453 9000**



Senior Junior

Zagato's two-seat Junior Z coupe was supposed to inject some raciness into the Alfa 105 family. Misunderstood and overlooked, its reputation is changing rapidly – here's why

Story by Martin Buckley
Images by Michael Ward

Most great cars are more than the sum of their parts. And there is no doubt that the allure of Alfa's 105 series cars is what they achieved on so little, be they factory saloons, Bertone coupes or Pininfarina Spiders. All have a uniquely satisfying combination of sparkling urge and intimate communication – through smoothly responsive control – that has earned legions of devotees.

So you would have thought that Zagato's 105 variant, the Junior Z, would have represented a 105 peak. Here, after all, was a pared-down driving machine cast in the mould of the Alfa SZ and TZ; a strictly two-seat, no-frills mini-GT for the well-heeled gentleman driver, who would drive to the office in the week, then sprint and hillclimb at the weekends, just for fun.

Trouble was, the raffish idea of the gentleman driver really no longer existed by the late 1960s. The Junior Z never earned itself a significant reputation as a competition machine; only a handful were privately campaigned (without great success) and there was never any factory race support for the car.

And while the Junior Z was evidently slippery (probably the fastest 1300/1600cc car on the market at the time), it was not especially light. Zagato was noted for its alloy body work but for a true production car, steel made more sense. The Junior Z ended up being only 25lb lighter than the Bertone 1300.

So you can see the dilemma of the Junior Z: exotic and desirable for sure, but not as light as you might expect. And nor are they quite as rare as you may think (some 1500 were made in all).



Classic car dealer Clive Winston of Mr Speedlux agrees, having just sold this lovely Junior Z 1600 to Australia. "There is a bit of a premium over one of the better Bertone 105 models, but not a great deal. The Bertone coupe is such a timeless shape, while the Zagato is love-it-or-hate-it; also not that many people are even aware Alfa made it."

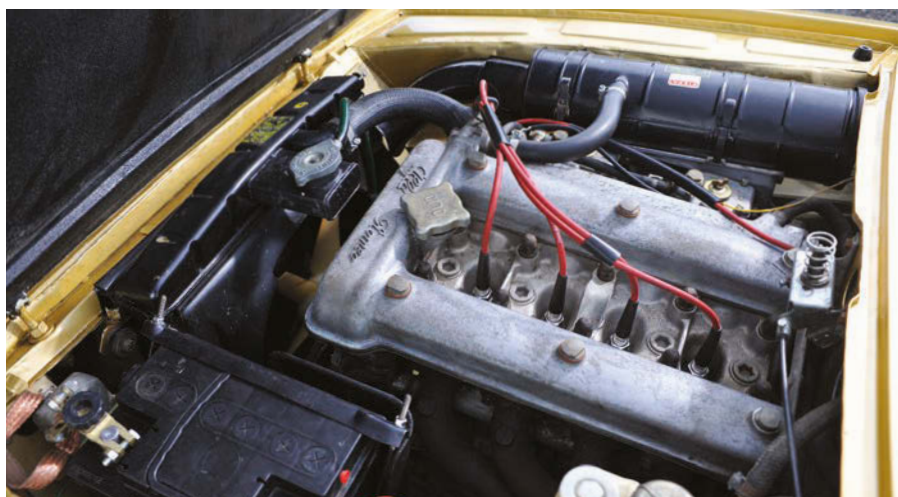
First seen at the 1969 Turin Salon, the Junior Z resulted from an almost casual approach by Alfa's CEO, Giovanni Luraghi, to Zagato at the same show two years earlier. No doubt impressed by the success of the Lancia Fulvia Zagato, Alfa was looking for a way to expand the appeal of its 1300 Junior range with a strict two-seater coupe that traded on the fame of the race-winning TZ and SZ but was purely meant for street use. That it would be more slippery and lighter than the regular 105 coupe was a given, but it also had to look more modern than the four-year old Bertone car, and at the same time use as many parts as possible that were common to mainstream production Alfas.

The task of creating it fell to Zagato's chief designer, Ercole Spada. Having started working for the Zagato brothers in 1960, he had proved himself to be adept at creating aerodynamic designs that seamlessly incorporated as many production components as possible.

Still in his twenties, Spada had become central to the success of the business in many ways and the Junior Z would be both his final production design for Zagato (he would soon move to Ford) and the firm's last major commercial collaboration as a body maker.

In fact, the Junior Z enjoyed nothing like the success of the Lancia Fulvia Zagato. It slotted in as an expensive oddity in the Alfa range of the early 1970s – in fact, the third most expensive offering after the Montreal and 1300 GTA.





As Alfa Romeo grappled with getting the Sud and Alfetta into production, the Junior Z became even more of an orphan, rarely road tested by the motoring press and hardly ever advertised, although Alfa did go to the trouble of issuing sales brochures and special owners' handbooks.

Spada's wedge-profiled design, although evidently evolved from one-offs like the Rover TCZ and Fiat 125 GTZ, was – according to Spada's biography – in fact inspired the Lotus 56 Turbine car.

Spada's draft pencil drawings show that the need for a short wheelbase was causing problems with spare wheel storage: his sketch has it mounted up right at the rear, between the corner bumpers, with the back panel glazed, Espada-style. There were also issues accommodating the fuel tank, which ended up being shared with the Montreal.

The Plexiglas nose, with the Alfa shield cut-out doubling as an air intake, seems to have been there from the beginning, although Spada's plan to do without a front bumper was scuppered by the need to protect the Plexiglas. In fact the 'bumper' is really a device to carry the number plate holder. Alfa supplied a Spider floorpan, shortened behind the rear wheels, upon which Zagato welded a subframe of inner panels. The roof supports were extraordinarily slender and there was a rugged-looking brace between the inner wheel arches to aid rigidity. The bonnet and doors were alloy but everything else was in mild steel.

Junior Z shells were assembled by Maggiora at its plant in Turin on purpose-made jigs and then sent to Alfa for priming; only at the painting/trimming stage did Zagato at Terrazzano di Rho get involved.

The completed shells then went back to Alfa for the fitment of engines – the standard 89hp 1300 Junior twin-cam, healthy enough to take this 950kg (2026lb) car to 108mph – as well as the highly effective 105 series suspension, steering and brakes.

The first prototype (which was alloy-panelled) was delivered to Alfa for testing in the summer of 1968. By the end of 1969, some 208 cars had been built for the official launch in February 1970. A total of 1108 examples of the 1300 Junior Z, all left-hand drive, were sold through to the end of 1972, with sales peaking at 566 cars in the first year but running down to a dribble of 185 in the last 12 months.

Taking over seamlessly from the 1300 in November 1972 was the 109hp 1600 Junior Zagato, badged 1600 Z. This was produced for about a year, although it seems that the last of the 402 examples built were not sold until 1975-76. The top speed was 118mph – very much in the 2000 GTV class, despite a 60lb increase in weight that can be attributed to a 10cm longer rear overhang and opening panels now in steel.

The opportunity was also taken to rationalise the car with Alfa's mainstream range, so 1600 Zs had the latest pendant foot pedals, Spider fuel tank (mounted on the left-hand side), 2000 Berlina tail-lights and the same three-spoke wood-rimmed steering wheel as the 1600 Coupe. Apart from the longer tail, the quick way to tell the 1300 and 1600 apart was the latter's one-piece front bumper, while there was also a bulge in the rear bumper to accommodate the spare wheel.

Our feature car is 29th of the 402 examples of the 1600 Z built, supplied new in Milan in June 1973 to a lawyer called Falbo Pierino, who also owned a silver 1.3

ALFA ROMEO JUNIOR ZAGATO



TECHNICAL SPECIFICATIONS

ALFA ROMEO 1600 JUNIOR ZAGATO

ENGINE:	1570cc 4-cyl twin-cam
BORE/STROKE:	78mm x 82mm
COMPRESSION RATIO:	9.0:1
CARBURETTORS:	2 x Weber 40DCOE
POWER:	110hp @ 6000rpm
TORQUE:	139Nm (103lb ft) @ 2800rpm
WEIGHT:	950kg (dry)
MAX SPEED:	118mph
0-62MPH:	9.3sec

Junior Z. He would own this car for the rest of his life, until Clive Winston imported it into the UK in 2017.

It's a tough-looking little car, almost a piece of functional industrial design compared to the more sensual shapes of the early 1960s. There is virtually no chrome and not a bit of flab in it anywhere, the glasshouse floating above the body on pencil-thin pillars, as it sweeps down to the cropped Kamm tail. The prominently flared wheelarches give it muscle, as does the wide bonnet bulge that flows down into the Perspex nose.

There is a lot of overhang projecting beyond front arches, a device to allow the bonnet to plot a smooth, shallow curve towards the screen and give enough depth for the tall twin-cam engine. The big arches give a lean look to the car's profile, as do the sills which narrow dramatically as they flow towards the rear wheels.

Pull the ugly square door handles and you enter a cabin that swaps the flashy detailing of the Bertone coupes for driver-focused utility. The leatherette-trimmed dash is shaped almost like a section through an aircraft wing and the stout Alfa gear lever sticks out near horizontally from the centre console. You sit low, adopting the customary arms stretched/knees up posture in bucket seats, with built-in headrests, that are unique to the model. There is superb 360-degree vision and plenty of luggage room, loaded via the rear hatch which also doubles as a vent for airflow from the cabin. As in the Fulvia and Flavia Zagatos, you open the


rear hatch a couple of inches - by way of a dash-operated electric switch - and let the airflow behind the Kamm tail do the rest.

With dimensions nearer to square than Alfa's 2.0-litre engine, the 1570cc motor revs even more willingly and smoothly through five perfectly spaced ratios. The lever has such a sweet action - sprung towards the centre - so you can change gear as quickly and effortlessly as merely thinking about it. The light, positive steering is similarly instinctive and you soon feel you are wearing the Junior Z rather than performing actions with hands and feet.

It will glide along in fifth gear on a crack of throttle, suggesting that the shape is as slippery as it looks, and has all low and mid-range torque you need to carve smoothly through traffic or boost you along twisty roads.

This is a car that proves both tolerant of the novice and rewarding to the expert; those in between will love the way it changes direction with such willingness, and yet feels solid and settled in medium and long high-speed curves. It is not a blisteringly quick thing but one of those cars that remind you deep driving pleasure does not necessarily lie in the realm of raw urge.

So, I suppose you want one now? Around 250 Junior Zs have been accounted for but I feel there are surely more to be discovered. There are plenty on sale, albeit at increasingly high prices. Clive Winston doesn't think the 1600 Zs are worth the £60k plus that they're being touted at currently. The more numerous (but some say more attractive) 1300 Zs come in at about £35-40k. "In a way, even this is arse-about-face," reckons Clive, whose son, Theo, runs a re-engined 2.0-litre JZ, "because the shorter 1300 JZ model is nicer to drive."

Regarding perceptions of Zagato fragility, Clive thinks the Junior Z is a marginally better quality product than Bertone's coupe, which is surprising to hear. "Certainly things like panel closure seem to be more substantial and they are an improvement on previous Zagato products such as the Flavia Sport. Not that that says a lot!" 

Later 1600 JZ has a longer rear end than the 1300. Tailgate opens electrically to let air escape the cabin





SCORPION
RED POWER

STAINLESS STEEL PERFORMANCE EXHAUST SYSTEM

INTRODUCTORY OFFER
10% OFF
ALL NEW GIULIETTA SYSTEMS
VOUCHER CODE: ALFAGU10

PRICES FROM
£341.99
WITH DISCOUNT CODE

JUST LAUNCHED BRAND NEW FOR 2018



Giulietta
ALL EXHAUSTS COME WITH A SCORPION LIFETIME GUARANTEE

HAND BUILT
IN ENGLAND



Application: Alfa Romeo Giulietta models with twin exhaust as standard including 2.0 JTDM Diesel and 1.75 TBI Quadrifoglio Verde

ALL PRICES CORRECT AT TIME OF PUBLISHING AND INCLUSIVE OF VAT. P&P CHARGES DEPEND ON YOUR COUNTRY AND ARE NOT INCLUDED

www.scorpiongta.co.uk



PUMPS FOR PROFESSIONALS

Made in the USA

BUY GENUINE PRODUCT
Quality ~ Reliability

GLENCOE
UK Distributor

www.glencoeld.co.uk



from **£30.89**
POSI - FLOW PUMPS
• EFFICIENT
• QUIET OPERATION
• CORROSION RESISTANT
• 6,000 HRS LIFE CYCLE



from **£72.79**
CYLINDRICAL PUMPS
• SOLID STATE ELECTRICS
• ROBUST DESIGN
• CLEANABLE FILTER
• ELECTRICAL SUPPRESSION



from **£44.90**
CUBE PUMP KITS
• FUEL PUMP
• FUEL UNION
• FILTER UNION
• SOFT MOUNT KIT

from **£37.52**
'CUBE' PUMP
• COMPACT
• MOISTURE PROTECTION
• 6,000 HRS LIFE CYCLE
• 0.3mtr SUCTION HEIGHT
• 100HRS SALT SPRAY TEST

from **£82.43**
CYLINDRICAL PUMP KITS
• 1mtr SUCTION HEIGHT
• 2 BRASS 90 DEG. UNIONS
• 1 RUBBER MOUNTING KIT
• REPLACEMENT FILTER



PRICES EXCLUDE VAT @ 20%

Tel: +44 (0)1784 493 555

Email: sales@glencoeld.co.uk





Princely Delight

Built for a prince, this 1974 Maserati Quattroporte was one of just two bodied by Frua. We tell the story of a car that was very much favoured by the Aga Khan

Story by Andy Heywood
Images by Michael Ward

Probably best known for his ill-fated foray into racing with the Group 4 Maserati Bora, the French Maserati importer, ETS Thepenier, had a long association with the Trident. Based in the Parisian suburb of Saint-Cloud, Jean Thepenier was the sole concessionaire for France from 1957 to 1985. He sold some of Maserati's most exotic cars and to some of its most exotic clients, none more so than His Royal Highness, Prince Karim Aga Khan, who lived in Paris at that time.

The Aga Khan bought a number of Maseratis over the years, including a 5000GT, 3500GT Spyder and no fewer than four Series 1 Quattroportes, all ordered through Thepenier. The last of these was delivered in 1970 but was subsequently modified to take the new, larger 4.9-litre Maserati V8 engine and also the 'new' Citroen LHM brakes that Maserati was adopting for the Bora. It was while this work was taking place that the Prince visited the 1972 Paris Salon and had his head turned by another Maserati, this time on the stand of the coachbuilder, Pietro Frua.

Frua was the coachbuilder for the Series 1 Quattroporte, and was hoping to get the commission for its replacement. To this end, he built a prototype as his suggestion for Maserati, which had been constructed and first presented a year earlier at the Paris Salon in 1971. At the time, *Automobil Revue* magazine praised it for its "modern, elongated line and strict elegance with emphasis on the horizontal stroke" and concluded that "this Frua creation's sportiness cannot be denied". It sounded like a perfect match for the Maserati brand, but times were changing in Modena.



Now owned by Citroen, and with French managers running the company, Maserati was busy exploring other options. It favoured a Bertone-bodied Quattroporte II designed by Marcello Gandini, no doubt at least partly because that car used Citroen SM running gear.

A year later, a decision had yet to be made so Frua exhibited the car once again at the Paris Salon. While it still didn't have the desired effect on the Maserati management, the Aga Khan was so taken with it that he offered to buy it on the spot. This raised a few eyebrows in Modena as the basis of the prototype was an old Indy chassis and running gear that was distinctly second-hand. To save any embarrassment later, Thepenier respectfully suggested that His Highness wouldn't want to buy this prototype but that Signor Frua was more than happy to build him a brand new example, for which Maserati would provide a new chassis and running gear.

The Aga Khan agreed and Thepenier placed an order with Maserati in January 1973. The floorpan of this new car would also be the same as an Indy, which meant steel box sections throughout with a separate removable front subframe, onto which fitted the engine, gearbox and front suspension. The only difference was an extension in the wheelbase of approximately 20cm. The Indy by that time was nearing the end of its production life (having been introduced in 1968) and Maserati was in the process of launching the final version, with a 4.9-litre engine, later ZF dog-leg gearbox and Citroen LHM brakes, a specification similar

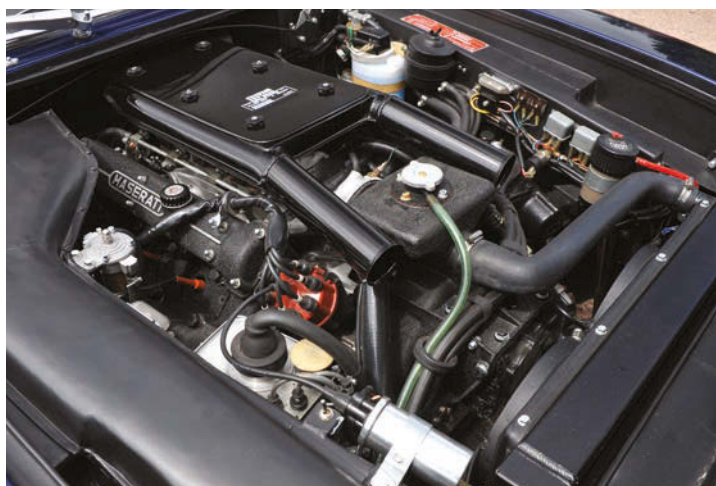
in fact to the Aga Khan's current, modified Quattroporte Series 1. Naturally, therefore, this all met with Royal approval.

The plan was for Maserati to build the rolling chassis and then deliver it to Frua for the body, which neatly removed the need to homologate what was effectively a one-off. This represented a change in attitude for Maserati and a move towards the modern world. In the previous, Orsi era, one-offs and modifications to satisfy particular client's peccadilloes were all taken in the company's stride and it would have been proud to offer a bespoke service. Now, the liability of sanctioning a one-off was too much and so the finished vehicle became a product of Frua, not Maserati.

Perhaps because of this reluctance and almost certainly because Maserati and Citroen were in a state of constant turmoil during this period, it took until September of 1973 for work to commence on the chassis and therefore it wasn't until November that it was delivered to Frua.

Throughout this period, the Aga Khan became somewhat impatient and applied considerable pressure on Thepenier, who in turn pressed Maserati and Frua to complete the project. The car today still has a comprehensive file of correspondence which reveals how much pressure an Aga Khan can apply - Thepenier certainly earned his commission! But these things take time and, correctly, Frua couldn't rush to complete the car. Were it not for the traditional August holidays, it might have been ready before, but having returned from the Costa Smeralda, the Aga

Elegant Frua design should surely have become the official Quattroporte II, but just two were made



Based on an Indy, this is a superb car to drive - among the best of the 'classic era' Maseratis, in fact

Khan agreed to an official handover of the car at the beginning of September 1974. Even then, the paperwork required to export the car to France was not completed until November. It had now been two years since the Aga Khan first saw the prototype. But it was certainly worth waiting for. The Aga Khan covered many miles in the car, and he was an enthusiastic driver. In an interview with *Sports Cars*

in 1989 at a Poulain Le Fur auction, still in Paris, where it was bought by the Geneva International Motor Museum. While on display there a few attempts were made to sell the car, but none was successful, until in 1998 it was bought by the American collector Alfredo Brener from Houston. During the 1990s, Brener had assembled one of the most important collections of Maserati cars in the

“ The prince admitted to habitually driving at between 80mph and 145mph ”

Illustrated, the Prince admitted to habitually driving at between 80 and 145mph, although the car was more often driven by his chauffeur Lucien Lemouss. He went on to recount a story that one day, the chauffeur slowed to 80mph as they fell in behind a slower-moving Ferrari. The young Prince had the chauffeur pull over, took over the driver's seat, and swiftly passed the Ferrari.

However, it wasn't too long before his head was turned again by the next new thing and the car was passed on to its second owner. One of the Aga Khan's other great passions was horse racing and he gave the car to the jockey, Yves St Martin, who had raced the Prince's horses with great success. He owned the car for a few years in the late 1970s and then it disappeared from view for a while, emerging

world, including no fewer than five 5000GTs. He bought not only this Frua Quattroporte but also the prototype that had so enchanted the Aga Khan. I went to view the Brener collection in 2003 on behalf of *Auto Italia* and we photographed both cars together.

They make an interesting comparison as the first car, known retrospectively by its chassis number as AM121.002 (as opposed to the car in these photographs, which is 004) has earlier Indy wheels, a 4.7-litre engine, a Ghibli gearbox and a less accomplished dashboard layout. But the body is identical, and it even has the Citroen LHM brakes. It seems today that there are fewer differences than everyone thought at the time and it does seem odd that they didn't just sell the first car to the Aga Khan. At the end of the day, after its Motor Show career, the

“I Owned It”

Enthusiast and *Auto Italia* contributor, Martin Buckley, actually owned this Aga Khan QP for a short while. He tells us: “I bought the car off Bruce Milner in Los Angeles in 2015 – a fabulous car, and for me the most beautiful of the QPs. In theory it was the fastest four-door car in the world at the time. I drove it much more extensively in LA than I did in the UK. It was an odd car in that it had Citroen-type high-pressure brakes but conventional steering. It was a fairly discreet car and it was difficult to get people to understand how special it was compared with a normal QP. The interior was glorious and very original, as was the rest of the car. But I couldn't afford to keep it. At one point there was an approach from the Aga Khan but he said I wanted silly money for it! While I'm pleased I owned such a special car, it was a daunting responsibility at times, which pretty much cured me of Italian exotica.”




first prototype was sold to King Juan Carlos of Spain, whom one assumes wouldn't have been too keen on a second-hand motor either.

Alas, the Brener collection was dispersed at auction later in 2003 and the Fruas parted company once more. They were briefly reunited once again in the collection of Bruce Milner in California before the Aga Khan car was sold to the British motoring

journalist and *Auto Italia* contributor, Martin Buckley (see panel to left).

After Martin, the car was bought by the current owner, who commissioned McGrath Maserati to undertake a complete mechanical overhaul and interior retrim before pressing it into action for a tour of Norway last year. The car had actually covered 80,000km and considering how much time it has spent unused in museums and private collections, it must have done most of this mileage in its first few years with the Aga Khan. It proves that this is no hastily conceived prototype but a fully developed and sophisticated car.

Certainly, the Indy 4900 was one of the best-developed of the Maserati road cars. The combination of the extra torque from the larger engine with the ZF dog-leg gearbox gave effortless performance. Power steering was standard with a ZF system that gave better feel than non-assisted cars and the brakes used the Citroen system, which while being universally criticised for being excessively sharp and difficult to moderate, were more powerful than any other 1970s supercar. The extra wheelbase of the Quattroporte does affect the handling in that the car is slightly more reluctant to change lanes than an Indy but it does make for a very civilised ride and is rock solid in a straight line at any speed.

Although rumours persist that a third car was bodied in this style by Frua, officially there were only two. Looking at the car today, it is very difficult to see why Maserati didn't give Frua the contract for the Series 2 Quattroporte. It is a stately, luxurious machine with an enormous glass area and spacious interior, yet it still looks lithe and sexy in the way that a Rolls-Royce Phantom never could. 

The Aga Khan Quattroporte Frua is part of the Stephen Dowling collection, being auctioned by RM Sotheby's in London on 5 September 2018. For more information, visit rmsothebys.com



EXPERIENCE MATTERS

WHEN WORKING ON YOUR PRIDE & JOY



Emblem

SPORTSCARS

AWARD WINNING FERRARI & MASERATI SERVICE TEAM

- Family run business
- Latest diagnostic equipment
- Trained technicians to the highest level
- Secured nationwide collection & delivery
- Extensive model experience from 1960 to date

Sharp Road, Poole, Dorset. Tel: 01202 722247 emblemsportscars.com

AWARD WINNING FERRARI & MASERATI SERVICE TEAM



GTB RESTORATIONS LTD

GTB Restorations is here to help you maintain your classic Ferrari, Lamborghini, Maserati or Alfa Romeo to ensure you get the most out of your pride and joy.

We are enthusiasts and owners of these wonderful cars. We offer a full range of services in house including full restoration, mechanical, engine building, full paintwork preparation, spray painting and event preparation.



Operating throughout East Anglia & Nationwide

FULL RESTORATION • ROUTINE SERVICING • ENGINE REBUILDS • PANEL FABRICATION • PAINT WORK

WWW.GTBRESTORATIONS.CO.UK

01449 780372

ENQUIRY@GTBRESTORATIONS.CO.UK

WWW.FIAT500.CC

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

AUTO ELECTRICS
DIAGNOSTICS
TUNING
PERFORMANCE
CONVERSIONS
MOT PREPARATION
WELDING

BUY PARTS ONLINE

SPECIALISTS IN ALL ITALIAN MARQUES
ALFA ROMEO FIAT LANCIA

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



R. PROIETTI LTD
ITALIAN CAR SPECIALISTS EST. 1965

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

What Might Have Been

Italy has produced most of the world's great concept cars. So many of them deserved to reach production, but very few ever did. Here are our most tragic lost causes

Story by Chris Rees





They say in life that it's the things you *don't* do that you regret, never the things that you do. And for us, the biggest regrets are always about cars that we could never buy: ones that came tantalisingly close to production but never made it for one reason or another.

Italy's design heritage means it has a golden treasure chest full of such jewels. From imaginative concept cars to in-house dead certs, there are dozens of cars that should have made production, but whose potential was never realised. The reasons could be financial, personal or just plain bad luck, but the result was always the same: a tragic lost cause.

No doubt you will be able to nominate many more 'might have been' cars, but here's our selection of the greatest ever losses to the Italian car industry – and to classic car enthusiasts, who have been denied the opportunity to own one of these would-be greats.

ALFA ROMEO 2000 SPORTIVA (1954)



Franco Scaglione's 1954 Alfa Romeo design for Bertone might well have made production as a rival for Mercedes-Benz's 300SL gullwing. The 2000 Sportiva was based on a Disco Volante chassis and essentially used Alfa Romeo 1900 mechanicals, with its 1.9-litre four-cylinder engine bored out to 2.0 litres so that it developed 140hp at 6500rpm. Since the Sportiva's 'superleggera' construction resulted in a featherweight 915kg, it was good for 140mph.

Scaglione also created an open Spider version, and perhaps two examples of each body style were built before Alfa's management decided it was too expensive to produce in series. That's a crying shame: an Alfa coupe of the Sportiva's elegance would be an A1 classic today, and undoubtedly worth an absolute mint.





ALFA ROMEO CANGURO (1964)

The Canguro which appeared on Bertone's stand at the 1964 Paris Show was an absolute design classic. Giugiaro's shape was certainly more harmonious than Zagato's more aggressive TZ, with which it shared its mechanical basis. The Canguro was a symphony of lithesome shapes, including cut-in curved windows and a superbly elegant rear. It was also very compact: just 3900mm long and 1060mm tall.

The Edo Manzoni-designed TZ tubular chassis weighed a mere 40kg. Together with the TZ's triangulated all-independent suspension, inboard rear disc brakes and 112hp Giulia SS 1570cc engine, this was a lively, lovely car to drive. Sadly a production run never materialised; had it done so, I suspect this would be in many people's top 10 Alfas of all time. The one and only Canguro was sold to a German and abandoned, before being resurrected by Gallery Abarth in Japan.



PININFARINA ALFA TIPO 33/2 (1969)

This is the car that could have seen Alfa Romeo enter the supercar race alongside Ferrari and Lamborghini. Leonardo Fioravanti of Pininfarina designed this incredible coupe, which was first show at the Paris Show in 1969. It was based on an Alfa 33 Stradale chassis, itself one of the rarest Alfas of all time.

With its gullwing doors and pop-up headlights, the 33/2 looked very much like Pininfarina's Ferrari P5 concept of the previous year. While Ferrari would go its own mid-engined way with the Dino and Berlinetta Boxer, Alfa could have so easily have chased it. The sole 33/2 built currently resides in Alfa's museum at Arese.



ITALDESIGN TAPIRO (1970)

Giugiaro's folded paper school arguably reached its zenith with the 1970 Tapiro. This was the first occasion on which Giugiaro experimented with wedge design. Concept car aesthetics crept in with the doors and rear glass, which were all gullwing-style, required a complex central structure to support the hinges.

It's almost impossible to tell what car the Tapiro was based on from the outside: the Volkswagen Porsche 914/6. Had Porsche made its 914 look like this, it would surely have been much more popular – a kind of proto-Porsche Cayman, perhaps. As it is, the one and only Tapiro was bought privately and ended its days burnt to a crisp in an accident. If you like the Tapiro, the closest you'll get in a production car is the De Tomaso Mangusta.



PININFARINA PEUGETTE (1976)

With the 1976 Peugeotette, Pininfarina came close to achieving production with Peugeot (with whom it enjoyed an excellent relationship at the time). This was an extremely clever design, built with ease of manufacturing a top priority. Its bodywork was exactly symmetrical front and rear, and the wings and opening panels were all interchangeable. The dashboard housed innovative modular instrument 'pods', a bit like the later Fiat Panda.

The Peugeotette was based on the Peugeot 104 ZS, but with extra bracing and a rollover bar. It was a fully functional prototype, which some magazines even



road tested in period, reporting it to be fun to drive, despite a lack of power.

In 1977, Pininfarina revamped the design as a 'Corsa' model with a cut-down windscreen and a covered-over passenger area. Sadly Peugeot declined to productionise what would have been a futuristic and stylish budget sports car – a great shame, as it's stood the test of time extremely well.

FERRARI PININ (1980)

Enzo Ferrari famously decreed that no model bearing his name would ever have four doors. He reportedly considered revising his views when he saw what Pininfarina did to celebrate its 50th anniversary in 1980, for the Pinin was not only the first four-door Ferrari ever built but a real beauty, too.

It was based on a stretched 400 GT chassis and was intended to have a BB flat-12 engine mated to a five-speed manual gearbox, allowing for a very low front end. In fact, the show car merely had a mock-up engine and was a non-runner (although a running engine was later fitted). An elegantly simple design, it featured flush windows and 'multi-parabolic' lights that seemed to melt into the bodywork. There was even enough rear legroom for plutocrats to stretch out.

Enzo stuck to his guns in the end, and we're still waiting for a four-door Ferrari. The Pinin prototype was sold to the Belgian racing driver, Jacques Swaters, and still exists today.

GHIA BARCHETTA (1983)

Over a decade before the Fiat Barchetta, Ghia's little sports car could have become Italy's Mazda MX-5 beater. Designed by Ghia, the Barchetta looked good and would have made a very cheap two-seat roadster, had it entered production.

It was based on the Ford Fiesta XR2, including its 1.6-litre, 82hp, 16-valve engine and front-wheel drive platform. Stylistically it was said to draw inspiration from sports barchettas of the 1950s, with minimal front and rear overhangs, and it looked cool with its steel bodywork painted silver with dark grey bumpers.

Such was the clamour from the buying public that a pressure group was formed, consisting of over 10,000 members, to persuade Ford to make it. It declined, perhaps wisely since the market for sports cars was in





free-fall at the time. The Barchetta's shape did provide the inspiration for Ford of Australia's Capri sports car but this wasn't a patch on Ghia's original. Instead, Mazda was left to clean up with its MX-5.

PININFARINA ALFA VIVACE (1986)

For the 1986 Turin Show, Pininfarina wheeled out a pair of concept cars called Vivace: one a coupe, the other a spider. With the Alfetta GTV and Alfasud Sprint on their last legs at the time, the Vivace could have been a real coup, had Alfa put it into production.

The Vivace twins boasted an elegantly simple design that was so well received that demands were made for Alfa Romeo to productionise the cars. However, Pininfarina's new head of design, Enrico Fumia, was making big waves at the time. His 164 saloon was in preparation and he is said to have penned his first proposal for the Tipo 916 GTV and Spider (which finally emerged in 1994) as early as 1987 – just in time to squash the Vivace's hopes.

BERTONE LANCIA KAYAK (1995)

On Bertone's stand at the 1995 Geneva Motor Show was a real beauty: a Lancia-badged coupe intended to evoke the aura of classics like the Lancia Aurelia B20. Its elegant, tautly sculpted shape was formed over the Lancia K, which had been in production since 1994.

Fiat boss Gianni Agnelli was said to have been very appreciative of the car, and Bertone built a running prototype in 1996 hoping that it might spark a commercial future. However, in 1996 Lancia instead went ahead with its own Kappa Coupe, which was, by common consensus, a stylistic runt.



LAMBORGHINI CALA (1995)

Giorgetto Giugiaro's Calà might just have become the new Lamborghini Jalpa. Its strikingly curvaceous design was controversial in some areas, like the wibbly-wobbly roof/windscreen interface, big air vents everywhere you looked and prominent rear spoiler, but it was certainly striking.

Built over the previous P140 prototype, the Calà had an aluminium chassis and a carbonfibre body. It used a mid-mounted 3.9-litre V10 engine with 400hp and rear-wheel drive, and its top speed was as high as 181mph. But when Megatech sold Lamborghini to Volkswagen in 1998, the Calà was squashed to make way for a new design – the Gallardo – which finally emerged in 2003.



ZAGATO LAMBORGHINI RAPTOR (1996)

Of all Zagato's designs of the modern era that 'got away', the Raptor remains the most poignant – especially as it was a fully functional machine, not a mere mock-up. Launched at the 1996 Geneva Show, it looked sensational. The one-piece front-hinged section (including the doors, windscreen and double-bubble roof) was not only dramatic but highly adaptable. The idea was that you could change it from a coupe to an open-topped 'barchetta' in an instant, or even create a single-seater by fitting a metal tonneau over the passenger's seat.

It was powered by a Lamborghini Diablo powertrain (5.7-litre V12 and 4x4) and by using carbon bodywork, it was lighter than the Diablo, and therefore quicker.



Zagato developed the Raptor to be made in limited series and despite 550 expressions of interest being taken at Geneva, Lamborghini shunned it. Zagato considered building the model itself, but in the end it remained a one-off.

ALFA ROMEO NUVOLA (1996)

I distinctly remember being bowled over by the Nuvola at its launch in Paris in 1996. It was not only me crying for it to be made in series, but hundreds of other Alfisti. Sadly, its design hasn't stood the test of time as well as other cars featured on these pages, so perhaps it's not such a tragedy that it never made production.

The Nuvola was, at one stage, a firm candidate to make it to the showroom. In fact, it might actually have revived the coachbuilt era, since it used a spaceframe chassis and separate body, and Alfa Romeo countenanced offering chassis to independent design houses.

The shape was a well proportioned mix of curves created by Walter de Silva's team at Centro Stile. It used a front-mounted 2.5-litre twin-turbo V6 engine with 300hp and four-wheel drive, and was good for 174mph and 0-62mph in 5.0 seconds. Instead, we would have to wait for the 8C Competizione for an Alfa coupe of this class to arrive; the Nuvola prototype ended its days at the Alfa Romeo Museum in Arese.

LANCIA FULVIA HF (2003)

On display at the 2003 Frankfurt Show was something rather special from Lancia: a brilliantly reimagined Fulvia HF coupe. With retro styling so fashionable at the time, it was bang on trend.

The mechanical basis was unromantic – the Fiat Punto Mk2 – but as the Fiat Barchetta had proved, you could make a very good sports car out of the front-wheel drive Punto. The 1.8-litre 140hp engine would have been plenty enough for some fun, especially as the HF weighed only 990kg: 132mph and 0-62 in 8.6 seconds were claimed.

It would have been a cinch to put this into production – and the intention was certainly there. What wasn't there, however, was cash, and the HF was tragically canned.

FIAT 500 COUPE ZAGATO (2011)

While Fiat expanded its 500 line-up into ever-lardier versions like the 500L, Zagato's 2011 concept went in the opposite direction: shrinking the 500 into a coupe. It looked fantastic, with a low roofline and double-bubble top. The fact that it was displayed on Fiat's own stand at Geneva led to strong speculation that it could make production. Of course, it didn't. Something to consider for the second-generation 500, Fiat...? 🇮🇹



BULLSEYE

WHEN HORACIO PAGANI CAME TO ITALY FROM ARGENTINA IN 1982, IT WAS ON LAMBORGHINI'S DOOR THAT HE KNOCKED. WE TALK TO HIM ABOUT HIS YEARS AT SANT'AGATA AND SAMPLE THE CAR WHOSE DEVELOPMENT HE OVERSAW - THE ANNIVERSARY COUNTACH

Story by Ruoteclassiche/Marco Pascali
Photos by Ruoteclassiche/Alberto Cervetti



Horacio Pagani's name may be best known today for his own supercar brand, but he cut his teeth down the road at Lamborghini's Sant'Agata factory. Pagani started off sweeping the floors – literally – before his engineering skills were appreciated by Lamborghini's management. He ended up being a key figure in the development of the 1988 Countach Anniversary, a model built to celebrate Lamborghini's 25th anniversary.

So when we found out that – after two successful decades

life. And by force of will, his dream actually came true. He had the vision and the skills to become a master craftsman, and within a few years, he would achieve legendary status with his own supercar company.

Horacio Pagani was born in Argentina on 10 November 1955 as the son of Italian immigrants. On arriving in Italy in 1982, he beat a path to Lamborghini, home of the Countach. "I already knew the Countach by heart because it was the dream car of my generation," Pagani told us. "I had a poster of that car in my bedroom. It was black – I still remember it."

His mission came full circle in 1988 when, having

"The makeover of the Countach was an interesting challenge," says Pagani. "The model was, at the time, ageing badly and it was proving hard to sell. Apart from the aesthetics, there was also the issue of United States homologation rules. I immediately realised it would not be an easy task. The first prototype was ready in three months. I had the opportunity to show it to Juan Manuel Fangio, as well as Paul Frère, who happened to be in Sant'Agata at the time. As soon as he saw it, he was particularly impressed by it.

Ultimately, Lamborghini sold over 650 units in

as were both bumpers, and the side skirts were also 'treated' to strakes. The Anniversary proved to be the swansong of the Countach line: made from 1988 to 1990, some 657 were built in total.

Pagani continued to work on Lamborghini projects, including the LM002 and the 1987 Countach Evoluzione, the very first supercar to use a carbonfibre monocoque. He left the home of the Raging Bull in 1991 to set up his own company, Pagani Automobili Modena, as had always been his intention.

"I was in the heart of Modena's 'Motor Valley'. At the time, the Modena area was not yet known

“ I already knew my dream car, the Countach, by heart ”

making Pagani supercars – Horacio had recently bought himself a Countach Anniversary, this felt like the ideal moment to visit the Pagani works and quiz him about his days at Sant'Agata.

It's a now-familiar chapter in motoring history that, when the Argentinean-born Horacio Pagani decided to move to Italy, he was buying a one-way ticket to a dream

been at Lamborghini for five years, he was asked to update the Countach for the company's 25th anniversary. This was not an easy task, because Marcello Gandini's masterpiece was very much a creature of the 1970s. Now, some 15 years on, we were in the brave new world of VHS, floppy discs, Miami Vice and, crucially, the headline-grabbing Ferrari Testarossa.

just a few months – it was a real success."

Compared to the outgoing Countach QV, it was the Anniversary's air ducts that were most striking, with the shadow of Ferrari's Testarossa looming large. New rear intake ducts gained prominent strakes, which gave a better airflow but looked like the stylistic equivalent of 1980s shoulder pads. The engine lid was also redesigned,

by that accolade, but my goal had always been to move to Modena to build my own cars." Having gained experience and skills by learning from some of Italy's greatest craftsmen and engineers, he was fully qualified to create his own car.

The Pagani Zonda finally emerged in 1999, and its many evolutions – together with the new Huayra – qualify Pagani as a serious and innovative



player, high on the slopes of the supercar Olympus. The secret of his success? The clear understanding that supercar customers were

about his experiences at Lamborghini.

How did you get to Sant'Agata?

"I knocked on

today when they apply for a job with me at Pagani. 'Allow me to wipe the floor. Remember I've come here to make the most beautiful car on

assigned to the bodywork department, using metal sheet, glassfibre, whatever: I would process any material. There were 170 of there us at the

“ I said to Alfieri: please allow me to wipe the floor ”

seeking not only performance, but also uniqueness, personalisation and a different way of thinking.

In 2017, Horacio Pagani bought himself a 25th Anniversary Countach – a superb silver example with a red leather interior, with just 2000km on the odometer. We caught up with him where the car currently resides – at his own museum – to ask him

Lamborghini's door in 1983, carrying with me five endorsement letters written by Juan Manuel Fangio. One of these was addressed to Giulio Alfieri (who had been, from 1982, general manager of Lamborghini). Alfieri told me that there were no opportunities at the company because it was in very bad shape.

"I told him the words that everybody refers to

earth.' Alfieri laughed and felt guilty enough to give me a job. The situation was really critical at Lamborghini in those years but Alfieri was an extraordinary person. 'You must be willing to start as a third-level factory worker,' he said, which was the very lowest position in Italy's engineering industry. That's how I started at Sant'Agata. Soon I was

time, a few more than the current staff at Pagani."

How was your welcome?

"I showed up very early to work, I recall. I went to see Lamborghini's 'babies' as they were being built. Then it was the aluminium modellers' turn to arrive: they assembled the cars, polished them and got them ready for painting. Before leaving, in the evening, I would



check every single example, look at them, caress them. In August one year, a cat gave birth to kittens inside a Countach. I kept one of the kittens for myself [he laughs]. Why am I telling you this? To explain that it was different then. Those were romantic years.

"I liked to get to work at around 5.00 or 5.30 in the morning. But I was forced to stick to the official working hours: the unions kicked me out at 5.00 pm. They would yell 'Argenten' and signed me out. I longed for freedom and independence in my working hours. I wanted to come and go as I wished. I wanted to

organise my day without the union getting in the way. Why not also make extra money? Alfieri found a way to employ me in a different way, and I took a job as a craftsman. In fact, I was the first Lamborghini in-house craftsman. The unions couldn't complain; they were tied to old habits."

What project was key to your success?

"No question, it was the Anniversary Countach. We had orders for 170 cars and we ended up making over 650 in all. Also buying a bodywork autoclave brought real change. Lamborghini had refused to buy one, so I



TECHNICAL SPECIFICATIONS

LAMBORGHINI COUNTACH ANNIVERSARY

ENGINE:	5167cc longitudinal 60-degree V12, 48-valve DOHC
BORE X STROKE:	85.5mm x 75mm
COMPRESSION RATIO:	9.5:1
POWER:	455hp at 7000rpm
TORQUE:	500Nm (369lb ft) at 5200rpm
INDUCTION:	6 x Weber 44 DCNF carbs
TRANSMISSION:	5-speed gearbox, rear-wheel drive
SUSPENSION:	Transverse arms/coil springs (front), triangular arms/coil springs (rear), anti-roll bars front and rear
TYRES:	225/50 VR15 front, 345/35 VR15 rear
DIMENSIONS:	4140mm (L), 2000mm (W), 1070mm (H)
WEIGHT:	1490kg
MAX SPEED:	183mph
FUEL CONSUMPTION:	12.7mpg
VALUE TODAY:	£350,000






decided to make the investment on my own. I founded Modena Design, eventually leaving Lamborghini behind. The research work on composite materials from that investment was impressive. At the time, even I didn't realise what I was doing. We were still in virgin territory. The Eurofighter manufacturer would give me materials to review; I would do the testing for them and try

new composite options. That autoclave equipment now forms part of our exhibition in the Pagani museum."

Horacio's flow of memories and anecdotes comes thick and fast. For instance, how he developed a full carbon Lamborghini that sadly didn't reach production. "The L30 dated from 1990-1991. Had Lamborghini been cleverer, the carbon-type chassis, similar to

that of the Aventador, would have been developed 15 years earlier." Then there's his relationship with Dieter Zetsche's Mercedes-Benz. "He always stood up for me against those in the company who were reluctant to supply V12 engines. He said Pagani is a small company that makes an Italian product – what damage can it do to us? Better let Pagani have our engine than the

competition's powerplants." Of all these stories, however, the most fascinating is about the Anniversary Countach. This supercar marked the changeover from Marcello Gandini to Pagani. In many ways, they are polar opposites although both made their own supercar visions a reality and both men certainly know how to make dreams become true. 

DRIVING THE COUNTACH ANNIVERSARY

The Anniversary is easily the most refined of all the Countach models, but that's not saying much. It's still the same concept car-turned-raging-bull with its heart from the 1970s.

The V12 engine, with its four valves per cylinder and two overhead camshafts on each bank of cylinders, delivers 455hp – pretty monstrous by the standards of the 1980s. It means this Countach is a very fast car but it's not the speed that stays with you: it's the sound that makes the biggest impression. All 12 cylinders chattering away; six vertically-mounted twin-choke carburettors sucking in air; and a quite extraordinary exhaust. Stamping on the throttle pedal – which is awkwardly offset – makes the

meaty Webers sound like Jack and the Beanstalk's giant breathing in, while the four exhaust pipes bellow with a ferocious intensity.

There's no ABS, no power assistance for the steering, no traction control. The clutch is heavy, the gearchange is awkward and no human being on the planet could find the offset pedals comfortable. Horacio Pagani even demonstrates how he has to reverse the Countach. From the inside, rearward visibility is virtually zero, so you plonk your posterior on the sill and manoeuvre the car from there. But you quickly forget about such petty, mundane considerations: this is an untamed beast of a car. One that, after all, you really expect to put up a fight.

HORACIO PAGANI MUSEUM
Recently finished after careful preparation, the Pagani Museum houses Horacio's first ever supercar, the Zonda, the Nürburgring Zonda R prototype record car and the latest Huayra. You'll find it at San Cesario sul Panaro, Modena



CLUBS



Alfa Romeo Owners Club
'Serving Alfa enthusiasts since 1964'

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

www.aroc-uk.com

Alfa Romeo Owners' Club

www.aroc-uk.com

Alfaowner.com Club

www.alfaowner.com

Alfa Romeo Association of California

www.alfaromeoassociation.org

Alfa Romeo Club Quadrifoglio Belgium

www.clubquadrifoglio.be

Alfa Romeo Owners' Club of Canada

www.alfabb.com

Alfa Romeo Owners' Club Australia

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

www.alfaclubvic.org.au

Alfa Romeo Owners' Club Australia

(South Australian Division)

www.alfaclubsa.org.au

Malcolm Ebel

membership@alfaclubsa.org.au

Abarthisti

www.abarthisti.co.uk

www.abarthforum.co.uk

Abarth Owners Club

On-line club for owners, fans and

enthusiasts of the Abarth brand

www.abarthownersclub.com

De Tomaso UK Drivers' Club

www.detomasodc.co.uk

Ferrari Owners' Club

Cavallino House, 2 Church Way,

Whittlebury, Northamptonshire, NN12 8XS

gary.dearn@ferrariownersclub.co.uk

www.ferrariownersclub.co.uk

Fiat Motor Club GB

The original UK club for owners of all Fiat
 models.

membership@fiatmotorclubgb.co.uk;

editor@fiatmotorclubgb.co.uk;

press-officer is

gavin@fiatmotorclubgb.co.uk

chairman is b.stigant@ntlworld.com

www.fiatmotorclubgb.co.uk

Fiat Club America

www.fiatclubamerica.com

Fiat Club Africa

www.fiatclub.co.za

Fiat Club of New South Wales

www.fiatclub.com.au

Fiat Club of Victoria

www.fiatclub.org.au

Fiat & Lancia Club of Western Australia

www.fiatlancia.org.au

Fiat 500 Club

www.fiat500club.org.uk

Fiat 500 Enthusiasts Club GB

www.fiat500enthusiasts.co.uk

Sporting Fiats Club

www.sportingfiatsclub.com

Fiat Barchetta UK Owners' Club

www.fiatbarchetta.com

Fiat Forum

www.fiatforum.com

Fiat Multipla Owners' Club

www.multiplaowners.co.uk

Fiat Cinquecento & Seicento

www.clubcento.co.uk

Fiat X1/9 Owners' Club

www.x1-9ownersclub.org.uk

Fiat 127 Forum

www.fiat127.com

Fiat 131 Mirafiori Forum

www.131mirafiori.com

The Fiat Coupe Club UK

www.fccuk.org

Fiat Punto Forum

www.puntosports.co.uk

The Other Dino (Fiat)

Brian1Boxall@btinternet.com

Fiat Scotland

Scotland's dedicated Fiat community

www.fiat-scotland.com

Lamborghini Club UK

membership@lamborghiniclub.co.uk

www.lamborghiniclub.co.uk

Lancia Motor Club GB

Contact: Sarah Heath-Brook

31 Creffield Road, Colchester, CO3 3HY

membership@lanciamc.co.uk

Lancia Montecarlo Consortium

www.montecarlo.org.uk

International Association of Lancia

Clubs www.viva-lancia.com

Club LanciaSport

www.lanciasport.com

Stratos Enthusiasts Club

www.stratosec.com

Maserati Club

Contact: Dave Smith

admin@maseraticlub.co.uk

www.maseraticlub.co.uk

Sports Maserati Club

Contact: Matthew Yates

www.sportsmaserati.com

Northern Ireland Italian Motor Club

www.niimc.net

Italian AutoMoto Club

www.italianAutoMotoClub.co.uk

Scuderia Italian Car Club South Australia

www.scuderiaitaliancarclub.asn.au

DIARY DATES 2018



August 3-5

Lancia Motor Club National & AGM
 Kenilworth, Warwickshire

www.lanciamotorclub.co.uk

August 4-5

Beaulieu Supercar Weekend

National Motor Museum, Hampshire

www.beaulieu.co.uk

August 5

Italian Car Day

by Abarth East Midlands

Heage Windmill, Derbyshire

August 19

Festival Italia

Brands Hatch Circuit, Kent

www.festivalitalia.com

August 25-26

Spettacolo Sportivo

Zandvoort, The Netherlands

Huge Alfa Romeo club event

www.spettacolosportivo.eu

September 1-2

Beaulieu International Autojumble

National Motor Museum,

Hampshire

www.beaulieu.co.uk

September 7-9

Goodwood Revival

Chichester, Sussex

www.goodwood.com

September 14-16

Best Of Italy Race

Castell'Arquato to Morfasso

www.bestofitalyrace.com

September 23

AROC Southern Alfa Day

Winkworth Arboretum, Surrey

www.aroc-uk.com/events-diary

October 14

Autumn Motorsport Festival

Brooklands,

www.auto-italia.net



August 26

MITCAR

Midlands Italian Car Day

Arbury Hall Nuneaton CV10 7PX

www.MITCAR.co.uk

August 30 - September 1

Salon Privé Blenheim Palace, Oxon

salonpriveconcours.com

October 25-28

Auto e Moto d'Epoca 2018

Padova, Italy

autoemotodepoca.com

November 9-11

NEC Classic Motor Show

Birmingham

www.necclassicismotorshow.com





STYLISH DELIVERY...

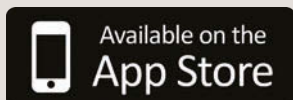
SUBSCRIBE TODAY

SAVE! SAVE! SAVE!

Save up to £10.80 for 12 issues

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 as soon as it is released - from anywhere in the world



ONLINE DIGITAL
'TURNPAGE'
EDITION £3.99 FROM
www.auto-italia.net

W MAGZTER
What do you want to read today?
Home / Seymour Distribution Ltd / Auto Italia / August 2018

Auto Italia - August 2018

Publisher: Seymour Distribution Ltd Category: Automotive, Men's Interest
Language: English Frequency: Monthly

DURATION	AMOUNT	SAVINGS
Single Issue	GBP 3.99	-
1 Year	GBP 38.99 Add GBP 3.00 per issue	Save 40%

Subscribe to Magzter GOLD and enjoy unlimited reading of *Auto Italia* Magazine (including old issues) along with 3,000+ other best-selling magazines and premium articles for just GBP 9.99/month!

Magazine Description Issue Description

Auto Italia magazine was created in 1995 as the world's first specialist publication to celebrate the excellence of Italian automotive design and engineering. Auto Italia is essential reading for the owner, collector and enthusiast who is passionate about Italy and its motoring heritage. Complemented with top quality photography, Auto Italia's informative features are produced by a dedicated group of UK and Italian writers, who all own, restore or race Italian cars.

Recent Issues



SUBSCRIPTION OFFER

Yes, I would like to subscribe for 12 issues

- Quarterly Direct Debit £11.50 (£46 per year) **UK ONLY**
- Annual Credit/Debit Card/Cheque £48
- Europe £65
- USA £75
- Rest of World £78

Your details

Name:

Address:

Postcode:

Telephone:

Email:

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



Service User Number

Account Name

Account Number

Sort Code

Name and postal address of your Bank or Building Society

Postcode

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

Signature

Date

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, MK454HS

BUYERS' GUIDE

EVERYTHING YOU NEED TO KNOW ABOUT BUYING AND RUNNING AN ITALIAN CLASSIC

ABARTH 500/595/695

If you believe that the best things in life come in small packages, one of the Abarth 500 family could be just for you. Here's all you need to know about Abarth's popular pocket rocket

Story by Richard Dredge
Images by Michael Ward





Believe it or not, 2018 marks a full decade since the reborn Fiat 500 went on sale. It still accounts for most of Fiat's sales in the UK and it's easy to see why; fun to drive, brilliantly designed inside and out and with a surprisingly wide model range, there's a lot to love about the retro-styled pint-sized hatch – and convertible too, of course.

One of the best things about the reintroduction of the 500 is that Fiat also used it as an opportunity to breathe new life into the Abarth brand, which returned in spring 2009, one year after the regular 500 was launched. At first, there was just an Abarth 500 hatchback, but the range soon mushroomed. By summer 2010 there was also a 500C with a full-length folding cloth roof, which initially came only with Abarth's Competizione paddle-shift gearbox, but a year later a five-speed manual transmission became available.

The 500 was fitted with a turbocharged 1.4-litre four-cylinder engine rated at 135hp and 132lb ft in Normal mode, but a Sport setting allowed the peak torque to be boosted to 152lb ft. For those who wanted even more urge, an Esseesse kit (deliciously delivered in a wooden crate) could be bought for £2500. Available only from the factory, the kit was classed as an aftermarket package that had to be fitted by an official dealer within 12 months or 12,500 miles of the vehicle being registered. The Esseesse featured an ECU upgrade along with an improved air filter, pushing peak power up to 160hp. To help rein in those extra horses the brakes were beefed up with drilled and ventilated discs up front, while larger drilled discs were fitted at the back. Unique springs were fitted front and rear and to complete the more aggressive stance, the regular 16-inch wheels were swapped for 17-inch items with a white or titanium finish.

In August 2012 the 500 was relegated to entry-level status with the introduction of the new 595 Turismo and Competizione in hatchback and cabriolet forms. Both got 160hp engines as standard (the 500 retained its 135hp unit). The Turismo focused on luxury, with

In spring 2014 695 Biposto was unleashed. This 997kg two-seater was the most powerful derivative yet (190hp), and had an Akrapovic exhaust, adjustable dampers, digital data logger and Abarth Corsa seats with four-point harnesses. While the Biposto wasn't a

“ Along the way there have been a few rarities that occasionally crop up for sale ”

leather trim, xenon headlights and climate control. Both editions also got 17-inch wheels, privacy glass, upgraded suspension and red brake callipers. The sportier Competizione was fitted with a Monza sports exhaust and cloth-trimmed sports seats.

Along the way, there have also been a few rarities that occasionally crop up for sale. First to arrive, in August 2010, was the 695 Tributo Ferrari with 180hp. Just 152 right-hand drive examples were made, each priced at a hefty £29,600 and featuring a Competizione gearbox, xenon headlights, 17-inch alloys and Abarth Corsa seats by Sabelt.

Next came the Maserati Edition, which arrived in December 2012 and was priced at £32,000. The same 180hp powerplant was fitted, with each of the 499 cars also featuring a leather luggage set and upgrades for the brakes, suspension and exhaust. All cars came with maroon paint and tan leather trim.

The 180hp 595 50th Anniversary of January 2014 was limited to 299 examples, all with matt white paint and a scorpion logo on the bonnet; inside there were red leather seats.

special edition, sales were limited by its reduced practicality and hefty £33k price tag. The Biposto Record that arrived in November was a limited-run model, with 133 available at an even heftier £36,610. This time there were 18-inch OZ alloys and all cars featured Modena Yellow paint.

One further special was the 595 Yamaha Racing Factory Edition of autumn 2014, with a choice of seven colours, lowered suspension, a 160hp engine, adjustable suspension and a Monza sports exhaust. Other specials have included the 135hp 500 Bi-Colore of spring 2015 (50 made), the 140hp 595 Trofeo of September 2015





(250 made), the 140hp 595 Tricolore of spring 2016 (300 made) and the 695 Rivale (launched in 2017 and still on sale new).

ON THE ROAD

There are essentially three levels of spec: the 135/145hp 500, the 160/180hp 595 and the 180hp 695. An Esseste kit (available on earlier models) more or less takes the 500 up to 595 spec, but the suspension of the latter is better resolved as the pepped-up 500's ride is too harsh with the big wheels and over-firm damping. With a raft of specialists able to offer upgrades for the exhaust, ECU, brakes and suspension, you could be better off buying a standard 500 and fitting whatever upgrades you fancy, so you can tailor the car to suit your needs.

Although the Abarth shares its bodysell with the regular 500, it had a comprehensive makeover resulting in something that's

far more fun to drive and with a much more aggressive look – but in a subtle way. The nose is extended by 111mm to accommodate the turbocharger, a diffuser with twin exhausts is fitted at the rear and the bigger wheels (either 16- or 17-inch) give the Abarth a much more planted stance.

The least powerful Abarth has 135hp, but pressing the Sport button increases the turbo's boost from 0.7 to 1.0 bar, pushing peak torque up to 152lb ft in the process. There's no need to explore the red line because staying within the mid-range is far more rewarding; there's plenty of shove at this point and the engine sounds its best here too, the cabin permeating with a concoction of whistles and gurgles as you enjoy your favourite B-road. The biggest problem with the 500 is the steering, which is too light and devoid of feel. Pressing the Sport button increases the weighting but doesn't add any feel – what it does do is to increase the amount of self-centring so it sometimes feels like you're fighting it.

ENGINE / TRANSMISSION

The 1368cc engine fitted to all of these cars is strong and doesn't tend to give problems. The most common issue is with coolant weeping from the water pump outlet pipe which can suffer from poor sealing, but this is easily fixed so it's a cheap job. The retaining bolt for the air inlet pipe can also come loose, leading to some strange noises from under the bonnet. Again, this is easily fixed for peanuts.

The gearboxes are similarly tough, both manual and sequential auto. The most likely glitch is a minor fluid leak from the joints, but not enough to worry about. Some early manual-gearbox 500s could suffer from the clutch pedal breaking but any such cars should have been fixed by now. More likely are problems with the gear linkage cable bushes which can wear and break, leaving the car with just a couple of gears.

The cables and bushes have to be bought together but a specialist should charge only £250 or so to get it all back to normal.





CHASSIS / BODY

There should be no signs of corrosion anywhere, while the panel fit should be tight and even. If not, the car may have been damaged then badly repaired. Many Abarths are bought by middle-aged enthusiasts rather than young and inexperienced drivers, so they tend not to be thrashed or abused very much – many are bought as second cars so they don't do a huge annual mileage. You do need to check all of the decals though, as they can peel off and look unsightly – especially where newer cars are concerned.

The suspension can suffer from a few maladies, especially on hard-driven cars. The wishbone and damper bushes don't seem to last very long – they can be worn out in 10,000 miles if the car is regularly driven hard. Budget £280-£360 per side to fix this. The same goes for the front suspension top mounts, for which you'll need to budget £190 per side to get fixed. Rear wheel bearings are another weak spot, given away by whining from one side as the car corners. Expect to pay £260 per side to have a fresh set of bearings fitted.



INTERIOR

The interior is perhaps one of the biggest disappointments as it wasn't upgraded much over the regular Fiat 500. It feels a bit plasticky but tends to last well. Unfortunately the same can't always be said of the wiring loom where it goes into the tailgate on hatchback models. The wiring can fray (although it's unusual) so the rear lights, wiper and boot lock don't work. Depending on whether you're replacing or repairing the harness, expect to pay £400-£800 to get it fixed.

In 2014 a recall was issued for more than 3000 Abarth 500s, which could suffer from the exterior and dashboard lighting being lost, because of wiring damage caused by the loom under the dash chafing against the steering column. It affected cars built between September 2011 and May 2014, so check that the work has been done.

RUNNING COSTS

Abarth sets the service interval at 18,000 miles or two years (expect to pay around £275 for this), with an



Not everything feels of the highest quality but this is mostly a straightforward and easy car to run



BUYERS' GUIDE: ABARTH 500, 595 & 695



TECHNICAL SPECIFICATIONS

ABARTH 595

ENGINE:	1368cc 4-cyl 16-valve turbo
POWER:	165hp at 5500rpm
TORQUE:	170lb ft at 2000rpm
TRANSMISSION:	5-speed manual or sequential auto
WEIGHT:	1035kg
MAX SPEED:	136mph
0-62MPH:	7.3sec (auto 7.4)

annual oil and filter change every year or 9,000 miles for around £120. Esseesse editions cut this latter interval to just 6,000 miles or 12 months.

All Abarth 500 derivatives need a replacement cambelt every six years or 72,000 miles; budget £220 to get the work done, while a 36,000-mile service is pegged at £330 or so; this includes fresh brake fluid along with new pollen and air filters.

There's a raft of independent specialists who can cut the cost of servicing while sticking with genuine parts, but make sure you get recommendations before entrusting your car to anyone. When it comes to online forums, one of the most popular is the Modified Abarths Facebook group.

PRICES

The good news is that because these Abarths only really appeal to enthusiast owners, they tend to be cherished. Find a car that's been neglected and you'll be really unlucky.

Shop around and you might find an early high-mileage 500 for around £5000, but realistically you need to budget at least £6000 if you want any choice. Equivalent 500Cs start at £8000; these are more costly than the hatchbacks because they're rarer and more sought after and also because the earliest cars are also a year newer.

The most numerous of the various Abarth 500 derivatives is the 595, which starts at £9000 for a 13-plate hatchback; once again the cabriolet edition is much rarer which is why these start at £10,500, also for a 2013 example.

Rarest of the Abarths is the 695C. We found just four of them for sale with prices beginning at £25,000 or so; buy a 695 hatch instead and you'll need to find at least £20,000. 🇮🇹

Typical prices:

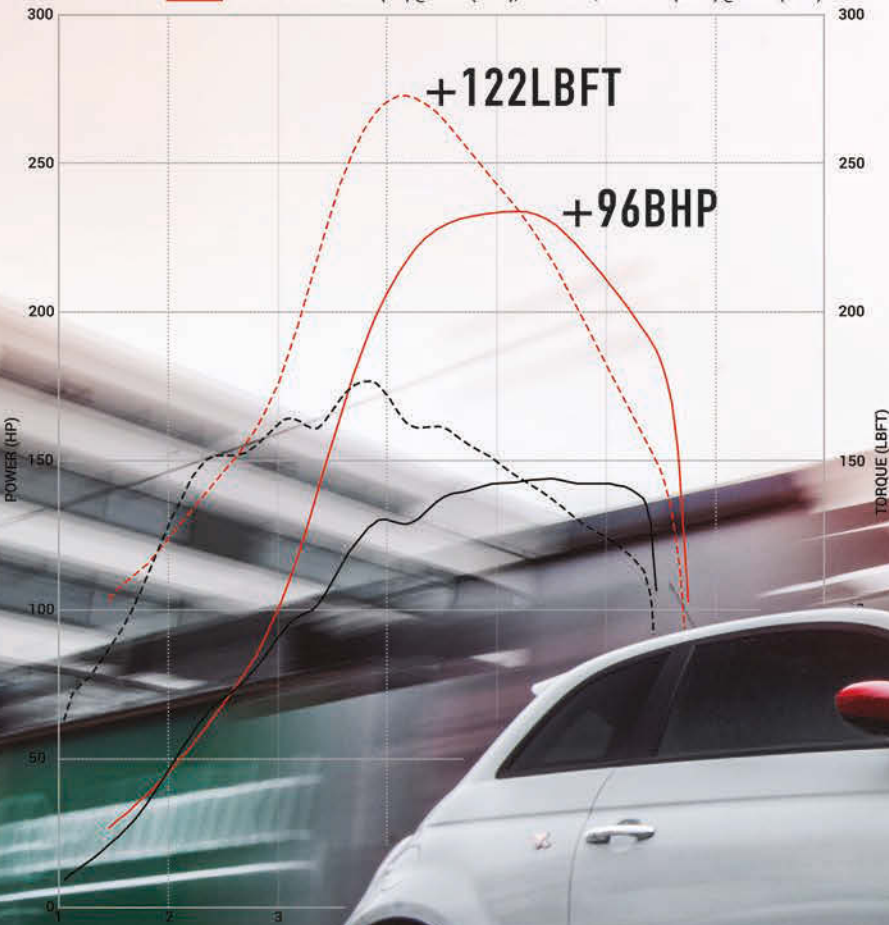
- 2009 Abarth 500. 112,000 miles, red: £4695
- 2012 Abarth 500. 54,000 miles, white: £6750
- 2013 Abarth 500C. 30,000 miles, blue: £9750
- 2013 Abarth 595 Turismo. 26,000 miles, red: £9240
- 2015 Abarth 595C Turismo. 14,740 miles, white: £11,495
- 2015 Abarth 695 Biposto. 11,400 miles, gunmetal; £21,995

THANKS

Our expert for this article is Mike Stebbings of MS Racing (www.ms-r.co.uk), which sells parts and accessories for Abarth owners. Mike bought one of the very first Abarth 500s in the UK in 2009 and he still owns it, having worked with a variety of Italian cars including Ferraris and Maseratis for well over a decade.



MAX POWER = 138.4(HP) @ 5550 (RPM), MAX TORQUE = 168.9(LBFT) @ 3900 (RPM)
MAX POWER = 236.0(HP) @ 5200 (RPM), MAX TORQUE = 274.4(LBFT) @ 4200 (RPM)



ABARTH 595 TDO4 STAGE 3 ECU REMAP



OUR SOFTWARE IS DEVELOPED IN OUR 2 STATE OF THE ART 4WD DYN0 CELLS WHICH ARE CAPABLE OF HANDLING EVEN THE MOST POWERFUL OF CARS.



WITH 14 YEARS EXPERIENCE IN THE TUNING INDUSTRY, YOU CAN BE CERTAIN THAT YOU'RE IN GOOD HANDS.



WE PROVIDE FULL CUSTOM SOFTWARE OPTIONS BASED ON YOUR HARDWARE SETUP FOR MAXIMUM GAINS.



FIND OUT ABOUT AN ECU REMAP

With one of the worlds largest dealer networks you can choose to visit an authorised dealer across 28 countries or enjoy the convenience of our mobile service.

0333 6000 669
enquiries@celtictuning.co.uk
www.celtictuning.co.uk

CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

MODENA 100 ORE

Incredible quality and hard-fought competition help make
Modena 100 Ore probably the best road event in Italy

Story & images by Matteo Grazia





Without a doubt, Modena 100 Ore has always been one of the most important classic car events in Italy. Everything is perfectly set up: beautiful cars, amazing culture, awesome landscapes and a palpable spirit of friendship among the participants. No wonder Modena 100 Ore has been recognised in independent awards ceremonies for collector car events.

In our view, it's risen to pole position among road-based events, the flagship weekend of Italy's 'Motor Valley'. Why? It's a

combination of perfect organisation and the extraordinary standards of the cars. In truth, it's the result of years of hard work by Luigi Orlandini, the Canossa Events staff and Scuderia Tricolore, who have breathed life into an idea born and developed over 20 years ago by Mauro Bompani.

The recipe for success is simple: an international competition for high-profile classic cars for drivers from all over the world. Participants take five days to cover about 830km of roads through beautiful places in central and northern Italy, as well as

competing on racetracks such as Monza, Mugello, Varano, Modena, and doing 11 special stages closed to traffic.

The 2018 edition, held in June, covered the regions of Lombardy, Emilia-Romagna and Tuscany. At the Monza circuit, some 101 cars took the track, divided into two groups, 72 cars for the competition and 29 for the regularity rally. In addition to the traditional racetrack, a wonderful special stage saw the cars run on the famous historic banked sections of track, a tribute to what is the third-oldest permanent racetrack in the





world, after Brooklands (sadly no longer in use) and Indianapolis.

This year, many Italian brands were represented by undisputed masterpieces. There were 21 Ferraris, 14 Alfa Romeos, four Lancias, two Maseratis and one apiece from Iso Rivolta and Osca. British teams were easily the most numerous, at 64, with many more from Germany, Switzerland, Italy, the USA and others.

To give an idea of the incredible quality and rarity of the models, we should mention the 1954 Ferrari 375 MM Pininfarina Spider (driven by Luigino Barp from Italy and Thomas Shaughnessy from the USA), the 1965 Ferrari 250 LM (Alexander and Shirley Van der Lof

and two 1957 Maserati 150s (Marc Devis/Sonia Maveau, and Britain's Richard and Anna Wilson). In addition to many Alfa Romeo Giulia GTA and GTAm cars was a superb 1960 Giulietta Sprint Zagato. Lancias present included a 1955 Aurelia B20 (Terrance Hefty/Dean Meiling), a 1975 Stratos Gr4 rally car (Max Girardo/Elio Baldi) and two from the UK: Andrew McAlpine and Alex Lee's 1971 Fulvia HF and a rare 1982 037 Stradale driven by Robert Wadsworth and Alistair Oxley.

After Monza, the convoy arrived in Emilia-Romagna for special stages in the hills near Parma, followed by a parade in Salsomaggiore Terme, the famous tourist town. Then there were competitive races at

the Varano de Melegari circuit, whose 2350-metre length allows cars to shine even with less power. The competition was intense, with frequent contacts between cars and some full-on driving.

The mechanics were called on to do gruelling work, day and night, only occasionally failing to keep cars working. After all, withdrawals are expected when the competition is so hard-fought. This is no polite parade of vintage cars!

Tuscany welcomed the classics on the third and fourth days in beautiful places such as the seafront of Forte dei Marmi, the green Apennine landscapes, the Circuit of Mugello and of course Florence, which saw





the arrival of the cars in the historic centre at Piazza Ognissanti.

Roads full of history, like the Futa and Raticosa passes (scenes of epic battles during the Mille Miglia) were crossed by the colourful caravan, a real travelling museum. Their destination was Modena and the nearby racetrack at Marzaglia. When the first cars reached the city, its beautiful Piazza Grande was filled with fans celebrating the winners.

The podium ceremony in the shade of Ghirlandina saw the British crew of Philip Walker and Miles Griffiths aboard their 1964 Jaguar E-Type take the win. Among the ladies, Daniela Ellerbrock and Jackie Rohwer in a 1965 Alfa Romeo Giulia Sprint GTA took the top step of the podium. In the regularity

event, a Porsche 356 B was the winner but in the women's competition it was an Italian car: Joelle Housseau and Aude Moreau's 1972 Ferrari Dino 246 GT. One of the most beautiful cars, a 1952 Ferrari 212 Export Berlinetta Touring, placed incredibly in third place due to a classification that takes into account the Index of Performance.

The atmosphere, strong sense of fair play and friendship make this event unique in the international scene. And we shouldn't forget that in 2018, as in previous years, the organisers took a 'CarbonZero' approach, offsetting the CO₂ emissions generated by the cars by planting new trees in the Tosco-Emiliano Apennines – we think this makes it the world's only 'zero emissions' car event.





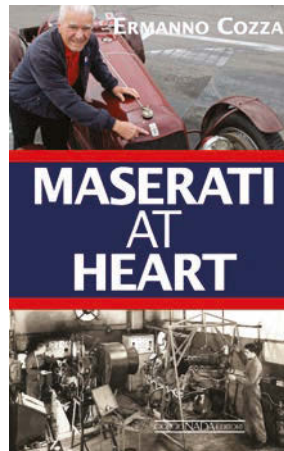
ALFA ROMEO & FORMULA 1:
From the First World
Championship to the Long-
Awaited Return
By Enrico Mapelli
Giorgio Nada Editore
ISBN: 978-88-7911-717-3
£44.00

As regular readers will know from our August 2018 issue – when we gathered together seven Alfa Romeo F1 cars over the decades – Alfa is back in Formula 1 (albeit merely as a sponsor of Sauber). That seems like a good moment, then, to publish a book celebrating the full story of Alfa's participation in F1, both as a manufacturer and an engine supplier.

That starts right back in the earliest days of the 1950 and 1951 seasons (although only 18 of its 192 pages are devoted to the Alfa 158/159 era). The book spends more time in the eras of Chiti, Autodelta and Brabham, as well as early 1970s flurries with McLaren and March, plus Ligier. Names like Fangio, Taruffi, Giacomelli, Andretti, De Cesaris, Patrese, Cheever, Reutemann, Watson, Piquet and Lauda light up a fascinating story. There's also a full listing of all Alfa Romeo's Formula 1 results.

The text is in both English and Italian, and the book is very well illustrated with hundreds of images, most of which are period (there are just a few modern photo shoots of the historic

1950s cars). Many of these photos have never been seen before.



MASERATI AT HEART
By Ermanno Cozza
Giorgio Nada Editore
ISBN: 978-8879117166
£39.00

Anyone who is even remotely into Maserati will find Ermanno Cozza's new autobiography utterly entrancing. Here is a story of Maserati, told from the inside, by a man who was central to the marque from 1951 up until 1987 – and even beyond, as someone who helped create Maserati's archive and museum.

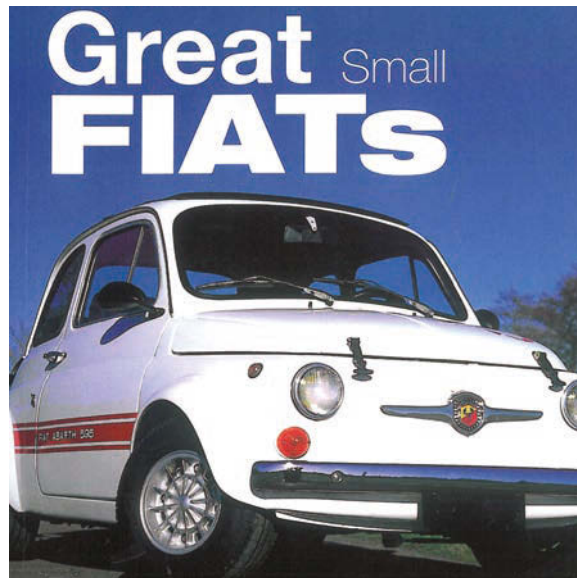
Cozza was born in 1933 and joined Officine Alfieri Maserati as a mechanic aged just 19. He spent his years in the Research Department, then the Technical Office and finally the Commercial Department. Cozza comments: "Today, many people consider me to be the living memory of Maserati" – and that's exactly why this book is so good.

Here is an engineer's view of the Maserati story, rich in detail on the development of both racing and road cars. But it's the people who truly enliven the story; you get a real sense of who they were, from rabble-rousing union representatives to the overbearing Alejandro De Tomaso, the despot

who reigned at Maserati from 1975 to 1993.

This is a traditional-looking and feeling book written by a man who clearly respects traditions. Over some 500-plus pages, Cozza's crystal clear memories and anecdotes provide some amazing insights, many of which have never before been published. Yet it's also a very personal story.

The book's traditional feel even extends to the separate 'photo plate' sections, with black-and-white and colour images that are redolent of the age. No, this is not an especially cheap book but its excellent value is all too clear to appreciate. One small criticism: it would benefit immeasurably from an index, which is sadly lacking.



GREAT SMALL FIATS
By Phil Ward
Veloce
ISBN: 978-1-787113-23-7
£27.50

If you like small Fiats, this book lives up to its name: it's great. Written by the erstwhile editor of – and current contributor to – *Auto Italia*, Phil Ward, it's a true classic for Italian car fans. The original title, published back in

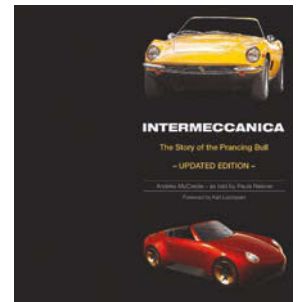
2007, is now out of stock, so it's been relaunched as part of Veloce's 'Classic Reprint' series – although it's actually more than that, having been modestly updated to make it more relevant to 2018.

Starting with the Topolino of the 1930s, it charts Fiat's hugely successful satisfaction of Italy's desire for cheap mobility. It moves on to the 600 and 500, which revolutionised car production and maximised passenger space. Other models covered include the 850, 126, 127, Cinquecento and Seicento.

The book's definition of 'small' also slightly larger Fiats such as the 1950s Millecento, the 128 (Fiat's first front-wheel drive car), Panda and Uno, as well as models from

Autobianchi, Polski-Fiat, Neckar, Zastava and Seat. It's the rare coachbuilt stuff that excites us, like Savio, Siata, Giannini and – in particular – Moretti, with which Mr Ward has a special affinity.

The price is keen, too, for a chunky 176-page book, although the paper finish doesn't do justice to the excellent photos, of which there are no fewer than 853 to enjoy.



INTERMECCANICA:
The Story of the Prancing
Bull (Second Edition)
By Andrew McCredie &
Paula Reisner
Veloce ISBN: 978-1-
787112-53-7
£45.00

Intermeccanica is one of Italy's least well known car makers, and this book sheds some welcome light on what is a fascinating story. Founded by Frank Reisner (a Hungarian-born Canadian), the Intermeccanica company started off in Turin in the early 1960s. The glory period was undoubtedly the sixties, when the company made such fabulous sports and GT cars as the Apollo, Italia and Indra (a superb example of the latter was featured in *Auto Italia*'s June 2018 issue).

Reisner emigrated to North America in 1975, after which the story gets a little less interesting (there are a lot of pages devoted to plastic Porsche Speedster and VW Kubelwagen replicas). But the new second edition of the book has a kick in the tail, bringing the Intermeccanica story up to date with the new 'Electra Meccanica' project (dabbling in electric cars), plus details of a forthcoming new Intermeccanica sports car. The 192-page hardback features 200 pictures, including some cars you'll never have seen before – and that's always what we want from books on obscure subjects.



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

TEAM CARS

REPORTS ON OUR OWN CARS RUNNING ON THE EDITORIAL FLEET

CHRIS REES

ALFA ROMEO SZ
ALSO OWNS: FIAT PANDA
100HP, MASERATI
QUATTROPORTE
SPORT GT

It was going to be so simple. Out of hibernation this spring, the job I decided to treat the Alfa SZ to this year was its drooping doors. Zagato's design and construction methods for the SZ certainly left something to be desired – did you know that it built up SZs fully, then took them apart again to paint them? Often the 'wrong' opening panels were then put back on the cars. No surprise that SZs tend to suffer from dropping doors over time...

Mine were needing a good thwack to close, drooping so much that some of the paint was rubbing off the front wings. So off the SZ went to Alfa Aid in Maidenhead, where Adrian Jardine's team set about the two-day process of removing the doors and fixing them to sit straight. The hinges



had warped over time, so new hinges (the very last ones in stock) were fitted. There were also no shims at all, as there should be, so Alfa Aid made up a total of 17 new ones to get the doors to sit properly. Great news: they now swing super-smoothly and with a satisfying clunk.

The SZ was ready just in time for its first outing of the year, a run around Castle Combe with some classic cars (and, as it turned out, Nick Mason's LaFerrari). But on my very first series of laps, I started feeling a vibration through the gear lever, followed by a sharp noise and then a much louder vibration that made the car sound like a World War 2 bomber. Track session

over! I guessed that a propshaft doughnut had perished and, sure enough, when the SZ returned to Adrian for diagnosis, that's exactly what he found: the middle of the three rubber doughnuts had spat a piece out. No problem: just fit a new doughnut.

Yes, it was going to be so simple. Then Adrian sent me a pic of the dismantled propshaft showing the centre spline severely worn – the result of one of the doughnuts having been fitted incorrectly, allowing the shaft to shimmy around. Could it be fixed? After a long investigation by a propshaft specialist, the answer was 'no'. So it's a new one, then? Adrian looked at me: "I gave the



propshaft people my last remaining SZ shaft to use as a template – and they've lost it..."

After days of extremely anxious waiting – during which time Adrian discovered that no propshafts remain for SZs at all (or, for that matter, Alfa 75 V6s) – he finally

said they'd found his last remaining SZ shaft to use as a template – and hey presto – the SZ is back in action! Adrian also cured an annoying rattling sound that's been plaguing my exhaust ever since I bought the car five years ago. I've got used to it, but Adrian says he had to fix it to keep him sane!





STEFANO COMPRIMOZZO

FIAT PANDA SELECTA
ALSO OWNS: FIAT PANDA
4X4 MK2

Being something of a 'Pandaholic', I was delighted to receive an email in May 2016 from an old friend, James Wheeler, who had spotted an advertisement for a 1992 Panda Selecta with only 9680 miles and in time-warp condition. An appointment was rapidly made with Spinning Wheel Classics in Chesterfield to inspect and try the little machine, after which a deal was struck. The only items needing attention were a failed door lock and the thermostat, which was stuck open, possibly

because of lengthy periods of inactivity. The 220-mile journey on a hot day back to the New Forest, possibly the car's longest trip, passed without incident, although I noticed that the engine seemed to run a bit hotter than I would like. Since then, about 2500 miles have been added to the odometer, but on the return trip from the *Auto Italia* day at Brooklands in May this year, the tickover became very lumpy with frequent stalling. Suspecting dirt, it was the perfect excuse to treat the car to a good 'service with belts' and she was booked in at Italia Speed near Newbury. Darren Marshall and Phil

Lawrence are predominantly Alfa Romeo specialists but both have worked on Fiat before, which was useful as Phil immediately suspected the stalling problem to be a leak in the vacuum control in between carburettor and distributor. He was right – hooray for technical expertise rather than computers. The cambelt, tensioner, alternator belt and water pump were changed, the carburettor was cleaned and the quite complex throttle linkages (which also control the CVT automatic) were reset. The transformation is remarkable. The engine now runs noticeably cooler (with a genuine Fiat thermostat rather than a



replica of debatable origin), the idling is akin to a contented kitten (or panda?) and the whole smoother experience now evokes an even bigger grin. Forza Panda.

PETER COLLINS

ALFA ROMEO GIULIETTA SPECIALE
ALSO OWNS: ALFA
GIULIETTA TI & ALFA 155

So I took my 2015 Alfa Giulietta to my local dealer for its first MOT and came away with a new Giulietta... oops. Actually, I had been looking for a younger used example as a replacement. Not that there was anything wrong with the 2015 car, but it seems to make economic sense to keep

changing every two to three years as there are so many good value examples around out there – or so I thought.

I tasked my local dealer, Ancasters, with finding me one but after a month or so they rang to admit failure: the national cupboard of recent 170hp petrol cars with telephone dial wheels was bare.

The phone rang again a couple of hours later and the dealer asked, "Have you thought about a new one?" No, I hadn't, was the immediate reply, except that I then definitely heard myself say "I'll come and talk to you about it". The sales staff at Ancaster were excellent and good-humouredly bent over backwards to



ensure I wouldn't escape their clutches. The deal they offered was just too good to resist.

So now I am running around in a new Giulietta. I still don't like the modernised badge but the rest is fab. Interestingly, the top of the range is now described as only having 150hp at its disposal, which rather disappointed me, until studying the technical specifications seemed to suggest that 170hp is available via the DNA system. Maybe, post VW/Audi scandal, there has been an outbreak of honesty in automobile advertising?

MICHAEL WARD

FIAT DOBLO DYNAMIC
ALSO OWNS: ALFA ROMEO
MITO CLOVERLEAF,
FIAT 124 SPECIAL T

How do you break reverse gear on a Fiat Doblo? I have no idea but somehow I managed it.

As you might imagine, the trusty Doblo camera car covers a fair few miles and is driven by a variety of people with differing levels of mechanical sympathy, so the clutch gets a bit of a battering.

Still, having covered 94,000 miles and



approaching it 12th year, the old workhorse is doing well.

The gearchange has always been a bit irksome which was never going to improve with time.

Jamie Porter's Alfa Workshop was entrusted with the gearbox rebuild, as well as a few other small jobs.

By the time I got the Doblo over to Royston in Hertfordshire, the clutch had actually gone. The benefit of learning to drive in old cars is that you get to drive in worst-case scenarios. It just so

happens that I've had clutches and slave cylinders fail before so I'm unfazed by not having a clutch. The tricky bit is joining roundabouts and trying not to stop.

OE clutch kit, slave cylinder, reverse gear (from an Alfa 147) and a broken wire in the tailgate were all fixed and the Doblo was soon out covering more miles.

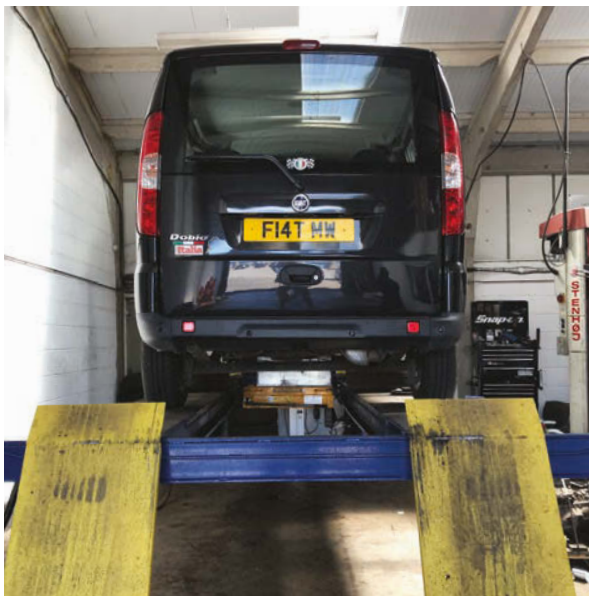
After a particularly busy week which involved a trip to Wales, Dorset and Norfolk on the hottest week of the year so far, the front brakes finally

cried: enough!

Marco at Torque Automotive in Bedford is another one of my go-to guys. You're always treated to a decent coffee and chat when watching him work.

I suspected the pads were shot, but on closer inspection the discs were done too. All were replaced swiftly and the car was given a full inspection as the MoT was imminent.

A week or so later, the Doblo passed with only one minor advisory on a worn suspension bush.



AUTO **Italia**

Special Offer

**HAVE YOUR CAR PROFESSIONALLY PHOTOGRAPHED
IN OUR BEDFORDSHIRE STUDIO £200 + VAT**



For details and prices Tel: 01462 81115 or 07789 967128
michaelward@auto-italia.net

Foskers

The UK's oldest independent Ferrari specialist

@FOSKERS 
FOSKERSFERRARI 
@FOSKERS 

THINKING OF SELLING YOUR **FERRARI**? WE ALWAYS REQUIRE TOP QUALITY USED **FERRARI**



Ferrari F355 Manual £110,000
Superb example, factory Carbon Sports Seats.



Ferrari 308 GTB £110,000
Recent bare metal restoration, original interior.



360 Challenge Stradale £ please call
One owner, collection car from new, FSH.



Ferrari F430 Manual £119,995
Rare manual example. Crema hide, 29k miles.



Ferrari 308 GTS £84,995
Lovely history file, 14 inch alloys, XWX tyres.



Ferrari 512 TR £ please call
Immaculate original example, one of 38 UK cars.

EMAIL: sales@foskers.com WORKSHOP: +44 (0)1474 874777

SALES LINES: +44 (0)1474 874555 Jeff: +44 (0) 7703 355355 Gary: +44 (0)7515 430430

FOSKERS.COM



COLLECTORS' GUIDE

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

Your First Ferrari

Affordable Ferraris? No Ferrari is cheap, that's for sure. But if you've got £50,000 to spend, there's a surprisingly wide selection out there. Which of these entry-level Ferraris should be your first choice?

Story by Chris Rees & Peter Collins
Images by Michael Ward & Peter Collins

Every Italian car enthusiast has, at some point, asked the question: what would be my first Ferrari? Presuming you're not a lottery winner with the odd million to splash about, that means starting at the affordable end, with a modern classic.

Below the £50,000 mark, there's an alluringly wide choice of ways into Ferrari ownership. From iconic 1970s classics to relatively modern cars, there's an entry point for all sorts of tastes and budgets.

At £50k, we're talking perfectly roadworthy, usable Ferraris, not restoration projects or basket cases. And believe us, you really want to spend more initially to buy a good example than skimp on purchase price, because repair and restoration costs

can be crippling expensive.

So what Ferraris are out there at budget prices? Which ones should you avoid, and which ones are the peaches? And what should you be looking for? Here are all the answers, from the cheapest upwards...

FERRARI 365, 400 & 412

SVELTE BUT WALLET-SAPPING

Price: £20,000-£85,000

The 1972-1976 365 GT4, the 1976-1985 400 and 1985-1989 412 are classic front-engined Ferraris: tubular chassis, all-independent suspension and Colombo's legendary V12 in 4823cc guise by 1976 (good for 340hp). In 1979, Bosch fuel injection in the new 400i saw power fall to

311hp but by 1985, the 412 had grown to 4943cc and went back up to 340hp. Shock horror: GM automatic transmission arrived in 1976 – the first-ever self-shifter in a Ferrari – but five-speed manual was always available. The 412 is sometimes viewed as less desirable than the 400, but it's quicker, more refined and has more boot space.

The 365/400/412 lasted 17 years (the longest-running Ferrari of all time), during which time 2904 examples were built, roughly half with automatic transmission.

THE GOOD BITS

Pininfarina's shape still looks fantastic. And the driving experience is dominated by the wonderfully luscious V12 engine, especially in early carb-fed guise.





TECHNICAL SPECIFICATIONS

FERRARI 412

ENGINE:	4942cc V12
MAX POWER:	340hp at 6000rpm
MAX TORQUE:	333lb ft (450Nm) at 4200rpm
0-62MPH:	6.7sec (auto 8.3)
MAX SPEED:	155mph

THE BAD BITS

It weighs almost two tons so it's not fast (8.3 seconds 0-62mph for the automatic) and this is a 'soft' GT car with lolloping, ponderous suspension, and an over-light steering feel.

GTs are cheap to buy but running costs are eye-watering. An engine rebuild is £15k minimum, an auto 'box overhaul is £3000, a set of discs and pads £2500 and it's £2500 for each 12,000-mile service. Check for head gasket problems, fluid leaks, rattling timing chain, leaking Koni rear suspension and rusty bodywork (new panels are impossible to find). Oh, the electrics are notoriously weak, too.

PRICES

You can still find £20,000 cars but realistically an investable car will cost from £60,000. At

auction, Historics recently sold a 400i Automatic for £22k, whilst a rare converted 400 Cabriolet went for £42,800 at Silverstone Auctions (pictured above), but that is very much a wild card.

There's little price disparity between manual and auto cars, but manuals tend to sell more quickly. LHD is rare in the UK, but expect to pay 25% less than RHD. Colours tend to be dark or light metallic; dark blue metallic works best, as does bronze, but red makes it look too large and the jury is out on white.

For future investment, of the three versions, we'd go for a low-mileage (say 30k) 365 with RHD, a good colour and history, as 365s have an essential purity about them. For the 400, RHD and manual would be our preference.





FERRARI MONDIAL
PRACTICAL BUT IMPERFECT
Price: £25,000-£65,000

Stylistically challenged and dynamically wanting, or a practical classic like no other? Perhaps a bit of both; whatever, the Mondial is one of most accessible Ferraris of all.

The Mondial 8 was a Pininfarina-designed mid-engined four-seater that replaced the 308 GT4 in 1980. The mid-engined, four-seat layout meant a long wheelbase and a forward-positioned passenger cabin – not an entirely happy look. Its 214hp transverse-mounted 2927cc quad-cam V8 engine was upped to 240hp in 1982 with the Mondial QV, which also boasted a meatier steering feel.

One year later came the convertible, then in 1985 a facelifted Mondial 3.2 upped the power to 270hp and a better cabin was thrown in. In 1989 came a significant change: the Mondial T with its 3.4-litre 300hp engine (from the 348) mounted longitudinally to sharpen the handling. A small number of Valeo semi-automatic versions were also made. By the time Mondial production ended in 1993, a total of 6100 Mondials had been built.

THE GOOD BITS

The clutch is light by Ferrari standards and the ride is exemplary. The handling is sharper than the 308 GTB's and is especially good in 'T' form. The newer the generation of Mondial, the more power and drivability you get. Reliability-wise, the engines are pretty robust.

TECHNICAL SPECIFICATIONS

FERRARI MONDIAL	8	3.2	3.4T
ENGINE:	2927cc	3186cc	3405cc V8
MAX POWER:	214hp at 6600rpm	270hp at 7000rpm	300hp at 7200rpm
MAX TORQUE:	179lb ft at 4600rpm	224lb ft at 5500rpm	239lb ft at 4200rpm
0-62MPH:	7.0sec	6.3sec	5.6sec
MAX SPEED:	143mph	155mph	158mph

THE BAD BITS

Not everyone likes how the Mondial drives. The pedals are offset, the gear lever is long, and the steering wheel is large and the feel heavy at low speeds (alleviated in the 'T' with its power assistance). Despite being high-revving, early V8 engines feel sluggish by modern standards.

Mondials rust. You need to check the front wings, door bottoms, wheelarches, boot, bonnet, floor and bulkhead. Look out for awkward-to-engage gears, faded paintwork, fusebox problems, jammed headlights and electrical issues.

PRICES

Prices are hugely dependent on model. The Mondial 3.0-litre ducks under £30,000, the QV £35,000, the 3.2-litre £40,000 and 3.4-litre 'T' £50,000 in Coupe guise and as much as £65,000 for a Spider. At auction, a 1988 Mondial changed hands for £27,300 at Pandolfini in Florence, whilst Silverstone Auctions brought the hammer down at £52,900 on a nice 1991 Mondial T.

In general expect to pay £10k more for a Spider than a Coupe. RHD will always be worth up to 30% more than LHD, with ex-USA market cars being the least popular. As

far as colour is concerned, red is great (and helps to sell when the time comes); otherwise, all factory colours look good, especially dark metallic blue.

Mondials have no particular investment value, frankly: prices have remained constant for a long time. Your best bet? A 3.4 T Spider.



FERRARI 308 GT4

SEVENTIES COOL

Price: £30,000-£70,000

For so many years, the 308 GT4 was the unloved Ferrari. Today, the ugly duckling has turned into a swan: buyers are finally recognising the beauty of the beast, and that it's actually super-sweet to drive.

The 308 GT4 predated the GTB by two years, arriving in 1973. It was Ferrari's first ever production V8; its first mid-engined 2+2; and its first designed by Bertone. Launched as a Dino, it used a 246 chassis stretched by 21cm.

The 3.0-litre V8 all-alloy engine was all-new, mounted transversely with the five-speed manual gearbox. With four carbs, its power output was 255hp, good for 155mph and 0-60mph in 6.4 seconds.

There's a groundswell of opinion now that the wedgy GT4 looks pretty good, in a retro '70s kind of way. Unlike some mid-engined rivals, the GT4 can genuinely seat four people, too. It sold well: when production ended in 1980, it was the third most popular Ferrari ever. 2826 were made, 547 of which were RHD.

THE GOOD BITS

The aluminium-and-chrome interior looks great. When the carbs are on song, there's so much pep and rev-happiness, with a fabulously guttural sound. Mid-range pull (3500-5500rpm) is excellent. The GT4 is the sweetest handling and best balanced of all the 308s and steering feedback is excellent. And it enjoys the best visibility of virtually any mid-engined coupe. Spare parts supplies are surprisingly good, too.



THE BAD BITS

The driving position is offset and the steering wheel is quite low-set (don't discount a left-hooker, which is ergonomically better). Refurbishment costs are high. Most bodywork is steel and rust can be a big problem – check the A-posts, wheelarches, front wings, sills and valances. Rusty fuel tanks (two of them) are pricey to replace, while the chassis is also prone to corrosion. Fuseboxes cause problems and are commonly replaced with an upgraded item.

PRICES

It's possible to find GT4s for £30,000 but it's wisest to spend around £50,000. Cars at low prices need great care: to do a full restoration can cost £100k. At auction, Historics sold a 208 GT4 with LHD for £33,400 in May whilst Brightwells achieved £30,600 for an RHD 308.

The price disparity between RHD and LHD is only 10-15%, with the occasional 208 popping up with LHD. Colours tend to work well across the spectrum, but dark colours are rare.

For the future, the model benefits from being superb to drive, practical and endearingly quirky. Spencer at Barkaways reckons that, of all the cars in this feature, an early 308 GT4 in yellow with a black interior would be the standout car, both for pleasure and investment.

TECHNICAL SPECIFICATIONS

FERRARI 308 GT4

ENGINE:	2927cc V8
MAX POWER:	255hp at 7600rpm
MAX TORQUE:	210lb ft (285Nm) at 5000rpm
0-62MPH:	6.4sec
MAX SPEED:	155mph





FERRARI 308/328 GTB/GTS
BEAUTY DOESN'T HAVE TO BE EXPENSIVE
Price: £35,000-£80,000

Graceful lines and a glorious V8 engine: the 308 and 328 are all-time classics. These are superb entry-level Ferraris that are easy to own, inexpensive to run and richly rewarding to drive.

The Pininfarina-designed 308 GTB followed the 308 GT4 as the two-seater of the family, with a 21cm shorter wheelbase. The 3.0-litre V8 engine, shared with the GT4, had up to 255hp in carb-fed form. In 1977 came the targa-roofed 308 GTS. In 1980, both 308 GTB and GTS switched from carbs to fuel injection (GTBi and GTSi), but power dropped to 214hp – addressed in 1982 with the QV's 240hp output.

The 328 succeeded the 308 in 1985. It drives better, is easier to live with and doesn't suffer the 308's rust issues. It used a bored and stroked version of the V8 engine, taking it up to 3185cc and 270hp. As ever, there were GTB coupe and GTS targa versions. Around 12,000 308s and 328s were built between 1975 and 1989.

THE GOOD BITS

The robust V8 revs to 8000rpm and sounds superb, with carb-fed models having more character than later injected V8s. The clutch and brake pedals are light. The ride is surprisingly comfortable. The 308 is well balanced, with mild understeer, and the steering is direct and responsive.

THE BAD BITS

The performance is hardly stellar, while handling turn-in is a little hesitant. Rust is a big worry: check the sills, bulkheads, A-posts, doors, lower panels, wheelarches, headlamp nacelles, spare wheel well and chassis outriggers. The later 328 has galvanised panels, so is better on rust. An array of electrical issues includes headlamps that won't pop up.

If the engine hasn't been looked after, a full rebuild could set you back £10,000 plus. Check for good oil pressure, blue smoke, oil leaks and hesitant Marelli ignition. Overheating can be an issue, too. If the gears crunch, a rebuild is up to £5000, and the clutch can take up to two days to change. Check for worn hub bearings, too (a £2000 fix).

PRICES

Price vary widely, starting as low as £35,000. At the upper end, early dry sump and carb cars are now £100k and Vetroresina examples are up to £135k. With the 308 QV, GTSi and GTBi, £70,000 is top of the market. Recent auction prices include a US 308 GTSi Spider for £37,100, a 1981 308 GTS at £40,500 and a 328 at £46,100, while a concours 308 GTS QV made £76,500.

308 QVs are worth more than 'i' versions;

GTBs are worth more than GTS. European LHD is worth 20% less, USA LHD 40% less. The rarer 328 GTB carries a 20% premium – you're unlikely to find a good one under £70k unless it's an ex-track car.

Most colours work well, with dark blue metallic achieving perhaps a 10 per cent premium. For future values, go for an RHD QV GTB, the very best being a 328 GTB in metallic blue with RHD (which have nearly tripled in value over the last 10 years).



TECHNICAL SPECIFICATIONS

FERRARI	308 (CARB)	328
ENGINE:	2927cc	3185cc V8
MAX POWER:	255hp at 7700rpm	270hp at 7800rpm
MAX TORQUE:	210lb ft (285Nm) at 5000rpm	213lb ft (289Nm) at 5500rpm
0-62MPH:	7.3sec	5.6sec
MAX SPEED:	145mph	153mph





FERRARI 456 GT
V12 BRUISER CRUISER
Price: £40,000-£85,000

Svelte, potent, luxurious and elegant, Ferrari's 456 GT is perhaps the perfect all-rounder but it's still relatively affordable because four-seater Ferraris have not yet found favour in the 'investment' market. But things could be changing as demand increases for the Daytona-esque Pininfarina-styled GT.

The 456 GT is a four-seater of the highest calibre. It cost £180k new and can reach nearly 190mph. As the belated 1992 replacement for the 412, it had an all-new 5474cc V12 engine, making it the world's fastest production four-seater at the time.

Initially the 456 GT was offered only with a six-speed manual but in 1996 came the 456 GTA (Automatic) with a four-speed auto. In 1998 came the 456M (Modificata), with changes to the aerodynamics, cooling and interior. Some 3289 examples of the 456 were made, of which fewer than 400 came to the UK: 141 GT manuals, 68 GTAs, 33 456Ms and 139 'M' autos.

THE GOOD BITS

The fabulous 442hp 5.5-litre V12 engine is utterly smooth, refined and flexible, and it will gleefully reach its 7250rpm rev limit, and

TECHNICAL SPECIFICATIONS

FERRARI 456 GT

ENGINE:	5474cc V12
MAX POWER:	442hp at 6250rpm
MAX TORQUE:	405lb ft (449Nm) at 4500rpm
0-62MPH:	5.4sec (auto 5.6)
MAX SPEED:	188mph

can do 0-62mph in 5.4sec. It's a well-balanced, neutral handler with electronic dampers providing plenty of adjustability.

The engine is one of the best things about the 456: being relatively unstressed it's durable – as long as it's been meticulously serviced. The six-speed manual transaxle gearbox is also robust, as is the auto 'box. Most of the body panels are aluminium, so rust isn't too problematic.

THE BAD BITS

Check for oil leaks and failed lambda sensors. Engine warning lights indicate a likely fault in the ECU. If you need a new gearbox, you'll pay £2500 for a recon manual and £7000 for an auto. The self-levelling rear Bilstein dampers are notorious for leaking. It's heavy on brakes, too.

Check the nearside floor for rust, and damage to the composite bonnet (£7000 to replace), as well the pop-up headlights. The facia often suffers from bubbling, while the frameless windows easily become

misaligned. Electrical gremlins strike regularly. Parts can be very expensive (£1600 for a radiator, £5000 for a full factory exhaust). Oh, and 12mpg is the norm.

PRICES

Most cars are in the £40,000-£70,000 range for a manual car, or up to £85,000 for a top-rate 'M'. Most of the good ones are above the £50k mark. At RM Sotheby's in May, an LHD example sold for £74,500, whilst £47,300 was paid for a 2000 M GTA at Silverstone Auctions.

Manuals carry a 10-15% premium over automatics and are actively sought by buyers and collectors, as they drive so much better. LHD cars are selling for 20% less than RHD ones in the UK so LHD can make sense, although they're harder to sell on.

Ferrari's colours are all excellent, except perhaps for bright red. A late right-hook GTA in Swaters Blue with a manual gearbox would make a very desirable buy.





FERRARI 348
MISUNDERSTOOD MAESTRO
 Price: £48,000-£70,000

With a reputation for unresolved handling, the 348 has been unloved but views are changing: with correct fettling, the 348 can be a great car.

The 328's successor was launched in 1989 with a new semi-monocoque pressed steel chassis some four inches longer than the 328's. It was offered in tb coupe and ts targa-topped guises. The 't' stood for 'transverse': Ferrari had learnt its lesson from the Mondial and rotated the V8 so that the gearbox sat transversely in the chassis.

But it was clearly lacking in dynamic cohesion and the 348 quickly gained a reputation for snap oversteer, which Ferrari eventually sorted with suspension and weight distribution changes. The familiar all-alloy V8 was bored out to make 3405cc, making a healthy 300hp.

In 1993 a new Spider model arrived with a fully convertible roof, while the coupe and targa were renamed GTB and GTS. At the same time, the V8 received an extra 20hp, the interior was revised and the suspension was tweaked with a wider rear track, revised geometry and extra chassis rigidity, sharpening the handling.

Out of a production run of 8654, fewer than 500 were imported to the UK in RHD. Spiders are rare: 1090, of which 68 came to the UK.

THE GOOD BITS

The V8 engine is an absolute cracker, revving to 8000rpm, and there's plenty of low-down torque. It's quite possible to make



the 348 handle well, later cars being better. Thankfully, rust isn't common.

THE BAD BITS

The 348 isn't super-fast on today's roads, the gearchange is notchy and it can suffer from a wooden steering feel, nervous handling, choppy ride and (when roofless) scuttle shake.

The engine must be taken out for certain jobs, with associated costs. The gearbox has weak internals and rebuild costs exceed £4000. The cable linkage often needs adjustment and clutch life can be short.

Suspension platforms are prone to cracking, and the whole suspension system is sensitive to set-up. Rear tyre wear can be severe. The tubular steel rear subframe can corrode, and you should check the sills, wheelarches and lower doors. The air con ECU suffers issues and the cabin plastics tend to deteriorate with age.

PRICES

It's possible to find 348s below £40,000, even Spiders, but the realistic entry point is £48k.

A 1992 348 TS recently reached £60k at Silverstone Auctions but it had covered only 5500 miles from new.

The Spider carries at least a 20 per cent premium. LHD averages at least 20 per cent less than RHD due to the fact it's much easier to check RHD history and provenance. Not everyone likes white paint, otherwise there's very little difference in price among colours.

There is little prospect for much growth in value, as prices have remained stable for six years or so. The best choice is an RHD Spider in red with Crema interior.

TECHNICAL SPECIFICATIONS

FERRARI 348

ENGINE:	3405cc V8
MAX POWER:	300hp at 7200rpm (320hp from 1993)
MAX TORQUE:	239lb ft (324Nm) at 4200rpm
0-62MPH:	5.4sec
MAX SPEED:	171mph

ON THE CUSP OF £50K...



FERRARI 355

Fantastic to drive, fabulous to look at and finally being appreciated for what it is, the 1994-1999 Ferrari 355 is a true modern classic. Compared to the 348, its expanded 3496cc V8 engine had a much livelier 380hp, and you could choose between manual or, from 1997, F1 semi-automatic. Three body styles were offered: coupe (Berlinetta), targa (GTS) and full convertible (Spider).

We've seen EU LHD imports as low as £44,000, but £60k should see you in a nice example, either a manual LHD car or an F1 RHD car. The most desirable is the Berlinetta with manual and RHD, which is the best to drive and actually quite rare.

FERRARI 360

The 360 Modena of 1999 was much bigger than the 355 but its chassis, body, engine and suspension were all aluminium, reducing weight. The 3.6-litre V8 has 400hp and there's manual or F1 automated manual transmission. Production ended in 2005, by which time 8800 Modenas and 7565 Spiders had been made.

Great to drive and an accessible entry-level Ferrari, it's now possible to find LHD cars as low as £50,000 but we think it's wiser to spend more – at least £60k.





BARKAWAYS

— FOR YOUR FERRARI —



Here to help you simply enjoy your Ferrari.



Servicing and repairs for all Ferraris, in-house body work, paintwork, award winning restorations and the sourcing or selling of your Ferrari.

All carried out with an open and honest, common sense approach.



RESTORATION • SERVICING • SALES

01622 872100 | info@barkaways.com | www.barkaways.com

AND YOUR BEST FIRST FERRARI IS...

So which of our selection makes your ideal first Ferrari? The idea of a £25,000 Ferrari 400 may be seductive but, like a classical siren, it could end up wrecking you on financial rocks. Likewise any apparently 'cheap' Ferrari that's in imminent need of restoration – our advice: avoid! The best option is to spend more to start off with: buy a good, solid car and keep on top of its maintenance. With the right spec and colour, it could even appreciate in value.

The 308/328 GTB/GTS is hard to ignore, as it's excellent value for such an iconic design. If you're set on a V12, the 456 GT is easily the most affordable on a long-term basis and a great choice. But top billing has to go to the 308 GT4. It's great to drive, excellent value and is perhaps the most likely to appreciate in the future. Happy Ferrari ownership!



Thanks to Spencer Herbert at Barkaways (www.barkaways.com) for invaluable help in preparing this feature



USEFUL CONTACTS

SALES & SERVICE

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

Barkaways, Unit 6 Arnold Business Park, Branbridges Road, Tonbridge, Kent TN12 5LG. Tel: 01622 872100. Web: www.barkaways.com

DK Engineering, Little Green Street Farm, Green Street, Chorleywood, Herts WD3 6EA. Tel: 01923 287 687. Web: www.dkeng.co.uk

Emblem Sports Cars, Unit 2c & 2d, Sharp Road, Poole, Dorset BH12 4BG. Tel: 01202 722247. Web: www.emblemsportscars.com

Foskers, Unit 5 Brands Hatch Park, Scratchers Lane, Fawkham, Longfield, Kent DA3 8PU. Tel: 01474 874777. Web: www.foskers.com

Hoyle-Fox Classics, Unit 9, Wycke Hill Business Park, Maldon, Essex CM9 6UZ. Tel: 01621 841444. Web: www.woylefoxclassics.co.uk

Joe Macari, 249-251 Merton Road, London SW18 5EB. Tel: 020 8870 9007. Web: www.joemacari.com

Nick Cartwright Specialist Cars, Unit 3&4 Brookfield Park, Tansley, Derbyshire DE4 5ND. Tel: 01629 56999. Web: www.nickcartwright.com

Rardley Motors, Headley Rd, Grayshott, Hindhead, Surrey GU26 6LB. Tel: 01428 606616. Web: www.rardleymotors.com

PARTS

Superformance, Unit G1, R D Park, Stephenson Close, Hoddesdon, Herts EN11 0BW. Tel: 01992 445 300. Web: www.superformance.co.uk

Eurospares. Tel: 01787 477169. Web: www.eurospares.co.uk

Maranello Concessionaires, Unit B8 Crabtree Road, Egham, Surrey TW20 8RN. Tel: 01784 436222. Web: www.ferrariparts.co.uk



OFFICIAL
 DISTRIBUTOR FOR
 HILL ENGINEERING
LARGEST
 INDEPENDENT
 SUPPLIER OF PARTS
 FOR FERRARI CARS

UNRIVALLED
 ENGINEERING AND
 TECHNICAL EXPERTISE
CONTINUOUS
 REMANUFACTURING
 OF OBSOLETE AND
 UNAVAILABLE PARTS

FAST EXPRESS
 WORLDWIDE
 SHIPPING DAILY
BIG ENOUGH
 TO COPE, SMALL
 ENOUGH TO CARE



FERRARI PARTS SPECIALIST
SUPERFORMANCE



SUPERFORMANCE.CO.UK 01992 445 300
 CELEBRATING 35 YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CONTACT OUR OFFICE AT ADMIN@SUPERFORMANCE.CO.UK

COMING SOON

ISSUE 272 ON SALE 5TH SEPTEMBER 2018

MARTINI MAGIC! 48 EXTRA PAGES CELEBRATING LANCIA'S RALLY AND RACE DOMINATION



For back issues, subscription and events information please visit: www.auto-italia.net



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



AUTO ITALIA CLASSIFIEDS

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

ALFA ROMEO



1986 Alfa Romeo 115 Spider 2 litre Series 3 QV. 61,000 miles, red, this has to be one of the best examples of the most iconic Italian Spiders.... excellently maintained in its original spec. A large file of work over the years with invoices and MOTs, retrimmed upholstery, garaged all year, but only used in summer months, full MOT included, £11,995. Tel: 077186 74371. Email: billbakeruk@yahoo.co.uk (southern Hampshire). A271/015



105 Alfa Romeo Spider Veloce S4. 54,000 miles, black, this car USA spec. We are in NZ, shipping is around £1600 to the UK, I am a UK AROC member. 2.0L injection, power steering, power windows, colour coded bumpers, leather seats and chrome trim. Imported to NZ in 1994 from the USA and converted to RHD using OEM parts, the original USA sales and owner's info is included, two sets of keys, £10,500. Email: jon.everitt69@gmail.com. A271/028



1992 Alfa Romeo Spider S4. 147,500km, Broom Yellow, converted to RHD by Bell & Colvill, period Zender alloys and Nardi wooden steering wheel, MOT to June 2019. Stainless steel manifold and exhaust and Harvey & Bailey handling kit, car appeared in Classic Cars magazines twice - August 2010 and April 2017 editions, reverse gear temperamental, £12,500. Tel: Peter, 020 8979 1347 (SW London/Surrey). A271/018



Alfa Romeo Spider S4 RHD Seaking. 1991, last edition of this classic Italian timeless design, 2000cc, fuel injection, LSD, power steering, electric windows, CD, full leather, rare Seaking RHD edition, hard top included. Dossier full of files for service records and history of the car, completely rust free due to warm Greek climate and extensive renovation work in 2010, more than 10 years in my collection, very useable, enjoyable, reliable every day classic with great combination of lightness and responsive accurate steering, and quite powerful engine for weight. Huge file of receipts for work done over the years to keep it in really excellent working order and overall condition, £13,950. UK registered on SORN, transport back to the UK can be arranged at very competitive price if no time for driving back through scenic European roads with a great car, free hospitality for weekend if choose to visit for viewing in Athens, Ryanair flights start from £85 if advance booked. Tel: Andreas, 0030 6938 132311 (Greece). A271/001



1972 2000 Alfa Berlina. Blue, excellent condition, imported last October from Italy, never been extensively restored. Original doors and sills, wonderful shut lines. Drives and performs excellent, no crunching gears or whining diff, £9,995. Celebrate the 105 Berlina's 50th anniversary! Tel: 07813 203727 (Essex). A271/022



1971 Alfa GT Junior 1.3. Red, right-hand drive, sold new in Malta I believe and imported around 1983 into the UK. New full clutch fitted less than 1000 miles ago, car in need of full restoration, £4000. Tel: 01278 450855. A271/027



1967 Alfa Giulia Sprint GTV Veloce. 90,000 miles, Muschio Verde with Skai interior Giulia Sprint GTV in overall excellent condition. Original RHD, a very rare car now, fully reworked over the last 5 years, £49,500, please contact me for more information. My price includes shipping to UK port but not UK taxes (approx £2500), car is in NZ but I am ex-UK and an AROC UK member 15+ years. Email: jon.everitt69@gmail.com. A271/022



Alfa Romeo 75 3.0 V6 Cloverleaf. MOT to June 2019. Recent cambelt, new rear discs and pads with refurbished callipers, Koni shock absorbers, Eibach springs, CSC exhaust back box, 15" OZ Racing wheels just refurbished with new tyres, a joy to drive and handle, £9,995 ono. Email: chris.cousins@hotmail.co.uk. A271/007



1971 Alfa Giulia 1750 GT Veloce Mk2. Blue, imported from South Africa 2001 and owned by me since. Professionally maintained, two owners, 84,500 miles, new MOT, unmolested and rust free, AROC valuation of £25,000 in 2017, which is now the price, stunning sports car. Tel: 01665 714413 (Northumberland). A271/016



2001 Alfa Romeo 146Ti Turismo Internazionale. 114,000 miles, red, registered by Autoworld Alfa Romeo Chesterfield and supplied to 1 private owner. Complete with full service history and including all original driver's documents and owner manuals, original sales invoice, 2 red and 1 brown key, MOT May 2019. 5 speed manual with 2.0 TS engine, air con, unused spare, nice original and clean condition, becoming a rare sight and is one of the last Alfa 146 models registered, AROC member reducing collection, £1595. Tel: 07761 235180. Email: redalfaromeo146ti@gmail.com. A271/017



2002 Alfa Romeo 156 Sportwagon Veloce 2.5 Quad Cam V6. 112,000 miles, black, this car has just had fitted: cambelt, crank wheel, tensioners, rollers, water pump and aux belt, front suspension, upper, lower plus d bushes and drop links, rear shocks and springs, reconditioned calipers f&r, new pads f&r, new front discs, new Avon ZV7 205/55/16" tyres x4. Viewing highly recommended, the 2.5 litre Alfa engine is fantastic! £3795. Tel: Dustin, 07817 842443. A271/020

CLASSIFIEDS ITALIAN CARS FOR SALE



2002 Alfa Romeo 147 1.6 Lusso. 93,000 miles, silver, 1 lady owner from new, full service history, good condition. AROC member, never missed a beat in 16 years, 11 months' MOT, £950 ono, call for details and to arrange viewing. Tel: 07971 650647 (Berkhamstead, Herts). A271/021



2008 Alfa Romeo 147 JTDM 16v 1.9 Q2 Ducati Corse. 89,000 miles, white. Very nice example of this rare Alfa Romeo Ducati Corse, 6 speed manual, 200hp, MOT Oct 2018, recently serviced May 2018, Q2 diff, red brake calipers, rear spoiler, climate control, electric windows, alarm, ABS, PAS, trip computer, cruise control, multi airbags, front fogs, £4250 ono. Tel: 07869 686956 (Reigate, Surrey). A271/029



Alfa Romeo 156 Lusso 1.6 Twin Spark. Registered March 2003, currently on SORN, 99,774 miles, FSH, full red leather interior, pearlescent metallic grey, 16" alloy wheels, ABS brakes and switchable traction control, dual zone digital climate control, heated front seats, cruise control, front fog lights, remote central locking and alarm, driver, passenger and side curtain airbags, electric windows, adjustable steering column, driver's seat adjustment, CD auto changer/RDS stereo system, electrically adjustable door mirrors, 60/40 folding rear seats, rear headrests and 3x 3 point rear seat belts, headlamp power washer. Engine and clutch replaced at Alfa dealer at 58,000 miles, engine paid for by Alfa Romeo UK, and failure due to undetected oil leak. Nearly new tyres, battery, radiator, thermostat housing, windscreen, windscreen wipers, gaiters for cv joint, suspension arm ball joint and steering rack in the last 18-24 months, also brake fluid replaced and brakes serviced. Intermittent airbag alarm and radio code problem, to run or use for spares, £350. Tel: 01753 739465 or 07900 662662 (Berks). A271/031

Next issue on sale 5 Sept



Alfetta GTV. Silver, only 15,000 miles from new, excellent original condition, only 2 owners, owned by me since 1989. Tel: 01606 888470 (Cheshire). A271/026



Alfa Romeo 159 JTDM Ti 2 litre Sportwagon. White, 51,000 m, MOT 10 months, excellent condition inside and out, 2011, £10,000 ono, only two owners from new. Tel: 07816 335474 (Devon). A271/008



1995 Alfa Romeo 164 V6 Super 24v. In lovely condition inside and out, showing only 56,000 miles and with 4 former owners, acquired by present owner in October 2009. Metallic silver with blue velour interior, options include: automatic transmission, air conditioning, sunroof and alloy wheels. This has to be one of the best available and very rare in this specification and condition with low mileage, £6995 ono. Tel: 07710 560731. A271/023



Mrspeedlux



1959 Alfa Romeo Sprint Corsa
High quality evocation with Veloce engine, 5 speed, comprehensive rebuild..rapido!
£54995



1972 Alfa Romeo 2000 Spider
UK RHD example, £30k restoration, upgrades: £19,995



1969 Lancia Fulvia 1.6HF
Genuine matching number Fanalone, perfect restoration, the very best!
£99,995



1973 Lancia Fulvia 1.3S
A good LHD example with engine rebuild and new trim:
£14,995



1972 Lancia Fulvia 1.3S
Outstanding one owner example, Cromodoras, the very best!
£22,995



1971 Citroen SM
Carb, leather, £15k recent work and upgrades, tidy car:
£34,995

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

ITALIAN CARS FOR SALE CLASSIFIEDS



Alfa Romeo GT 3.2 V6. 2005, 61,400 miles, red. Classic V6-engined Alfa Romeos with low mileage and good service history are becoming harder to find, while the 156 GTA is popular they are significantly more expensive than the 3.2 GTs on offer, are often higher mileage and harder driven. This example is unmolested and has had all the pre-emptive servicing carried out, notably the cambelt and clutch. Benefits from lower rate of road tax than later cars. Owned by Phil Ward, founder of *Auto Italia* magazine, the car is fitted with 17-inch 156 GTA wheels and Pirelli P-Zero tyres. Alfa Workshop and Autodelta service history, MOT Jan 2019, photos are available from the studio photoshoot. Recent service history: 49,372 cambelt and tensioner; 56,651 clutch; 57,601 service; 58,919 upper wishbones; 59,270 quick shift gearchanger; 59,848 clutch master cylinder; 60,316 front discs and pads; 61,340 reg reverted to 'MF05EZR', £7995. Tel: 07870 563657. A271/024



Alfa GTV Coupe 2.0 T-Spark. Collectible classic!! 1998 Phase 1, only 94,000 miles, beautiful metallic Atollo Blue, black cloth interior, MOT'd til April 2019. Amazing condition, recently spent around £1000. Tel: Nick, 07989 608491. Email: alfa@graphic1.co.uk. A271/039



1995 Alfa Romeo ES-30 RZ. 16,500 miles, yellow with black interior. MOT'd to June 2018, rare car in excellent condition. Serial no 211 of a production run of 278, £70,000 ono. Tel: David Weavers, 01502 569698. A271/046



1998 Alfa Romeo Spider T Spark 16V Spider. 58,396 miles, silver, MOT until March 2019, 2 former keepers. Bought in 2010 complete with all manuals, several years' old MOTs, recently recommissioned, cheap summer fun, £975 ono. Tel: 07576 368975. A271/045



1996 GTV TS Lusso. 112,500 miles, MOT 05.12.18, large history file, cambelt and tensioners replaced December 2014 at 102,000 miles, recent new Varta battery and exhaust front downpipe, Dunlop tyres, black leather interior, drives very well, call for details, £650. Tel: Flavio, 07854 932595 (Orpington, Kent). A271/040



Alfa 166 2.0 Twin Spark face lift model. 2005, 55-plate, metallic grey with black full electric leather interior, 104,000 miles with extensive service history by Alfa specialist, just had new timing belt and water pump changed as well as head gasket and full service. Sienna alloys with good quality tyres fitted, tastefully up graded throughout the years, stainless steel rear Ragazzone tail pipe (this is not a sports one but fully free flow), Bilstein shockers all around. Car is in great condition inside and out, bodywork has 4 very small marks, car has been garaged most of its life. If driven hard in reverse it clicks out at times, only started since the frosty/snowy weather in February. Will come with new MOT, everything works in the car and drives very well, good comfortable car. £3200. Tel: 07774 672757. A271/042



2002 Alfa Romeo GTV Cup no 133. 87,400 miles, red, reluctant sale due to medical reasons, recent major expenditure on suspension, driveshafts and brakes. Must be seen to appreciate, £9500 ovno. Tel: Ian, 07432 503045 (Cheshire). A271/019

Original ABARTH Exhausts

UITLATEN • AUSPUFFE • MARMITTE • ECHAPPEMENTS

NEW OLD STOCK

www.abarth-exhausts.com

'60 - '70 - '80 - '90

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

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

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

ABARTH
EXHAUSTS

Independent Italian Auto Specialist

www.italianspecialist.com

ESTABLISHED IN 1986, ALLITALIA, PAXTON GARAGE HAVE CELEBRATED OVER 25 YEARS OF WORKING ON ITALIAN CARS. ITALIAN CARS ARE OUR PASSION, FROM A BASIC SERVICE AND REPAIR TO A MAJOR OVERHAUL, WE CATER FOR ALL, CLASSIC OR MODERN

01978 75 75 88

f AllitaliaLtd

FIAT COUPE SPECIALIST SPARES

SPARES, SERVICING, RESTORATION & SALES

WWW.FIATCOUPESPECIALIST.CO.UK

01684 593187 f @fiatcoupes

Unit 3 Buckmans Ind Est Longdon Heath Upton upon Severn Worcestershire WR8 0RJ



2010 Alfa Romeo Brera 1750 TBI. 59,500 miles, red with black leather, one of only 62 RHD with this engine, 200bhp Turbo. MOT Nov 2018, 2 owners, FSH, extras include Graphite Prodrive wheels 18" with Pirelli tyres, panoramic roof, Ascari tuning exhaust. Would consider one in p/x, £10,995. Text: Phil, 07772 785927. Email: funkyphilip@gmail.com (located near Dover, Kent). A271/047



Alfa Romeo 159 Sportwagon 1.9 JTDm Ti. 136,000 miles, only two owners before me, owned from 75,000 6 years ago. Full black leather seats, service history, comes with OBC, e/w, e/m, c/l, heated seats, 19-inch Alfa Ti wheels, Brembo brakes, service history including cambelt changed in 2012, clutch and flywheel in 2015, wheel bearings and rear springs last month. MOT to October 2018, good condition inside and out, pampered but in a good way! Tel: Chris, 07794 416395 (West Sussex). A271/043

Quantas

Vehicle Logistics



Insured up to £3000000 as standard.
Which can be increased for higher value cars All of our enclosed transporters are fitted with winches for non-running vehicles.

- Low angle loading decks fitted on all of our transporters.
- Discrete transporters – no sign writing on any of our vehicles.
- Each vehicle is inspected and detailed on one of our vehicle inspection forms. A video of the vehicle is taken and can be emailed on request.

All transportations are monitored with satellite tracking GPS, giving customers peace of mind.

Office: 01529 455566 Mobile: 07383 522010
info@quantasvehiclelogistics.co.uk

DA Motors Ltd DAMFIATS Spare Parts Specialist

THE FIAT BREAKERS

- Parts on the shelf or removed to order for collection
- Nationwide delivery Service
- Phone 01268 767424 / 07836 547564
- Email to: damfiats@gmail.com




DA Motors, R/O 34 Runwell, Road, Wickford, Essex, SS11 7HQ
www.damotors.co.uk

Alfa Workshop Services

www.alfaworkshop.co.uk



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

t: 01763 244441 or 245481

Unit 15 Orchard Road, Royston, Hertfordshire, SG8 5HD, UK
e: jamie@alfaworkshop.co.uk
e: sheyne@alfaworkshop.co.uk

Servicing • Repairs • Parts
Bodywork • Storage • Valuations
Bespoke Modifications • Detailing
Vehicle Sales • Inspections • Renovation

Alfa Aid



FOR EVERYTHING SZ and RZ

Tel: 01628 788 887 mail@alfaaid.co.uk
186 Bath Road • Maidenhead • Berkshire • SL64LB

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

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

Gonnella Brothers

'Established 1979'
Servicing, Repairing and MOT test station
– covering classes 4, 5 & 7




Unit 5a Catford Hill, London SE6 4NU
020 8690 0060 | 020 3302 2303
www.gonnellabrothers.co.uk



AVANTI MOTORSPORT

ABARTH / ALFA / FIAT / LANCIA

1000s of used parts in stock
Performance Engine Parts
Engine & Gearbox Rebuilds
5 & 6 Speed Close Ratio Gearkits
LSD Units, Final Drives

Tel.: 01458 446517
Email: avantimotors@btconnect.com

THE DIRECTORY SPECIALIST SERVICES



Alfa 166 2.0 Ti Twin Spark (2004) Facelift model. Metallic grey with full Ti black leather interior and 18-inch Ti alloys, 161,000 miles with extensive service history and receipts, including Alfa specialist engine refurbishment at 85,000 miles and most recent cam belt and water pump changed at 131,000 miles. I have owned this Alfa for 10 years and it is in very good running order with an MOT until June 2019, £1750 ono. Tel: John, 07900 276639. Email: johnpaul.harrison@ntlworld.com (Bedfordshire). A271/003



Alfa Romeo 156 Sportwagon 1.9 JTd M-jet. 2004, in grey metallic, 125,000, MOT till Dec '18, black leather interior, FSH, undersealed, a few minor faults but drives well, £700 ono. Email: davidkelllett6@aol.com. A271/041



2005 Alfa Romeo GT 3.2 V6. 53,000 miles, rare Dijon Blue metallic, grey leather interior, new Autodelta exhaust system, Quaife LSD, top end engine rebuild and powder coated, 1 previous owner, MOT and FSH. This car wants for nothing and is one of the best examples in the UK, £10,500 ono, bought via Autolusso, sale due to purchase of new Giulia. Tel: Iain, 07969 998078. Email: robbo2006@btinternet.com. A271/044



2017 Alfa Romeo Giulietta 1750 TBim240 TCT Veloce. Alfa Black, one private AROC owner from new (March 2017). Showroom condition, less than 6000 miles and just serviced, price includes voucher for the next two main dealer services, but not the private plate, £18,950. Tel: Kevin, 07712 619389. Email: elfisti@googlemail.com (Coventry area). A271/048

FIAT



Fiat Mk1 Punto Sporting 1998. 83K, just serviced and MOT'd 1 year, solid car underneath just with some minor cosmetic blemishes, £850. Contact: 07748 094452 for info. A271/049



Fiat Abarth 595 1.4 T-Jet Competizione. 2015/65, Cordola Red, 24K, FSH, one owner, black Sabelt half leather/Alcantara Sports seats, very high spec and immaculate inside and out, £12,500. Tel: 07940 231000 (Suffolk). A271/050

LANCIA



Lancia Appia SIII Berlina. Smart body and grey cloth interior, new Michelin X all round, new exhaust, battery and refurbished brakes, Italian LHD import now UK registered and ready to go, £10,750. Tel: 07798 797262. A271/052



Lancia Fulvia 1.6 HF S2 Coupe, 1972. Hard to find an RHD 1.6 HF in such straight and original condition. 117,000 miles, History back to 1978. Restored and repainted once (1989-90), retains all its original components. Used by the previous owner of 10 years for light classic rallies and European tours. On the button, ultra reliable, fitted with upgrades (Koni shocks, Facet fuel pump, Lumenition electronic ignition etc). Correctly restored Mag wheels. Fully serviced with much recent work done, MOT to 3/19, £29,500, please email: horrocks.martinrichard@gmail.com for full details and photo file. A271/053



2009 Maserati Quattroporte V 4.7S. Immaculate and low mileage Quattroporte for sale - near offers considered. I have decided to sell my beautiful and immaculate 2009 Quattroporte 4.7S, it has done only 16,000 miles from new. It is in the relatively rare and lovely Bordeaux Pontevecchio, and has an Avorio leather interior with Bordeaux piping and Avorio stitching, the car has 20-inch Sport Design alloy wheels, Nero brake calipers, GTS grille, mahogany wood interior trim, trip computer, active suspension, multi-zone climate control, electric seats with driver memory, front and rear park distance control, Xenon headlamps, electro-chromatic rear view mirror, rain sensitive wipers, Nero headlining and electric sunroof. The car has a full service history (main dealer and Maserati specialist independent), £30,950. Email: robertcrooks@mac.com. A271/012



2000 Maserati 3200GT Nero. Previous injuries forces sale of beautiful car, Maserati 3200GT Nero with grey interior (odometer 59,399 miles). Jersey registered car on 02/03/2000, first registered in UK 01/05/2002, owned since 01/12/2005. Regretfully I find this difficult to drive now as a result of old sporting injuries forcing sale, under 1000 miles per year for the past 5 years! Extensive history, very recent MOT (18/04), classic and very desirable Maserati Nero paintwork with beautiful light grey colour interior. Stainless steel sports exhaust (amazing V8 sound), upgraded Alpine Bluetooth stereo with hands free phone, battery isolation switch, (very desirable plate by separate negotiation), £16,250. Tel: 01494 723743. Email: tw_lloyd@mac.com. A271/011



2007 Maserati GranSport Coupe. Immaculate condition, mileage 24,600, regularly serviced by Autosshield, MOT to May 2019. As well as the regular GranSport features it also includes cruise control, spare wheel, new tyres all round, new clutch. Owned since 2014 and only two owners from new, Anniversary Blue with black leather interior, £39,500. Tel: 01244 674439. Email: dickpole@zcl-uk.net. A271/010



2006 Maserati 4200 F1 with all Grandsport updates. A really excellent modern classic Maserati supercar, with style and Ferrari engineering additions to the already fabulous package, presented in gleaming metallic black (Nero Carbonio) with mint oyster leather and benefits from later edition of Cambiocorsa software, plus carbon clutch and late skyhook suspension, electronic software. 400bhp Grandsport engine management, Larini sports exhaust that sounds amazing, 20-inch alloys, new style aluminium centre console, mint condition leather and all switch plastics, full navigation, climate, sound system, Xenons, alarm, full electric heated seats with memory. Absolutely rust free as spent most of its life in Greece, Waxoyled for extra protection, maintained regardless of cost with all original books, 2 sets of keys, alarms and receipts, manual books all present, an undervalued option of a great GT classic. At the moment car in Athens, Greece, just had its summer yearly service at 86,000 miles, all miles only on intercontinental European very enjoyable trouble free motorway cruises, hospitality is included and assistance with transport is provided if needed, £24,995. Tel: Andreas, 0030 6938 132311 (Greece). A271/002



2002 Maserati 3200GT. A superb and very low mileage example of this classic design and one of the last 3.2L Turbo V8s with the boomerang rear lights to be produced before it was dumbed down to meet American regulations, finished in Blu Nettuno with blue leather interior, this car has covered only 32,400 miles and has been in my ownership for 12 years, having had one owner prior to that following registration by the dealership. The 3200GT is starting to appreciate in value and being a 2002 model, this example benefits from the significant modifications to the engine management, steering and suspension introduced in 2001 to improve driveability and handling. The car has only been driven during the summer months, has always been garaged and is Waxoyl sprayed underneath, the carpets and upholstery are unmarked, as well as the usual very comprehensive standard list of accessories it has electric memory seats, Becker in-car entertainment and is fitted with a Tracker (not currently registered), it has new tyres, new front discs and stainless steel rear exhaust boxes, the cambelts were replaced 2000 miles ago, £19,450. Tel: 01480 464553. Email: dougscott@flaggholm.co.uk. A271/013

PARTS

Fiat Strada Abarth parts for sale.

Front grille, tailgate, rear lenses and some other items, open to sensible offers, call Martin after 19.30 please. Tel: 07941 851991 (Essex). A271/005

Spares: Fiat 1500 cabriolet.

Variety of used parts including distributor, starter motor, rhd steering box and many other smaller items, offers. Tel: 01684 892906. A271/032



Fiat Coupe 2.0L 20V Turbo 1998 model, complete fuel tank and electronic pump for sale, £100. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A271/004



Ferrari 512BBi complete brand new rear clip for sale, £3000. Will need lower edge repair, hinge bar has been removed but also included is old item for pattern, also composite bumper bar exhaust surround. Tel: Les, 07950 962716. Email: lesed@hotmail.co.uk. A271/054

Alfa Romeo 156 spares. 1 set genuine Alfa Romeo grey mats; 1 wooden steering wheel; 4 alloy spoke wheels with nearly new Avon tyres, 17-inch; front bumper; 1 17-inch 16 spoke alloy wheel with nearly new Goodyear tyre; 1 CD car radio, all cheap. Tel: 01634 387380 (Kent). A271/033

Classic parts for sale. *Shamal:* stainless steel sports exhaust system complete with engine chip, made by Maserati specialist Amendola of Modena. 1 pair front side/indicator lights complete good condition. *Ghibli 1968 4.7:* 1 knock-on Campagnola wheel; 1 knock-on splined wheel centre; 1 knock-on R/H front wheel hub; a pair of original rear brake discs; good set of rear brake pads; pair of rear side windows with chrome surrounds; LHS door glass; rear anti roll bar; track rod with good ball joints; steering box not power; heater tap; heater blower unit; petrol filter body; petrol flap. *Khamsin:* 1 stainless main mid silencer almost new; 1 original Maserati mid main silencer, good condition no rust. *Bora:* 1 new clutch master cylinder still in box; 1 nearly new clutch slave cylinder; 1 new brake master cylinder seal; 1 new water pump seal. For further details of any of the parts listed please contact John Betteridge on 01993 898431. Email: annajohnbetteridge@btinternet.com. A271/014

Genuine Alfa Romeo Giulia 19" dark alloy wheels from a Giulia Quadrifoglio, set of 4 with tyres that have covered just 52 miles! Boxed, packaged and ready to be fitted, £9995. Tel: 07940 231000 (Suffolk). A271/034

MISCELLANEOUS



Alfa Romeo Quadrifoglio Alfa Corse cloverleaf rear badge, size 65mm, enamel finish, £30. Tel: 020 8399 7541 (Surrey). A271/009



Unique pieces of original art work.

Ferrari mosaic shield size 595mm high x 425mm wide, and sign size 1025mm long x 312mm high, these pieces of art work are made up of pieces of tiles mounted on a wood background, edged in black, £650 ono, shipping extra. Tel: 07564 637636. A271/055



Ferrari brochures and books from an enthusiast's collection.

Excellent condition, need more space, so open to offers, photo only shows a small selection. Please email for full list to: myggquestion@gmail.com. A271/025
Owner's handbooks. Alfa 75, S4 Spider, 33 1.5 carb, 1.7, ie and Sportwagon, early 164, Fiat 2.0 20v Coupe, Lancia Thema. Also assorted showroom posters. Tel: Alan, 01635 202521. A271/006

Auto Italia magazines. From number 1 March 1995 to number 95 July 2004, all in very good condition, offers to Keith Walker. Tel: 01903 244015. Email: kathrynwalker03@gmail.com (West Sussex). A271/035

Alfa Romeo Owner's Club magazines. 1973 to 2017. Email: senarayama@hotmail.com. A271/036

WANTED

Car wanted: Espada S3 LHD, also Miura type wheels kit. Swap4 Mercedes 230TE 1988 69,000ml, auto, alloys, many new parts inc autobox, batt, exhaust, brakes etc, and pro camera items, collection, and wildlife items, and/or Snap-On tools and collection. Tel: 01277 200530. Email: dcian@fastemail.us. A271/037

Misc wanted. Anything Lamborghini, car mags any language, swap4 GT40 books and mag article collection, rare USA trucks, cars, books, mags and posters etc, bike books, mags and articles, badges etc. Tel: 01277 200530. Email: dcian@fastemail.us. A271/038

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

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

Auto Italia Magazine, c/o Ginger Beer Promotions, Enterprise House, Building 52, Wrest Park, Silsoe, Bedfordshire MK45 4HS, United Kingdom, (email: liz.solo@ntlworld.com) to arrive no later than **16th August** for inclusion in the **October issue. November issue deadline: 13th September.** All adverts received after the deadline will be inserted in the following issue.

Private adverts cannot be submitted by telephone.

For **TRADE RATES** please email: david@talkmediasales.co.uk or call: 01732 445325.

PLEASE USE BLOCK CAPITALS

NAME:

ADDRESS:

POSTCODE:

EMAIL:

TEL NO:

WORDING FOR ADVERT:

TICK AS APPLICABLE

PICTURE ENC:

TRADE IDENTIFICATION:

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

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

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

Adverts received before 16th August will go into October issue

NOVEMBER DEADLINE: 13th SEPTEMBER

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.

ITALIAN CARS FOR SALE CLASSIFIEDS

AUTO Italia BACK ISSUES

Check our new updated back issues index for the magazine featuring your car of choice.

To order just email us or phone 01462 811115.

£5.00 (UK) - £6.00 Europe - £7.50 Rest of World

Special package prices for any 3 issues

£12 UK - £15 Europe - £18 Rest of World

ABARTH

Allemano 2400 and 2200	19	131 Abarth Diesel	231	6C 1750	189	TZ1&1/2	62	Alfetta GT 3 car test	95
Abarths at Monza 1998	19	131 Stradale v Group 2	251	6C 1750	225	TZ1	179	Alfetta GT Racers 3 car test	266
Abarths at Silver Flag	85	X1/9 Prototipo	130	6C 2300 Replica	75	TZ2	135	Alfetta GTV6 + integrale 'Ring	101
Radbourne Abarth 1300	21	Abarth Rally Range 2004		6C 2300 Aerospider	201	TZ3	185	Alfetta Turbodelta	107
595SS	118	Panda/Stilo/S1600	96	6C 2500 Freccia d'Oro	127	Montreal v Dino v Citroen SM	14	Alfetta GTV6 (Ron Simons)	135
600s	29	Panda Rally EVO 2007	136	6C 2500 by Castanga	50	Montreals	47	Alfetta Review	232
600s	82	Stilo WRGB 2005	101	6C 2500 Mille Miglia	134	Montreal (Modified)	81	Giulietta, Giulia Super,	
750 Zagato Dubble Bubble.	60	Stilo WRGB 2006	129	6C 2500B Mille Miglia	155	Montreal v Dino V Biturbo.	159	2000 Berlina, Alfetta, Alfa 90	16
750 Zagato Record Monza.	196	Stilo Trofeo Abarth	193	6C 2500S	156	Montreal Buyers' Guide.	174	Alfetta / Autodelta	198
750 Zagato Record Monza + 750		Grande Punto S1600	183	6C 2500S	229	Montreal V8 Engine Feature.	187	Alfetta Turbodelta v 75 Turbo	
Zagato Dubble Bubble.	258	Grande Punto S2000	134	6C 2500SS	187	Montreal Group 4 Autodelta.	263	EVO v 155 Q4	237
850 Allemano Spider	50	Grande Punto S2000	253	6C 2500 Competizione	243	1900 Matta Jeep	47	Alfetta GTS	270
Abarth 1000 SP	37	Grande Punto Italy launch	138	Nardi-Danese 6C2500	31	1900 Matta Jeep	126	Alfetta Buyers' Guide '72-'84	266
Abarth 2000 SP	165	Grande Punto Abarth Sanremo.	141	8C 2300 Tim Birkin	27	1900 Matta Jeep 'AR51'	246	GTV6 Readers View	31
Abarth 2000 SP	250	Grande Punto Abarth Belgium.	143	8C 2300 (Spitzley)	56	2300 RIO	106	GTV6 "Rare" 550bhp	52
Abarth Osella PA1	30	Grande Punto Abarth SS UK.	149	8C 2300	244	Alfa 90 and Alfa 6	62	GTV6 (Lindsay)	66
Abarth Osella PA2	89	Grande Punto Abarth SS.	162	2900A	83	Alfa 90 and Alfa 6	162	GTV6 South Africa	126
Abarth Osella PA2 Nordschleife	144	Grande Punto Abarth v 130TC.	158	8C 2900B	25	Alfa 90	102	GTV6 /33/156 Club Racers	133
Abarth 1300 OT	43	Grande Punto Abarth v Mito.	171	8C 2900B Le Mans	267	Alfa 6	97	GTV6 2.5 V6 (Time Machine)	176
Abarth OT 1300	93	Grande Punto Abarth v Mito CL.	177	8C 2900B Spider	248	Junior Zagato	128	GTV6 Buyers' Guide	178
Abarth Simca 1050 Corsa.	222	Grande Punto Abarth EVO.	173	8C 2600 at Spa	114	B.A.T 11 Bertone	146	GTV6 3 car test (Jupe)	210
Abarth Simca 1300	119	Grande Punto Abarth Guide.	267	8C 2600 Simon Moore	142	Gransport Quattroruote	241	GTV6 v SZ v GTV (916)	238
Abarth Simca 1300 OT	143	500C Abarth	173	8C Tipo B/Montreal/8C Comp	149	Berlinas	48	GTV6 3.0 V6	249
204A Cisititalia Abarth	199	500C Abarth/Punto Abarth EVO.	175	8C 2300 v 8C Competizione.	163	Alfa Saloons: Giulietta, Giulia Super,		75 Driver's Choice	2
205A	220	Abarth Grande Punto EVO.	197	8C Engine Feature	151	90, Alfetta, 2000 Berlina	16	75 Owners View x 2	19
207A Boano	48	Abarth Punto EVO Scorpione.	224	8C Tipo B 'P3'	253	Giulia Super Dutch Trofeo	35	75 'Progetto Cinque'	22
1000 Bialbero	50	500 Abarth 2008 Italy launch.	148	Alfetta 159 meets Maserati 8CL	14	Giulia Super "Carabinieri"	129	75 1.8, Tipo, Dedra	25
1000 TCR	106	500 Abarth 2008 UK launch.	156	Alfetta 159	24	Giulia Ti Super Racer	98	75 Turbo Evo Presley's Car	36
1000 TC	145	500 Abarth Trofeo Brands (VBH).	166	Alfetta 159 Track Test	87	Giulia Super	34	75 AROC Enzo's car "Rare"	48
1000 TC	264	500 Abarth Trofeo Cadwell.	170	Alfetta 12C	101	Giulia Super, TI & Nuova Super	76	75 Turbo Humphrey's car	58
1000 TC v 600 Modified	238	500 Abarth Trofeo GB Race 1.	171	Bimotore	95	Giulia Ti Super (Factory car)	196	75 Turbo Road car	58
Abarth Tipo 139	197	500 Abarth Trofeo GB (CBH).	175	Clemar Bucci 2500SS	19	Giulia Coupes	82	75 Classic Choice	84
Abarth Tipo 140	201	500 Abarth Trofeo GB Roundup.	181	1900CSS	15	Giulia Dossier (105)	235	75 At the 'Ring (Ron Simons)	93
1500S	217	500 Abarth (Forge)	179	Tipo 33 Stradale	40	Bertone GTV	36	75 3.0 V6 twin test (EMC)	139
2200 Allemano Spider	147	500 Abarth SS Hillclimb UK	182	Tipo 33 Stradale	164	Giulia Sprint GT Tripletest	65	75 3.0 V6 vs 3.5 GTV6	157
850, 1000 OTR	55	500 Abarth SS 'Polizia'	204	Tipo 33/3	56	Giulia 105 Series 3 car test	208	75 Buyers' Guide	167
1000 Berlina Corsa /Abarth Simca		500 Buyers' Guide	218	Tipo 33/3	111	Giulia (105) GTC	53	75 Turbo IMSA (Arese)	175
2000 / 500 Esse Esse	167	Abarth 595 by Oakley Design.	213	Tipo 33/3	188	GTAm/BMW 2002 Replicas	25	75 V6 Twin Test (Jupe)	219
750 GT Zagato / 500 Trofeo / 124		Abarth 595 by Oakley/TMC.	218	Tipo 33/2	194	GTAm 1750	39	75 3 car Test	239
Stadale / 1000TC (VBH)	168	Abarth 595 New V Old.	216	Tipo 33 Daytona	109	GTAm Turbo (Giordanelli)	44	75 3.0 v Giulietta V6(Jupe)	262
850TC Nürburgring	103	Abarth 695 Biposto.	229	Tipo 33 TT12	113	GTAm 1300 Peter Crutch	55	75 VS GTV 3.0 VS Giulietta	266
850 Allemano	58	Abarth 695 New V Old.	251	Tipo 33 TT12	258	GTA (Track Test)	70	75 3.2 24V Track Day (Porter)	266
OT 1600 (rep)	235	Abarth Classics at Franciacorte.	181	Tipo 33 Concepts	124	GTA vs Lotus Cortina	77	Alfa SZ + Zagato Story	13
Scorpione Corsa Prototipo	141	Abarth Classics at Franciacorte.	191	Tipo 33 Elvio Deganello	204	GTA (Tipler)	159	Alfa RZ vs 3.0 Spider	26
Lombardi Grand Prix	265	Abarths 124 MY2017	248	1900SS Ghia Coupe	22	GTA 105 through to 155	197	Alfa SZ/RZ Guide	41
Abarths at Monza	58	Abarths 124 R-GT v		1900 SSZ	80	GTA 105 Giulia Sprint GT	203	Alfa SZ 3 car test	100
Autobianchi A112 Abarth	75	Ex-works 124 Group 4	259	1900 SSZ 'Lopresto'	217	GTA-R 290 (Alfaholics)	252	Alfa SZ 24v Supercharged	136
Autobianchi A112 Abarth	170	Abarth Classiche	255	1900 Golden Oldie	115	GT Junior/Fulvia/124 Coupe	147	Alfa SZ Buyers' Guide	167
Autobianchi A112 Abarth	217	Abarth MY2017 range test	257	1900 C SS	15	GT Junior with 75 Engine	247	Alfa SZ (Time Machine)	191
Ritmo (Alitalia)	90	Abarth 124 Spider	265	1900C SS BOANO 1955	266	Spider Duetto/ S3 vs Fiat 124.	116	Alfa SZ vs Stelvio (Zagato).	198
Ritmo Group 2	229	Abarth 124 GT	268	1900 SS	176	Junior Zagato	45	Alfa SZ VS RZ	266
Formula Italia	90	ALFA ROMEO		1900 Ti (Pininfarina)	202	Giulia Spider (1.05 Prototype)	121	145 1.7 16v	2
Formula Abarth 033	138	100 Years of Alfa Romeo. Pt1	167	1900 Disco Volante	64	Alfa Spider 105 (Time Machine)	193	145 CL vs BMW 318Ti	12
124 Abarth Rally	67	100 Years of Alfa Romeo. Pt2.	168	1900 Disco Volante	230	Alfa Spider 105 series	11	145 1.8TS	19
124 Abarth Grp 4 Rally x2	73	100 Years of Alfa Romeo. Pt3.	169	1900 Pinin Farina x 2	236	Alfa Spider Group test	79	146 145 Team Cars	116
124 Abarths x3	145	100 Years of Alfa Romeo. Pt4.	170	2000 Sportiva	125	Alfa Spider Group test		146 + 145 Buyers' Guide	103
124 Abarth Rally	196	Autodelta	209	2000 Sprint	212	S4/916/Brera Spider	186	145 Cloverleaf/Bravo HGT	42
124 Abarth Rally Group 4	214	Autodelta at 50 GTA/TZ1 test	214	Alfa Twincam engine feature.	137	Alfa Spider (Unleaded conv)	25	145 Cloverleaf/Bravo HGT	180
124 Abarth Rally Targa Florio	257	Alfa Romeo prototypes (TZ3)	171	Alfa Twinspark engine feature.	145	Alfa F1 179 vs Tornado etc	28	145 CL Fleet report	54
124 Abarth/Fulvia/Alpine	32	Alfa Romeo Commercial	192	1750 GT Prototipo	132	Alfa INDY car	207	145 vs 33 vs Mito	160
Polish/124 Group 4 Abarth	38	Alfa Romeo at Balocco P3/1300GTA		Giulia Sprint Veloce Zagato	36	Alfasuds	42/72	145 Buyers' Guide	198
San Remo Rally 124 Abarth	47	/155DTM/Disco Volante	173	Giulia Sprint Veloce Zagato	195	Alfasud (Golden Oldie)	110	145 Turbo by Autodelta	249
131 Abarths x3	178	SE048 (Group C racer)	106	Giulietta Sprint Veloce 'Goccia'	94	Alfasud V6 Alitalia (Colvil)	150	146 1.6 Junior	32
131 Abarth Stradale	43	RLSS	49	Giulietta Sprint Veloce v GT Q2	147	Alfasud 7 car test	151	146 Ti vs Audi A3	30
131 Abarth	53	RL	213	Giulietta Sprint Barn Finds.	223	Alfasud Engine Feature	177	146 2.0 Racer	76
131 Abarth/Integrale/Coupe	58	6C 1750	38	Giulietta Sprint Bertone.	228	Alfasud Trofeo	219	147 Pre-launch test	51
131 Abarth Alitalia	68	6C 1750SS	117	Giulietta Sprint Zagato	50	Alfasud 1.2 Ti	226	147 Italy launch	55
131 Abarth (San Remo)	81	6C 1750SS (1929 Mille Miglia).	226	Giulietta Spider	28	Alfasud Buyers' Guide	259	147 5-door + 2.0 Manual	59
131 Prototypes	215			Giulietta 50th Birthday	97	Alfasud - Giugiaro	265	147 Selespeed vs BMW 316	63
				Giulietta Ti	233	Sudsprint (Time Machine)	185	147 5-door 1.6 + 2.0	68
				SZ Coda Tronca	268	Sudsprint Buyers' Guide	37	147 GTA	76
				LDS Formula One	69	Sudsprint Racer (Lewis)	86	147 GTA Road Test	79
				Giulietta SS	205	Sudsprint 3 car test	138	147 GTA Road Test (Steve Berry)	87
				Giulia SS	18	33 Buyers' Guide	28	147 GTA x 2 Autodelta	102
				Giulia SS	140	33 AKK Motorsport	38	147 GTA Cup Track Test	92
				Giulia Spider (B&W)	167	33 Turbo Alfa Aid	41	147 GTA Modified	253
				Giulia Spider (Concours)	253	33 Buyers' Guide	111	147 GTA/Integrale/Coupe 20vT	164
				Giulia Spider Veloce Racer	259	33 P4 (Time Machine)	173	147 / 156 Monza Sport	70
				Giulia or Giulietta?	24	Classic Saloons: Giulia Super 1.6 /		147 1.6 Turbo (Autodelta)	78
				2600 Sprint	16	2000 Berlina / Alfetta 1.8 /		147 Rally Car SS1600	86
				2600 Spiders	51	Giulietta 2.0	188	147 1.9 jtd 16v	90
				2600 Spider v Lancia Flaminia.	255	Giulietta Turbo	123	147 Range test 2005	101
				2600 SZ	56	Giulietta (Time Machine)	171	147 Facelift 2005	105
				TI Supers	38	Alfetta 2.0 Saloon	231	147 Buyers' Guide (Soper)	114
				Disco Volante 2012	198	Alfetta GTV 2.0 Racer	115	147 + GT Q2	127
				Canguro	205	Alfetta GT/GTVs	14	147 JTD 24hr racer	131
				TZ2 1966	43	Alfetta GT/GTVs	41	147 Collezione	132

147 Collezione + GT Blackline	145	156 GTA Sportwagon	71	8c Competizione Spider	161	Pantera Restoration	68	290 MM Ch.0626	170
147 Sport + GT Q2	137	156 GTA Saloon	79	8c Disco Volante Spyder	248	Pantera Si	100	290 MM Ch.0626 (News)	239
147 JTD-M by Janspeed	149	156 GTA Bridgestone tyres	82	Alfa Range Test 2008	140	Pantera	228	410 S	32
147 Buyers' Guide	150	156 GTA Monzasport	112	4x4 33,155,159,164,Brera.	256	Guara	28	410 Superamerica Ch.0671S	193
147 5 car group test	184	156 GTA Buyers' Guide	160	Alfa Cloverleaf 5 car test	178	Guara Spider	40	410 Carrera Messicana Ch.0594	199
155 ITC	11	156 JTS Sportwagon (Selespeed)	73	MiTo Italian launch	147	Guara Coupe	60	268 SP Ch.0798	17
155 ITC (Arese)	143	156 JTS S/Charged Autodelta	124	MiTo UK launch	155	Guara Barchetta	60	330 P	124
155 2.5 V6 ti (Martini)	213	156 V6 vs 2.4 JTD (OBD tuning)	82	MiTo M430 by Marangoni	155	Guara Switzerland	103	330 P Ch.0818	230
155 Buyers' Guide	24	156 2.0 JTS (2002)	83	MiTo Multiair	164	Mangusta/Qvale	47	330 LMB track test	24
155 Buyers' Guide	68	156 Giugiaro Facelifted (1.9jtd)	84	MiTo Multiair Cloverleaf	171	Mangusta/Pantera/Guara.	164	330 LMB	232
155 Buyers' Guide	201	156 Drivedata remaps	89	MiTo 1.4 TB vs Abarth Punto	171	Mangusta (Ex Freddy Moss).	202	330 GTO at Monza	67
155 Q4/Dedra Integrale	32	156 20v M-Jet (2003)	93	Mito CL vs Grande Punto Abarth.	177	Longchamp vs Kyalami	64	250 GTO/Daytona Replicas	12
155 4 car group test	150	156 2.4 M-Jet (Tunit)	97	Mito Buyers' Guide.	189	Factory Collection	72	250 GTO (#3505GT)	16
155 / 156 / 159 Saloons	183	156 GTA AM (Autodelta)	100	Mito Carbonio (Monzasport).	191	De Tomaso Prototypes	261	250 GTO vs Jag E-Type	37
155 BTCC	231	156 Buyers' Guide	102	Mito 5 car group test.	193			250 GTO vs 250 LM (Nord)	102
155 DTM Drive at Goodwood	260	156 2.0 TS HBE Suspension	103	Mito 5 car group test.	257	FERRARI		250 GTO Goodwood Revival '09	165
164 3.0 V6 v Thema 16v Turbo	17	156 3.7 South Africa	128	Mito TwinAir.	200	Auto Avio 815	208	250 GTO Ch.4675	169
164 Twin Spark	22	156 GTA/TSpark/V6 24v/JTD	172	Alfa Giulietta Italian Launch.	170	125 S	266	250 GTO x 2	200
164 Guide	49	156 GTA 4 car test	199	Alfa Giulietta UK Launch.	175	Ferrari V12 Engine Feature	150	250 GTO (#3505GT)	231
164 Racer (Soper)	78	156 GTA 3.7 by Autodelta	215	Alfa Giulietta + Mito MY2014.	215	Supersqualo	24	250 GTO (#3387GT)	252
164 Buyers' Guide (Soper)	105	156/166/147/GT Range 2005	103	Giulietta Marangoni G430	183	Ferrari 246 vs 250F	172	250 LM	27
164 bimotore	107	156 Ti Buyers' Guide	182	Giulietta TCT Launch	194	196S (rep)	91	250 LM	84
164 Procar	142	156 Buyers' Guide Twinsparks	203	Giulietta TCT	196	195 + 196	21	250 LM	110
164 v Croma v Thema v Saab.	153	156 Auto / GT /156 GTA	240	Giulietta 3 car group test	197	195S Coupe by Ghia	143	250 LM Ch.6045	195
164 (Time Machine)	188	166 News pages	24	Giulietta Buyers' Guide	216	156 F1 Sharknose	93	250 MM Ch.0344MM	22
GTVs Modified (Autodelta 1997)	17	166 International Launch	27	Giulietta + Mito QV	223	166 Fangio's first	51	250 MM Ch.0352MM	184
GTV 2.0 16v J10 (Autodelta)	22	166 UK Launch	32	Giulietta + Mito QV	229	166 F2/FL	240	250 MM Ch.0276	268
GTV 3.0	20	166 3.0 V6 24v	37	Giulietta Sprint New and Old	227	166 Mille Miglia	153	250 Monza Ch.0432M	23
3.0 GTV Spider vs RZ	26	166 2.0 Twin Spark	49	Giulietta 4 car test (mod)	263	166 Mille Miglia Ch.0066	180	500 MD/TR	101
24v V6 GTV	14	166 2.0 Twin Spark	71	4C	184/211/214/220	166 Mille Miglia Ch.0314M.	183	500 TRC	137
24v V6 GTV	29	166 Let's go to Italy	52	4C (Jamie Porter)	230	166 MM Fontana Ch.024.	255	500 F2	139
24v GTV vs Lotus Elise	43	166 3.0 24v V6 Super	54	4C Modified (Jamie Porter)	246	212 Export Mille Miglia 2010.	169	500 Mondial / Mille Miglia '08	160
Spiders New & Old	35	166 Germany Launch	88	4C v 8C	223	212 Inter Coupe. Ch.0257	219	625 TRC Ch.0680	196
Spider Duetto vs 939	152	166 TI (2.0 TS Lusso)	94	4C SBK	236	212 Inter Coupe. Ch.0137E	229	750 Monza Ch.0552	20
Spider 2.0 TS Fleet Report.	209	166 Supercharged by Autodelta	134	4C Spider (News)	229	212 F1.	216	750 Monza (ice racer)	89
Spider 105 S4/916 2.0/939 JTS.	221	166 Buyers' Guide	148	4C Spider	234	340 America	10	750 Monza Ch.0492M	187
Spider group test 916	256	166 Dossier	251	4C Spider RHD	241	340 America	45	750 Monza	234
V6 Coupes Alfetta/916/Brera.	153	V6 Saloons 164/166/159.	158	4C Spider Buyers' Guide	265	340 America	158	212E Montagna (Hillclimber)	73
V6 Engine Feature.	153	V6 Saloons Group Test		Club Racers 2012	200	340 / 375 MM Ch.0320	207	Dino Formula 2 Ralt	79
GTV Cup	39	155/156/164/166/159.	218	Club Racers 2015	234	335 S Ch.0674	241	275 GTS vs Nanchang	43
GTV Cup (Road Car)	65	1997 Scighera	33	Alfa Museum Revival 2014.	229	500 Mondial	12	275 GTS/Aston Martin DB6	49
GTV Cup v Fiat 20v Turbo	224	Science Museum Exhibition	67	Alfa Museum Visit 2017.	262	500 Mondial	239	275 GTB/C Ch.09079	227
GTV (Autodelta)	50	Gippo Salvetti (Blue Team)	72	Alfa Buyers' Guide Special Issue.		250 California/Mistral	30	275 GTB/C	44
GTV LMA/AROC Racers	85	New Alfa Imports	81	Giulietta, Mito, Brera, 159Ti,		250 California Guide	47	275 GTB (Celebration)	98
GTV6 LMA Racer (Soper)	112	GT (2004)	89	147, GT, 156 GTA, 156 Ti,		250 California Spyder	128	275 Tour	100
GTV6 3.2 V6 in Italy	90	GT (2004) JTS	94	GT 3.2, 166, SZ.	229	250 California Spyder x 2	148	275 GTB/4	130
GTV6 (916 V6 + 2.0TS facelift)	92	GT (2004) 1.9 jtd 16v	95	Alfa Buyers' Guide		250 California Concours Winner	215	275 GTB/4	134
GTV (916 Buying Advice).	96	GT 3.2 V6 Novitec	110	Classics Special Issue. 1750 GTV,		250 GT Boano	34	275 GTB/4 (Ex McQueen)	223
GTV (916 Buying Advice).	143	GT Novitecrosso 1.9 16v M-jet	99	Montreal, GTV6, 75, 155, GTV 916,		250 GT Boano x 3	243	275 GTB/4C	235
GTV (916 3.0 Team Cars)	119	GT 3.2 V6 (Autodelta)	106	147 GTA, 156 GTA,	242	250 GT prototypes	2	275 GTB/4C Ch.06885	260
GTV (3.0 Supercharged)	122	GT 1.9 jtd 16v Novitec	141	Giulia Special. 101/750 Series, 105		250 GT/GTO	92	275 'NART Spyder'	145
GTV6 3.2 Buyers' Guide	152	GT Q2 v Giulietta Sprint Veloce.	147	Berlina, SS, 105 Bertone, GTA, TZ1,		250 Europa Ch.0313	238	275 GTS/4 'NART Spyder'	211
GTV6 v integrale v Coupe 20vT	155	GT Cloverleaf + 147 Ducati.	150	TZ2, MY2017 Giulia QV	254	Dino 246 Tasman	174	275 GTB Collectors' Guide	258
GTV6 916 Series Group Test	244	GT 3 car test.	168	Giulia 2015 Museum Launch	235	Dino 246S	60	365P	64
155 2.0 + V6 SZ & 33	20	GT Buyers' Guide.	176	Giulia 2015 Balocco Test	245	Dino 246S Ch.0784	144	375 Plus Ch.0384	105
156 Supercharged (Engstler)	23	GT 3.7 v 3.2.	233	Giulia Super	248	250 GT Pininfarina Coupe	38	375 Plus	218
156 Launch	18	GT 3.2 v GTV v Coupe v 3200	265	Giulia 2016 UK Drive	255	250 GT Pininfarina (Bowtie)	270	375 Ch.0388	181
156 in Spain	20	Brera (Ital Design Concept)	91	Giulia 2017 Veloce	259	250 GT Pininfarina		375 MM Ch.0490	182
156 Hormann	25	Brera Italian launch 2005	113	Giulia 2017 QV by Celtic Tuning	260	Collectors' Guide	255	375 S Ch.0030	232
156 Superturismo	25	Brera / GT / 159 JTD-M	120	Alfa Romeo Giulia Veloce RHD	261	250 GT Cabriolet	220	330 TR Ch.0808	131
156 ETCC track tect	91	Brera UK Launch 2006	119	Stelvio Italian Pre-Launch.	254	250 GT Drogo	69	330 & 365GTC	31
The Range 164 / 75 & GTV	26	Brera Spider Launch Italy.	123	Stelvio Italian Launch.	256	250 GT Nembo Spider.	137	330 GTS & 330 GTC	140
156 2.5	27	Brera Spider Launch Morocco.	132	Stelvio UK Launch.	262	250 GTE	101	330 GTC	231
156 JTD vs 156 1.8TS	28	Brera Spider J6 by Autodelta.	144	Stelvio Quadrifoglio.	264	250 GTE Collectors' Guide	263	330 GTC Collectors' Guide	253
156 Group N	29	Brera V6 Q4.	124	Stelvio Quadrifoglio.	268	250 MM Mille Miglia 2010	174	365 GTS	85
156 Group N (Powermods)	69	Brera 2.2 at MBW.	130	Police Cars last 60 years.	258	250 SWB replica	52	365 GT 2+2 Bora vs Jensen	35
156 Selespeed	33	Brera Q Tronic.	133	Alfa Romeo F12 van	261	250 SWB Stirling Moss	56	365 GT 2+2 Collectors' Guide	270
156 2.0 Selespeed (SW)	70	Brera S Prodrive.	146	Alfa Romeo F1 group test	270	250 SWB at Spa	104	365 GTC4 vs Espada	36
156 vs Audi A4 Quattro	33	Brera S Buyers' Guide.	165	CISITALIA		250 SWB Ch.2335	238	Pinin (Four door)	144
156 Q system/Selespeed	34	Brera 3.2 V6 Vs GTV6 3.2.	181	Cisitalia 202	92	250 GT Sperimentale Ch.2653	20	Daytona Spider	36
156 1.9 JTD	41	Brera 3 car group test.	227	Cisitalia 202 Nuvolari Spider	241	250 GT TDF Ch.1309	14	Daytona Spider by Straman	250
156 2.4 JTD	67	159 (John Simister)	105	Cisitalia Voloradente	202	250 GT TDF	151	Daytona Group 5	107
156 Buyers' Guide	44	159 V6 (John Simister)	108	Cisitalia 360 Grand Prix	225	250 GT TDF Ch.0585 (Disney).	227	Daytona by Michelotti	146
156 Buyers' Guide (Soper)	138	159 V6 Range Test	109	Cisitalia Automobili	226	250 GT Lusso (Fyshe)	42	Daytona vs Ferrari 599	150
156 Sportwagon	45	159 2.4 JTD-M 2.2 JTS	117	DE TOMASO		250 GT Lusso	94	Daytona 'Pozzi' V Road Car.	236
156 Corsa	46	159 Sportwagon Italy Launch	118	Mangusta	78	250 GT Lusso	97	Ferrari 365 GTB/4 Daytona	261
156 Sportwagon JTD	47	159 Sportwagon 2.2 V6 Q4	122	Vallelunga	20	250 GT Lusso (4.0)	121	NART Panther.	256
156 Sportwagon JTD 16v	175	159 Ti	139	Vallelunga	113	250 GT Lusso Concours Winner	193	246 Racer (Goodwood T Dron)	88
156 Sportwagon	48	159 V6 Q4 (Nordschleife)	141	Vallelunga	98	250 GT Lusso Ch.4713	264	246 GT/GTS	11
156 Group N Racer	49	159 2.2 J4 Supercharged	153	Deauville	183	250 Testarossa/206 SP (Fiorano)	90	246 GT	48
156 Superturismo Track Test	81	159 2.0 JTD-M	166	Deauville (2011)	183	250 Testarossa Ch.0714	161	246 GT vs Stratos	81
156 + GTV (Autodelta)	50	159 1750 Tbi	167	King Cobra	136	250 Testarossa Ch.0738	173	246 GT Buyers' Guide	163
156 Sportwagon 1.6	53	159 1750 Tbi SW	182	Pantera Racer	10	250 Testarossa	237	246 GT Buyers' Guide	238
156 Tarox & Zender	52	159 5 car group test	190	Racing Pantera vs Testarossa	26	206 SP Track test	133	246 GT Classiche Feature	205
156 Red Dot brake test	53	Brera S Supercharged /GT 3.7/159	166	Pantera Racers	41	206 SP Maranello	197	246 GT/GTS Collectors' Guide.	252
156 / 147 Monza Sport	69	8c Competizione	139	Pantera owners view	44	206 P Berlinetta Ch.0834	251	246 GT/GTS	237
156 GTA Launch	69					206 Spider	220	Dino V6 Engine Feature	180

246 Dino vs Urraco vs Merak.	190	F40 Buyers' Guide	247	F430 Scuderia.	138	1906 Fiat Heavyweights	16	127 Sport 1050cc	76
246 Dino vs Lancia Stratos.	265	F40 at 30	262	F430 Scuderia.	153	803 Corsa	44	127 Group Test	129
312 P	63	355 vs Cobra vs 200NSX	26	F430 GTC Team Modena.	156	501	86	Fiat 127 'Stradale' (Restomod)	266
312 F1	30	355/Diablo/ AR F1/Tornado	28	F430 Scuderia 16M.	164	503 Spider	188	Fiat 127 Rustica (Obscurati)	268
312 T5	66	355 Spider F1	29	F430 Vicki Butler Henderson.	165	505	46	128 Racer (Giovanni's)	22
312 T3	80	355 Challenge car	54	F430/360/355/348/328.	205	509	140	128 1100 CL Fleet report	45
312 B3 "Spazzaneve"	129	355 Challenge (Rockingham)	70	F430 Buyers' Guide.	242	510S	173	128 Golden Oldie	109
312 B2 F1	149	355 + 360 by Imola Racing	90	Enzo	83	521C	98	128 Rally (Michael Ward)	110
330 P4 Can Am	161	355 / 360 / 430 V8s	115	Enzo	101	514 Spider	133	128 Rally	227
330 P4 Ch.0858	218	355 Buyers' Guide	154	Enzo vs Maserati MC12	158	8V	37	128 Fleet report (M.Ward)	209
P3/4	54	355 Buyers' Guide	232	Ferrari/FIA GT Championship 03	87	8V	157	128 5 car test	163
P3 at Spa	118	F355 Collectors' Guide	268	Ferrari Club Racers 208/355/360	94	8V		128 3P Buyers' Guide	177
712 Can-AM	76	365 Iding (355)	20	599 GTB Fiorano	120	2392800 State Phaeton	115	128 3P Montecarlo Historic	195
712 Can-AM	254	456 GTA	14	599 GTB Fiorano	142	1800	120	128 MK1 4 door Restoration	248
512 M 'Sunoco'	13	456 M GT	25	599 vs Daytona	150	1900 Granluce	195	130 (Steve Berry)	108
512 M 'Tergal' Ch.1002	246	456 Estate/Spider/FX	58	599 Drive Story	156	2300	117	130 vs Gamma	151
512 S	55	456 M GT vs Daytona	66	599 HGTE	159	2300S Coupe	235	131 Mirafiori	15
512 S/M 712	228	456 M GTA Buyers' Guide	183	599 HGTE	166	Balilla 508S	26	131 Sport (Golden Oldie)	118
512 S vs Porsche 917	163	456 M GTA Buyers' Guide	230	599 Hybrid	172	Balilla Taxi	131	131 Mirafiori (Abarth by RSD)	227
512 BBLM	40	456 M Racer	195	599 GTO	178	Topolino (Hotrod)	75	132 + Argenta VX	127
512 BBLM	155	F50	10	599 Tribute Mille Miglia	188	Topolino Variations (Sparrow)	69	132 Flares by Michelotti	81
365 Boxer vs Bora 4.7	78	F50 Track Test (Donington)	28	599 XX	217	Topolinos	80	The Collectors 124/500/128	39
512 Boxer	23	F50 Track Test (Rockingham)	68	599 Buyers' Guide	245	Topolino 500B	106	X1/9	12
512 Bb1 Buyers' Guide	62	550 Maranello	11	Ferrari Technology (Dron)	139	Topolino Mare	204	X1/9 Best Buy	33
512 BB Buyers' Guide	236	550 Maranello vs Vantage	22	California GT 2008	151	500 (Modified)	27	X1/9 Buyers' Guide (Soper)	106
512 Bb1 v Pantera v Bora.	154	550 Maranello vs Aircraft	40	California GT 2010	177	500 (Sparrow)	58	X1/9	23
512 BB	114	550 Maranello (Prodrive)	75	California HS	197	500 Variations (Sparrow)	62	X1/9 (Modified)	41
512 BB	254	550 Maranello Buyers' Guide.	209	California T	223	500 Jolly (Sparrow)	66	X1/9 x 2 (Modified)	150
500 Superfast	228	550 Maranello Buyers' Guide.	237	California T	242	500 50th Birthday	134	X1/9 Dallara (Val Savio)	103
365 GT4 BB Buyers' Guide	179	550 Barchetta (News)	54	California T HS	244	500 Coccinella	136	X1/9 Abarth Prototipo (Rep)	104
365 GT4 BB Buyers' Guide	179	550 Barchetta Track Test	65	Ferrari at Palm Beach 2009.	157	500 Engine Feature	156	X1/9 Club Racer	115
365 GT4 GT4 Targa (Eastwood)	267	575M (John Simister)	70	Ferrari at Le Mans 1998.	18	500 Buyer's Guide	173	X1/9 Buyers' Guide	157
512 Testarossa Reader's Car	209	575M Manual (Steve Berry)	86	Ferrari at Le Mans 2009.	160	500 Based Spada Zanzara.	212	X1/9 (Time Machine)	181
Ferrari V8 Engine Feature	157	575M Novitec	112	575 Italian Launch.	167	500 L. Readers' Car	217	X1/9 VX (Modified)	202
308 GT4	18	575GTC	98	458 Italia Sebring 12h.	187	500 The Coachbuilt cars	243	X1/9	219
308 GT4	26	575GTZ	133	458 Ispa 24h (2015).	238	500 Sixty Years	257	X1/9 2 car test (Modified)	226
308 GT4 vs Merak SS	50	612 Scagietti	88	458 by Oakley Design.	184	500 Ferves Ranger	259	Strada 130TC vs Beta VX	35
308 GT4 vs Urraco vs Merak	149	612 Scagietti (John Simister)	93	458 vs Gallardo Superleggera	186	600 (Modified)	18	Strada 130TC/105TC	26
308 GT4 LM (NART)	194	612 Scagietti	97	458 Spider	191	600s	29	Strada 130TC/105TC	132
308 Buyers' Guide	43	612 Scagietti/456/400	111	458 Italia (EVO 2)	192	600s (Modified)	82	130TC v Grande Punto Abarth	158
308 GT4 Buyers' Guide	219	612 Scagietti Road Trip	123	458 Italia Buyers' Guide	248	600GT (Tornado Lotus engine)	193	Strada 130TC	187
308 GT4 Buyers' Guide	234	612 Scagietti HGTC	129	458 Spider vs Gallardo Spyder	204	600 Prototype	205	Strada/Ritmo 40 years	267
308 GTB/GTS Buyers' Guide.	241	612 Scagietti Buyers' Guide.	246	458 Speciale	216	600	234	330bhp Strada Cabrio	34
308 GTB	126	Ferrari V12 Buyers' Guide.	260	458 Speciale on Silverflag '14.	225	600 Jolly	246	BMW V8 Strada Cabrio	63
308 GTB Michelotto	181	Ferrari by Alcan	30	458 Speciale v 430 Scuderia v 360		Fiat 1100S Millecento	52	Strada (Time Machine)	197
308 GTB Michelotto (Olio Fiat).	187	Ferrari at Le Mans	18	Challenge Stradale	237	Fiat 1100S Millecento MM.	162	Modified Pandas (MK1)	20
308 IMSA Track Test	87	Ferrari at Le Mans	26	Ferrari Finales 2005 Monza	103	Fiat 1100D Millecento	123	Panda Buyers' Guide	75
308 Carma FF	201	Ferrari at Le Mans (Historic)	80	Ferrari 60th at Silverstone	135	Fiat 1100 EZ Millecento	198	Panda MK1 (Time Machine)	172
308 GTS vs Urraco	65	Ferrari at Imola	32	Ferrari Racing days Silverstone	264	1100 TV	128	Panda Nuova (launch)	86
308 GTS vs Jalpa.	162	Ferrari at Monza	69	Ferrari 60th at Fiorano	136	1100 103 TV	225	Panda 2004	91
308 4 car test.	171	Ferrari at Shelsley Walsh	78	Ferrari Superamerica	109	1100 Padmini	119	Panda in Dozza	94
308 Collectors' Guide	266	Ferrari at Fiorano	113	Ferrari Tribute Mille Miglia 2010.	176	1200+1500 Cabriolets.	233	Panda 1.2	97
328 GTS v Porsche 911	19	Ferrari Supercars at Mugello	115	Maranello Rosso Collection	182	Formula Juniors	28	Panda 4x4 MK1 Buyers' Guide	185
328 and 348 Buyers' Guide	46	Ferrari F1	13	Ferrari Mondiali at Mugello	219	1500L	176	Panda 4x4 (2004)	99
328 Buyers' Guide	147	Ferrari F1	18	Ferrari by Pininfarina 60 years	203	1600S Coupe	96	Panda 4x4 (2005)	104
328 Buyers' Guide	231	Ferrari F1	47	Ferrari by Bertone	221	OSCA 1500S Coupe	41	Panda 4x4 Cross	224
328, 348, 355, 360	82	Ferrari F1 2000	78	Museo Casa Enzo Ferrari	196	1400B Junior	215	Panda 4x4 Cross (UK)	226
348 GTC/GTS	32	Ferrari F1 126C4 Track test.	168	Maranello Concessionaires	244	850 Buyers' Guide	53	Panda MK1 (Time Machine)	172
348 Spider/Mondial	58	F1 Ferrari/Mirardi Test	27	FF	183/202	850 Bertone Race Team	221	Panda MK1 4x4 (Time Machine)	192
348 tb+ts Buyers' Guide	243	F1 Today and Tomorrow	32	FF by Oakley Design	219	850 Coupe v Spider	245	Panda MK1 4x4 v MK v MK3	262
400 Buyers' Guide	39	F1 Season Round-up	53	F12 Berlinetta	201/212/222	Dino Coupe vs Spider	118	Panda Cross 4x4 / Monster	129
400 Buyers' Guide (Hackett).	112	Maranello Concessionaires	49	F12 TDF	241	Dino Coupe vs Spider	250	Panda 100hp Italy Launch	126
400 Cabrio by Straman.	138	50 years of Ferrari Poster	38	LaFerrari	207/221	Dino Spider / Biturbo/Montreal	159	Panda 100hp UK	136
412 Buyers' Guide.	190	Coys Historic Festival	41	LaFerrari vs Bugatti Veyron vs		Dino 2400 Buyers' Guide	175	Panda 100hp 3 car test	213
400/412 Buyers' Guide.	233	333 SP (Derek Bell)	15	F35 Lightning	249	Dino 2400 Buyers' Guide	239	Panda 100hp v 500S	232
412 Reader's Car	206	333 SP	45	488 GTB	237	Dino Coupe (Fuel Injected)	264	Panda Buyer's Guide	149
Mondial 3.2/3.4	29	360 Modena	37	488 GTB v Huracán	247	124 Saloons	215	Panda Group Test	179
Mondial Buyers' Guide	197	360 Spider	45	488 Spider	239	124 Special	252	Panda 160hp (Turbo)	184
Mondial Buyers' Guide	235	360 Spider	52	488 Spider	251	Fiat Twin Cam Engine Feature.	149	Panda MK3 Italian Launch	193
Testarossa/Pantera (Racers)	26	360 Spider (Digitec)	75	488 Pista	268	124 Spider vs Barchetta	18	Panda MK3 UK Launch	195
Testarossa vs Countach	33	360 Club Fiorano Test	59	488 Pista	270	124 Spiders	50	Panda MK3 4x4 Italy	202
Testarossa Buyers' Guide	244	360 Spider (Hamann)	63	GTC4 Lusso	247	124 Spider vs Fiat Barchetta	148	Panda TwinAir Rally Phil Young	205
288 GTO Evoluzione	2	360 Challenge Stradale	85	GTC4 Lusso	267	124 Spider vs Alfa Duetto	116	Panda MK3 4x4 UK	206
288 GTO Evoluzione (Nord)	89	360 Manual vs Ducati 999	88	GTC4 Lusso T	256	124 Spider Buyers' Guide	164	Uno	10
288 GTO Evoluzione Track Test	105	360 Bi-Kompressor (Novitec)	96	70 Years of Ferrari A-Z Pt1	256	124 Spider + Tom Tjaada	203	Uno 45 (Time Machine)	179
288 GTO Evoluzione	233	360 Bi-Kompressor (Novitec).	100	70 Years of Ferrari A-Z Pt2	257	124 Coupes	52	Uno Racer (Bailey)	29
288 GTO v Porsche 959	18	360 Racers x 2	104	70 Years of Ferrari Top Racers	260	124 Coupe/GT Junior/Fulvia 1.3	147	Uno Racer (Neil Smith)	79
288 GTO (Simon Park)	95	360 Modena (Manual v Gallardo)	182	812 Superfast	259	124 AC Coupe / 124 Spider	222	Uno Turbo MKII	23
288 GTO V 488 GTB	257	360 Modena Buyers' Guide	240	V8 Buyers' Guide:		Fiat 124 Sport Coupé AC/BC/CC	261	Uno Turbo MKI vs MKII	125
F40LM vs Bugatti EB110SS vs Diablo		F430	99	308GT4/GTB/328/348/		125	49/95/220	Uno Turbo MKI vs Cromia Turbo	224
SV Roadster	176	F430 Spider	106	Mondial/355/360 Modena	259	125 S	161	Uno Turbo MKI vs MKII	247
F40 vs Bugatti EB110SS	15	F430 Spider (Phil Ward)	119	Ferrari Portofino Italy Launch	266	125 Group 1	211	Tipo, Alfa 75 1.8, and Dedra	54
F40 vs Porsche 959	34	F430 by Novitec	116			125 Samantha	105	Tipo 2.0 16v	25
F40 vs Ducati 996SP	41	F430 Vs Gallardo SE	122	FIAT		125 Samantha Ireland	210	Tempra (Best Buys)	31
F40 Michelotto	76	F430 Challenge Corse Clienti	125	Mephistopheles	186	Superchargers 124 and Argenta	30	Cromia IE Turbo (Time Machine)	178
F40 Michelotto	214	F430 Whisky Trail	128	1899-1999 4hp	42	Fiat the Seat Years	35	Cinquecento Sporting	2
F40 LM	189	F430 Bi-Kompressor (Novitec).	132	1905 60hp	226	Seat Rally Years	42	Cinquecento Abarth	12

Cinquecentos (Modified)	17	Barchetta Facelift	97	MPV multitest Doblo/Idea/		Murcielago R-GT (GT1 racer)	129	+ B52 Rosa d'Oro	154
Cinquecento Buyer's Guide	26	Fiat Barchetta vs 124 Spider	148	Multipla/Ulysse	102	Murcielago R-GT (GT1 racer)	142	Aurelia B24S Convertible	87
Cinq Sporting Buyer's Guide	187	Fiat Barchetta Buyers' Guide	151	Croma Turbo vs Uno Turbo MKI	224	Murcielago LP670-SV	165	Aurelia GT 2500 Spider	190
Cinquecento Sporting	41	Fiat Barchetta Buyers' Guide	254	Croma (2005)	107	Gallardo	81	Aurelia B24 Spider + Flavia.	249
Cinquecento Sport x2 Modified.	258	Bravo/Brava	10	Croma (UK Steve Berry)	111	Gallardo (Track Test)	84	Aprilia + Aurelia	100
Cinquecento Trofeo 120bhp	66	Bravo/Brava/Marea	59	Croma in Ireland	118	Gallardo (Road Test Italy)	93	Aprilia Langenthal	108
Hormann Cinquecento SX	42	Bravo/Brava Buyers' Guide	69	Croma 2.4 20v Multijet	122	Gallardo Police Car	108	Aprilia	166
Seicento (Launch)	23	Bravo SX	34	Croma Buyers' Guide	210	Gallardo Spyder	116	Aprilia (Fred Gallagher)	188
Seicento Turbo (Novitec)	30	Bravo HGT & Marea	15	Sedici 4x4 Italy Launch	115	Gallardo By Hamann	118	Astura	88
Seicento Sporting	44	Bravo HGT	17	Sedici 4x4 UK Launch	120	Gallardo By IMSA	126	Astura by Pinin Farina	185
Seicento Sporting and S	56	Bravo HGT	36	Scudo	129	Gallardo GT3 by Reiter Eng.	130	Astura by Castanga (Villa D'Este)	95
Seicento (UAD Motorsport)	70	Bravo HGT DC Cook	41	Fiorino	142	Gallardo by Reiter Eng.	139	Astura + Appia	111
Punto Sporting MK1 (Launch)	16	Bravo HGT vs Alfa 145 CL	42	Linea	144	Gallardo GT3 Adria Track test.	145	Astura MM Sport	203
Punto Sporting MK1	21	Bravo HGT vs Alfa 145 CL	180	Qubo	151/157	Gallardo Superleggera	143	Astura	241
Punto (Buyers' Guide)	56	Brava 105 JTD	41	Dualogic Panda/Punto/500	186	Gallardo Superleggera	132	Flaminia	39
Punto 1.2, 1.9 JTD, HGT	82	Brava 100 16v	53	Freemont 4x4	197	Gallardo LP570-4 Superleggera	171	Flaminia Sport	42
Punto MK2 Group test	120	Bravo 1.4 T-Jet (Launch 2007)	130	Freemont 4x4 Cross	224	Gallardo LP570-4 Superleggera	199	Flaminia GTL	76
Maggiore - Puntograle	31	Bravo (UK Launch 2007)	135	Freemont 4x4 Cross	231	Gallardo Superleggera v 458.	186	Flaminia 3 car test	172
Modified Punto GT Turbos	39	Bravo 1.4 T-Jet (Launch 2008)	140	Freemont 4x4 Cross	231	Gallardo LP560-4	146	Flaminia 2.5 3C Zagato.	258
Modified Punto GT Turbos	64	Bravo ECO	148	124 Spider MY2016	240	Gallardo LP560-4 v Countach.	156	Flaminia 3c Speciale (Lopresto).	218
Punto Mk2 - Turin launch	37	Bravo 1.4 T-Jet + 1.6 M-Jet	202	124 Spider MY2016	246	Gallardo LP560-4 Spyder.	162	Lancia Flaminia Convertible vs	
Punto LS design	46	Bravo Buyers' Guide	207	124 Spider MY2016 UK	250	Gallardo Super Trofeo.	159	Alfa 2600 Spider.	255
Punto - Sicily launch	40	Ulysse	10/80	124 Spider Spa Road Trip	270	Gallardo Super Trofeo.	166	Flavia Coupe	17
Punto Rally Super 1600	42	500 2007 Launch	135	Tipo / Spider MY2016	245	Gallardo Balboni.	163	Flavia Coupe (Golden Oldie).	123
Punto Rally Super 1600	56	500 2007 1.3 Diesel	139	Tipo / Spider MY2016 UK	250	Gallardo Spyder Performante.	194	Flavia Zagato + Convertible	170
Punto Rally Super 1600 (Test)	78	500 2007 1.3 Diesel (remap)	144	Fullback	257	Gallardo 5-95 by Zagato.	263	Fulvia Zagato x 2	19
Punto HGT	45	500 2008 1.4 Lounge	140	ISO		Gallardo 40 years of Lamborghini	83	Fulvia Zagato Historic racer	60
Punto HGT (jtd) 2004	98	500 2008 UK launch	142	Iso Story Pt1	12	Countach/Diablo/ Murcielago.	135	Fulvia Zagato twin test	213
Punto HGT 2005	104	500 2008 1.4 Sport	159	Iso Story Pt2	15	4 car test: Urraco/Silhouette/		Fulvia/Abarth/124/Alpine	32
Punto HGT Buyers' Guide	166	500C	161	Iso Grifo A3/C	31	Jalpa/Gallardo	94	Fulvia Spotters' Guide	33
Punto HGT Fleet report (M.Ward)	210	500 TwinAir	174	Iso Grifo A3/C	109	Jalpa vs Ferrari 308 GTS	162	Fulvia Classic Choice	83
Punto Speedgear Launch	47	500 TwinAir	178	Iso Grifo A3/C	109	Aventador	185	Fulvia F&M Specials	90
Punto Speedgear	60	500 3 car test	174	Iso Grifo IR8	124	Aventador	195	Fulvia F&M Specials	232
Punto JTD	51	500 Buyers' Guide	181	Iso Grifo S	236	Aventador + Typhoon	225	Fulvia 1.6 HF	92
Punto 1.9 JTD	67	500 3 car test	214	Iso Grifo GL 365	246	Aventador/Murcielago/Diablo	198	Fulvia S05	98
Punto Sporting Turbo R&A	59	500 4 car test	192	Iso Fidra	160	Aventador LP760-2 by Oakley	200	Fulvia 2C (racer)	103
Punto/Seicento Abarth	60	500L Launch (Turin)	198	Iso Rivolta GT	216	Aventador vs Abarth 595 by		Fulvia Zagato Club Racer	115
Punto Facelifted	83	500L Launch	207	Iso Rivolta Racer	216	Oakley Design	213	Fulvia 1600 HF (Simister)	121
Punto Facelifted Driven (Berry)	85	500L Trekking	211	Isotta Fraschini	90	Aventador LP750-4 SV	235	Fulvia V4 Engine Feature	146
Grande Punto Launch	112	500L Trekking	212	LAMBORGHINI		Aventador S	256	Fulvia 1.3/124 Coupe/GT Junior	147
Grande Punto UK Launch	116	500L MY2017	258	Miura V12 Engine Feature	147	Aventador Roadster	207	Fulvia Marlboro (Munari)	192
Grande Punto Sporting (1.9).	117	500L MY2018	265	Miura S (Twiggy)	18	Huracán LP610-4	222	Fulvia 1.6 HF Fanalone + integrale	
Grande Punto Sporting Novitec	125	500 + 500L MY'14 Range Test	219	Miura S (Shah of Iran)	39	Huracán LP610-4	236	Fulvia 1600 HF	
Grande Punto 120 Eleganza	123	500x Italian Launch	228	Miura (Giordanelli Rebuild)	106	Huracán HM680-4 (Oakley)	230	Fulvia 50th Anniversary	212
Grande Punto T-Jet	141	500x Vs Renegade on Snow	232	Miura (3 car test)	111	Huracán Spyder	242	Competizione Prototype	204
Grande Punto 1.4 T-Jet + 1.9.	146	500x Vs Renegade	249	Miura Jota (Piet Pulford)	120	Huracán Performante	258	Final Edition	181
Grande Punto EVO.	165	500x UK	233	Miura P400	145	Urus	264	Gamma	101
Grande Punto EVO. (VBH)	168	500 MY2015	236	350 GT	152	Urus	266	Gamma vs Fiat 130	151
Grande Punto Buyer's Guide	184	500 MY2015	237	400 GT	11	LANCIA		Gamma 4 car test	189
Grande Punto Buyer's Guide	221	500 Anniversary	260	400 GT Monza	113	Lancia Collection K Sport	175	Gamma Coupe (Time Machine).	206
Grande Punto TwinAir	195	Multipla + Vignale Gamine	130	Espada vs Ferrari 365GTC4	36	Lancia Reunion (Miki Biasion)	180	Sibilo by Bertone	206
Grande Punto 3 car group test	201	Multipla	36	Espada	119	Lancia Theta 35hp	102	Stratos Alitalia/Prototype	2
Coupe 20v/Turbo	13	Multipla	44	Espada Restoration Parts 1-7		Lancia Tipo 55 Corsa	78	Stratos Replicas vs Original	10
Coupe 20v/Punto ELX	25	Multipla Eco versions	45	197/199/200/201/203/206/210		Lancia Tipo 55 Corsa	78	Stratos (San Remo 1974)	47
Coupe 20v Turbo LE	28	Multipla 1.9 JTD	50	Espada 3 car test	239	Lancia D25	242	Stratos GTO/GT car	51
Coupe 16v Buyers' Guide	30	Multipla 1.9 JTD	66	Silhouette	13	Lancia D50 (Track Test)	71	Stratos vs Dino 246 GT	81
Coupe 16v vs Integrale	68	Multipla 1.9 JTD (Modified)	79	Jarama GTS	141	Lancia D50	240	Stratos vs Dino 246 GT	265
Coupe 16v Turbo Prototype	259	Multipla Facelift 2004	96	Jalpa	35	90 Years of Lancia	12	Stratos - 30 years of	85
Coupe/Honda/Pug 306	31	Multipla Facelift 2006	127	Islero	96	Lambda	11	Stratos World Meeting 2007.	140
Coupe 20v	39	Multipla Buyer's Guide	113	Islero S	177	Lambda Airway	32	Stratos Stradale + Group 4.	117
Coupe 20v Turbo (Modified)	40	Multipla Buyer's Guide	202	Urraco vs Ferrari 308 GTS	65	Lambda	53	Stratos Prototype.	152
Coupe 20v Turbo Plus	43	Doblo MPV and Van	62	Urraco vs Merak vs 308GT4	149	Lambda 7th Series Torpedo	186	Stratos (Heseltine).	233
Coupe 20v Fleet report	45	Doblo and Iveco Truck	63	Urraco vs Merak vs 246 Dino	190	Lambda 73 car test	211	Stratos Chequered Flag Story.	243
Coupe 20v Fleet report	143	Doblo 1.9 JTD MPV	73	Urraco vs Gallardo Balboni vs		Dilambda S2 Carlton DHC	143	Stratos Group 4 x 2	244
Coupe 20v Turbo Fleet report.	209	Doblo Italian Launch 2006	114	Huracán Spyder	171	Dilambda S2 Offord Cabriolet	184	Stratos Group 4 Track Test	249
Coupe Buyers' Guide	48	Doblo Family MY2009	171	LM002	133	Lancia/Alfa Ghia Coupes	22	Stratos - 2005	103
Coupe Buyers' Guide (Soper)	109	Ducato 160 Multijet	121	Countach LP400	17	Lancia Commercials	66	Stratos New 2010	179
Coupe Buyers' Guide	137	Ducato MY14	223	Countach LP400 v LP560-4.	156	Augusta	240	Rally multi car feature	99
Coupe x 3 Modified	126	Marea HLX	17	Countach vs Testarossa	33	Ardea	96	Rally multi car feature	255
Coupe 20v Turbo 185bhp	55	Marea 20v Weekend	42	Diablo SV	24	Appia	36	Betas Modified	32
Coupe 20v Turbo Buyers' Guide	153	Marea Weekend 2.4 Team Cars	124	Diablo/355/F1/ Tornado	28	Appia Vignale	63	Beta	13
Coupe 20vT/GTV6/integrale	155	Marea Buyers' Guide	115	Diablo SVR Track Test	14	Appia meets Ypsilon	113	Beta Historic racer	60
Coupe 20v Turbo 3 x modified	200	Importing Italian Cars	40	Diablo GT/SV/SE30	42	Appia Zagato	138	Betas Coupe/HPE/Saloon	55
Coupe 20v Turbo v GTV Cup	224	Ecobasic (News)	49	Diablo GT	46	Appia Furgoncino	180	Beta VX vs Strada Abarth	35
Coupe 20v Turbo 3 car test	242	Stilo (Launch)	62	Diablo 6.0 VT	50	Appia Convertible	194	Beta Coupe/Saloon/Montecarlo.	139
Postert Fiats	13	Stilo (Launch)	67	Diablo GTR (Reiter Eng)	137	Lancia Appia S1,2,3	261	Beta Coupe Alitalia (Colvil)	150
Coupe + Barchetta by Novitec	19	Stilo Multiwagon (Launch)	80	Murcielago	63	Aurelia V6 Engine Feature	148	Beta HPE (Time Machine)	177
Coupe v 3200 v GT 3.2 v GTV	265	Stilo 1.8 16v	71	Murcielago	64	Aurelia	43	Beta Volumex x 2	260
Flying Fiats (Irish Racers)	113	Stilo 1.9 JTD	72	Murcielago (Road Test)	72	Aurelia B20 Series 1	107	Trevi Bimotore	237
Barchetta Buyers' Guide	22	Stilo 1.9 JTD (Modified)	79	Murcielago (Track Test)	83	Aurelia B20 Pichon Parat	125	Montecarlo	16
Barchetta Buyers' Guide	71	Stilo 2.4 Abarth	92	Murcielago Vs Porsche 996	86	Aurelia B20 (S2+S3)	200	Montecarlo V6 Alfa engine	34
Stola Monotipo/Barchetta	25	Stilo Schumacher	108	Murcielago Roadster	106	Aurelia B20 Irish Racer	213	Montecarlo Buyers' Guide	161
Barchetta (Auto Haven)	25	Stilo Schumacher Buyers' Guide	208	Murcielago Roadster (Batman).	117	Aurelia B20 'Outlaw' TK	242	Montecarlo Turbo (Martini)	206
Barchetta/Alfa 156/GTV	27	Stilo Buyers' Guide	145	Murcielago LP640	121	Aurelia B24S	23	Martini LC1	207
Barchetta/Punto (Modified)	31	Idea Launch	98	Murcielago LP640 vs Typhoon.	136	Aurelia B24 Spider	46	Martini LC2	208
Barchetta Turbo (Novitec)	33	Idea (Steve Berry)	93			Aurelia B24 Spider	127	LC2 Track Test	96
Barchetta (Revisited)	54	Idea Fleet report	107			Aurelia B24 Spider		037 Rally Stradale	67

037 Rally Stradale	245	V4 Sport	229	Barchetta + Parmisan	38	GranTurismo Buyers' Guide	249	CARROZZERIE	
037 Rally Martini (Volta)	62	Eldorado	29	Barchetta (Bone)	42	Grand Tour with QP5 S & GT	150	Siata	195
037 Rally Olio Fiat (Grifone)	144	Alfieri Collection (pre Panini)	16	Barchetta (Bone)	217	MC Stradale	183	Siata	208
037 Rally Olio Fiat (Grifone)	199	Heritage 450S	26	Shamal	18	MC Stradale	221	Allemano	198
037 Rally Wurth	230	150S + Maria Luisa IV Boat	234	Shamal	238	MC Stradale (Lago d'Iseo)	224	Castanga	199
Delta HF Turbo	29	150 GT Spyder	267	Quattroporte Series I (Antas)	134	GranCabrio	169	Bertone	200
Delta S4	31	300S (Spa)	110	Quattroporte Series I	66	GranCabrio	180	Fissore	202
Delta S4 Cesare Fiorio's	72	300S	209	Quattroporte Series I	121	GranCabrio Sport	188	Frua	203
Delta S4 ride (Val Savio)	78	450S (Recreation)	84	Quattroporte by Frua	233	GranCabrio Sport	194	Vignale	204
Delta S4 ECV1	179	450S (Spa)	91	Quattroporte Series II	122	GranCabrio Sport + Yacht	198	Boano	205
Delta S4 Martini	210	Tipo 63	36	Quattroporte Series II v SM	265	GranCabrio/GranTurismo S/		Touring Superleggera	206
Delta S4 Stradale	222	Tipo 63 (Panini)	102	Quattroporte Series III	46	Quattroporte GTS	175	Zagato	207
Delta 40th Anniversary	161	Tipo 61	89	Quattroporte Series III	123	GranCabrio/GranTurismo/MY18	260	Ghia	209
Delta 4HF 4WD	169	Tipo 61 Birdcage Ch.2461	211	Quattroporte Series IV v BMW	21	GranCabrio/GranTurismo S MC		Michelotti	210
Delta Integrale 8v Team Cars	198	A6GCM	47	Quattroporte Series IV Evo	38	Sportline / GranTurismo S Auto	186	Scaglietti	211
Integrale Special Editions	21	A6G2000 Zagato	34	Quattroporte Series IV	124	Maserati Museum (100years)	224	Farina	212
Integrale v Escort Cosworth	15	A6GCS Pininfarina Coupe	49	Quattroporte Series V	91	Maserati Centennial	227	Moretti	213
Integrale 8v/Nissan Skyline	23	A6GCS	245	Quattroporte Series V (2004)	96	Maserati Ice Driving	193	OSI	215
Integrale vs Caterham	44	A6G 2000 by Frua	49	Quattroporte Series V (Yellow)	103	Maserati Trofeo 2013	209	Pinin Farina	216
Integrale Buyers' Guide	49	A6G Frua Coupe	72	Quattroporte V Sport GT	119	Maserati Trofeo World Series	212	Pininfarina	217
Integrale/Coupe/131 Abarth	58	A6 1500	63	Quattroporte V Sport GT	125	Ghibli MY2013	211	Scioneri	218
Integrale Evos (Modified)	63	A6GCS (Blue)	132	Quattroporte V Auto 2007.	130	Ghibli MY2014 Group Test	217	Francis Lombardi	219
Integrale vs Coupe 16v	68	A6GCS (2053)	211	Quattroporte V GTS Auto 2008.	140	Ghibli MY2017	253	Ermini	220
Integrale 8v, 16v, EVO	93	A6G 54 Zagato	202	Quattroporte V + P1 Boats.	142	Ghibli S MY2018	264	Motto	221
Integrale Track test (Drivedata)	95	A6G 54 Frua	203	Quattroporte V v QP IV.	256	Levante	243	Viotti	222
Integrale Repsol Group A	105	A6G 54 Coupe by Frua	230	Quattroporte S.	149	Levante UK	252	Savio	223
Integrale 5 car test (Modded)	127	A6G 2000 (Baillon)	270	Quattroporte Sport GT S	156	Levante Q4 Ice Dr1ving	255	Fantuzzi	224
Integrale/Coupe 20vT/147 GTA	164	Race Transporter	112	Quattroporte Sport GT S	172	Levante S in Dubai	263	Boneschi	225
Integrale Buyers' Guide	156	Cegga (Hillclimber)	48	Quattroporte Bellagio Touring	196	Levante S + Granturismo MY18	265	Colli	226
Integrale/Coupe 20vT/GTV6	155	Mistral/250 California Spider	30	Quattroporte Evo Superstar.	196			Sibona & Basano	227
Integrale Group A Martini	182	Mistral vs AC 428	56	Quattroporte VI Launch	204	OSCA		Riva	228
Integrale Group A Martini	228	Mistral Coupe	70	Quattroporte VI GTS in Venice	214	OSCA 1500S Coupe	41	Moterosa	229
Integrale Martini	212	Mistral 3.7 Spyder	144	Quattroporte VI S	241	OSCA Story	29	Balbo	230
Integrale 500bhp (Walkers)	217	Mistral + Speedboat	210	Quattroporte VI MY2018	247	OSCA 2500GT	32	Ellena	231
Integrale 3 car test	226	Mistral Collectors' Guide	264	3200GT	27	OSCA MT4	59	Italdesign	232
Integrale 30th-48 page Special	262	Sebring	45	3200GT	36	OSCA Tipo 4	203	Giugiaro	234
Hyena	64	3500GT	43	3200GT vs Porsche C4	48	OSCA 1600 Coupe	102	Bandini	251
Magia "Concept"	22	3500GT Special Body	58	3200GT	53	OSCA V12 F1	257	Scaglione	252
Dedra/Alfa 75/Fiat Tipo	25	3500GT Replica Body	75	3200GT Club Fiorano	59	OSCA 1600GT	266	Stanguellini	254
Dedra	27	3500GT Spyder Vignale	80	3200GT vs Aston Zagato	62				
Dedra Integrale/Alfa Q4	32	3500GT Spyder Vignale	167	3200GT Buyers' Guide Heywood	140	PAGANI		SPECIAL FEATURES	
Thema 8.32	12	3500GT Spyder Vignale		3200GT/Gransport Spyder/GT	157	Pagani Zonda C12	38	20 Years of Auto Italia	229
Thema 16v Turbo vs 164 3.0	17	Collectors' Guide	254	3200GT Buyers' Guide Heywood	162	Pagani Zonda C12/C12S	53	AC 378 by Zagato	203
Thema 8.32 vs 16v Turbo	35	3500GT	59	3200GT Buyers' Guide Heywood	250	Pagani Zonda S 7.3	95	Aguzzoli 1600 Coupe	136
Thema 8.32	220	3500GT	99	3200GT vs 4200 Gransport	240	Pagani Zonda S 7.3 Roadster	104	Arnolt Aston Martin	48
Thema 8.32 Buyers' Guide	247	3500GT (Giordanelli)	201	Spyder	64	Pagani Zonda F	115	Aston Martin Vanquish Zagato	105
Thema Buyers' Guide	110	3500GT (25CLO)	249	Spyder	69	Pagani Zonda R	157	Aston Martin DB2/4 by Ghia	213
Thema v Saab v Cromo v 164.	153	5000GT	48	4200 Coupe	66	Pagani Huayra	201	Autobianchi 500	60
Thema Plus	240	5000GT (Variations)	81	4200 Coupe	71	Pegaso Z103	34	Autobianchi	73
Delta HPE HF Turbo	37	5000GT (Frua)	85	4200 Gransport	100	Pegaso Z102	91	Autobianchi A111	217
Delta HPE Evo 500	54	5000GT (Allemano)	93	4200 Gransport	108	Pagani Huayra Roadster	270	Autobianchi Primula Coup.	254
Delta HPE Turbo Buyers' Guide	169	5000GT (Joe Walsh)	191	4200 Gransport	126			ATS Allemano Coupe	163
Delta HPE Turbo (Imports)	71	Cooper Maserati T61P	154	4200 Gransport	220			ASA Coupe	209
Delta (New) 2008	147	Khamsin	41	Coupe/Spyder Cambiocorsa	79	THE INFLUENCERS		Aznom Codatronca	192
Delta vs Ypsilon	174	Khamsin Collectors' Guide.	257	Coupe/Spyder Ice Driving	105	Adolfo Orsi	147	Bandini	126
Delta vs Ypsilon (Chrysler)	190	124 GT Prototype	60	Spyder Cambiocorsa	94	Brenda Verner	148	Bassano (Le Mitiche Sport)	86
Ypsilon	24	Simun Prototype	60	Spyder (Jodie Kidd)	86	Giulio Borsari	149	Bertone	2
Ypsilon 2004 1.4	89	Ghibli SS	52	Coupe Trofeo	84	Valentino Balboni	150	Bertone (Inc Stratos Zero)	92
Ypsilon 2011	185	Ghibli SS	200	Coupe Trofeo (Monza)	106	Ermano Cozza	151	Bertone Suagna + GT Cabrio.	121
HPE & Y	11	Ghibli v Ferrari Daytona	127	Coupe Trofeo (Silverstone)	111	Stephan Winklemann	152	Bertone Mantide.	161
Y10 (Time Machine)	175	Ghibli 3 car test new v old	222	Gransport Trofeo (Silverstone).	120	Giorgetto Giugiaro	154	Bertone Sale of Collection.	233
Y10 + Turbo	223	Ghibli Collectors' Guide.	261	GS Zagato.	133	Jack Sears	155	Best of Italy Race 2017.	253
Lybra	38	Bora	12	GT Masterclass 2003	88	Chris Rea	156	Bianchi S5 Torpedo.	137
Lybra 2.4 JTD SW	65	V8 Engine Feature	152	GT Masterclass 2008	154	Ercole Spada	158	Boneschi	108
Kappa	20	Bora 4.7	35	90 Years of Maserati	102	Ercole Spada	266	Bologna San Luca Hillclimb '06.	116
Kappa Coupe	54	Bora 4.7 vs 365 Boxer	78	Maserati at Silverflag 2005	104	Sergio Scaglietti	159	Bologna San Luca Hillclimb.	123
Kappa 3.0 Saloon	58	Bora v 512 BBi v Pantera.	154	MC12 Stradale	105	Stirling Moss	160	Bologna San Luca Hillclimb. '07.	142
Thesis (Launch)	65	Bora v 4.7.	194	MC12 Corse	141	Aldo Brovarone	162	Bologna San Luca Hillclimb. '09.	162
Thesis 2.4 JTD (San Remo)	80	Merak	33	Maserati MC12 vs Enzo	158	Edgardo Michelotti	164	Bologna San Luca Hillclimb. '10.	176
Musa 1.9	105	Merak vs Ferrari 308GT4	50	GranTurismo Italy Launch	137	Gianni Rogliatti	165	Bologna San Luca Hillclimb. '15.	230
Centenary Celebrations	126	Merak vs 308GT4 vs Urraco	149	GranTurismo (Giordanelli)	144	Terry Hoyle	172	Bologna Motor Show '15.	231
Centenary Celebrations (Collins)	127	Merak Turbo Prototype	67	GranTurismo S	146	Tom Tjaarda	173	Bizzarrini 5300GT Strada	55
Thema / Chrysler 300C	199	Merak vs 246 Dino vs Urraco.	190	GranTurismo S	177	Franco Zagari	174	Brooklands Italian Car Day '12	200
Kennedy Collection	263	Kyalami vs Longchamp	64	GranTurismo S Auto	160	Eugenio Alzati	175	Brooklands Italian Car Day	212
		Karif	90	GranTurismo MC	161	Graham Warner	176	Bugatti EB110S vs F40	15
MASERATI		Indy	68	GranTurismo MC Trofeo	172	Derek Bell	177	Bugatti EB110SS	107
250F	11	Biturbo Spyder	76	GranTurismo MC Trofeo	177	Lincoln Small	180	Bugatti Brabus	37
250F (CM9)	63	Biturbo Spyder	225	GranTurismo MC Trofeo (Donington		Francesco Stanguellini	182	Bugatti Dauer	70
250F (CMS)	215	Biturbo (Heywood)	107	2011 race) Giordanelli	188	Miki Biason	268/187	Bugatti Veyron Oakley Design	243
250F (Fangio's Car)	73	Biturbo V8 Engine Feature	171	GranTurismo MC Trofeo (Silverstone		Vittorio Jano	206	BMW M1	92
250F vs Ferrari 246	172	Biturbo (Time Machine)	190	2015 race) Giordanelli	230	Gianni Regiani	208	Bristol 400 by Pininfarina	207
Cooper Maserati	72	Biturbo Buyers' Guide	251	GranTurismo Trofeo/Stradale	176	Agnelli's Cars	210	Cavallino Classic 2012	198
8CL	24	Ghibli Cup GT racer	34	GranTurismo	189	Giorgio Pianta	221	Cavallino Classic 2013	209
8CM + 6CM	82	Ghibli GTvs BMW M3	13	GranTurismo Whisky Tour	195	Luigi Chinetti	221	Cavallino Classic 2015	232
8CM	222	Ghibli Cup	40	GranTurismo Sport	198	Piero Stroppa	248	Cavallino Classic 2016	245
4CS	54	Ghibli Buyers' Guide	51	GranTurismo Sport / GranCabrio		Paolo Stanzani	255	Cascais Classic 2017	262
Bugatti-Maserati (1937)	245	Ghibli Primatist	65	Sport + Monaco Yacht	203	Andrea Zagato	262	Ceirano 150S Tipo Roma	125

CFM 750 Sport	218	Intermeccanica Italia	206	Monte Carlo Historique 2009.	157	Rally Legends 2012	207	Targa Florio In a Fiat 1100 (11).	192
CNH Basildon	225	Intermeccanica Indra	268	Monte Carlo Historique 2010.	178	Rally Club Valpantena	210	Targa Florio Classic 2012	206
CNH European Tour	238	Isotta Fraschini P1 Powerboats.	121	Monte Carlo Historique 2016.	244	Renault Dauphine by Alfa	141	Turin: Fiat City	119
Cizeta V16T	21	Isotta Fraschini P1 Powerboats.	124	Monte Carlo Historique 2017.	255	Retro Mobile	219	Tour Auto 2006	121
Cizeta	49	Isotta Fraschini P1 Powerboats.	125	Monte Carlo Historique 2018.	267	Retro Mobile 2016	243	Tecno Lola T290	128
Coppa Milano-Sanremo	107	Isotta Fraschini 8A SS.	158	Monaco Grand Prix Historique	122	Retro Mobile 2017	255	Tecno PA123 Formula 1	116
Circuito di Piacenza	235	Italian cars in films.	155	Monaco Grand Prix Historique	177	Retro Mobile 2018	268	Trofeo Balears	82
Dallara	20	Italdesign Aztec.	163	Monaco Grand Prix Historique	220	Replica P4s	38/51/54	Triumph Italia	178
Dallara Stradale (News)	264	Lada Riva Twin Cam	215	Motor valley	80	Riva Factory Visit	144	TVR by Fissore	78
De Sanctis SP1000	262	Le Mitiche Sport Bassano	112	Motor valley 2	84	Riva Ferrari 32	242	Ultima Alfa	123
Diatto Ottovu	133	Le Mitiche Sport Bassano	213	Motor valley 2010	168	Ruote Borrani	225	Uniques International Concours	180
Edonis Supercar	73	Le Mitiche Sport Bassano	237	Motor valley 2014	222	Salon Prive London 2013	214	Uniques International Concours	206
Formula Juniors	28	Le Mans Classic 2006	124	Motor Diesel	188	Salon Prive Blenheim 2017	261	Villa d'Este Concours	83
Formula Junior	73	Le Mans Classic 2009	162	Mostro Scambio Imola 2011	192	St James Concours 2013	214	Villa d'Este Concours	108
Formula One Benetton	73	Le Mans Classic 2014	224	Museo Nicolis	143	Serenissima 538 Jet Coupe	121	Villa d'Este Ferraris	109
Ford Anglia Torino	141	Ligier JS2	236	Mugello Historic	146	Serenissima F1	140	Villa d'Este Ferraris	122
Frankfurt Show 2003 (Berry)	87	LIFE F1 track test	162	Nazzaro Tipo 3	159	SCAT 22hp	201	Villa d'Este Ferraris	135
Francis Lombardi 850 GP	231	Lincoln Dual-Ghia	214	Nazzaro Tipo 3 (Sicilian Dream)	239	Siata 750 Gran Sport	28	Villa d'Este 2006	120
Ferrari - Under The Skin	268	Marangoni Tyre Test	84	Nash Healey Roadster	205	Siata/Fiat 750 Spider Corsa	253	Villa d'Este 2007	134
Lombardi 850 GP	231	Martini Story Pt1	205	NSU Sport Prinz	223	Siata Sportscars	54	Villa d'Este 2008	148
Geneva 2012	196	Mallorca Classic Rally	184	OM 665 SSMM Superba	224	Siata Spring	111	Villa d'Este 2009	161
Geneva 2018	267	Minardi (team)	12	OSI Ford Taunus 20M	130	Siata 1300/1500	114	Villa d'Este 2010	174
Ghia Coupes Alfa/Lancia	22	Minardi Subaru F1	39	OSI 1200 Spider	216	Stola Monotipo/Barchetta	25	Villa d'Este 2011	187
Giannini Story pt1	45	Montervedi 375S	71	OZ Alloy Factory Visit	160	Stola Stratos (Concept)	53	Villa d'Este Ferrari 2011	189
Giannini Story pt2	56	Michelotti 132 Flares	81	Padova Show 2005	116	Stanguellini 1100S	35	Villa d'Este Alfa 2012	199
Giugiaro	87	Mille Miglia 2006	122	Padova Show 2006	129	Sunbeam Venezia	60	Villa d'Este 2012	212
Gordon Keeble	250	Mille Miglia 2008	152	Padova Show 2008	142	Sunbeam Venezia	214	Villa d'Este 2014	224
Goodwood Revival 2005	113	Mitomachina 2006	128	Padova Show 2009	155	Stabilimenti Farina	101	Villa d'Este 2015	233
Goodwood Revival 2010	179	Moretti 850 Sportiva S1	24	Padova Show 2010	169	Jowett Jupiter	101	Villa d'Este 2015	238
Goodwood Revival 2012	193	Moretti 850 Sportiva S2	54	Padova Show 2011	182	Silverflag	114	Villa d'Este 2016	247
Goodwood Revival 2012	204	Moretti 850 Sportiva S2	112	Padova Show 2012	193	Silverflag 2006	128	Val Savioere 2005	103
Goodwood Revival 2013	215	Moretti 850 Sportiva S2	118	Padova Show 2014	218	Silverflag 2007	138	Val Savioere Classic	110
Goodwood Revival 2015	227	Moretti 750 Tour Du Monde	41	Padova Show 2015	231	Silverflag 2009	163	Val Savioere Classic	125
Goodwood Revival 2016	253	Moretti 750 Gran Sport	109	Padova Show 2016	241	Silverflag 2010	176	Val Savioere Classic 2008	125
Goodwood Revival 2017	262	Moretti Event Switzerland	191	Padova Show 2016	263	Silverflag 2011	190	Val Camonica 2008	153
Goodwood FOS 1997	17	Moretti + Dany Brawand	204	Padova Show report	252	Silverflag 2012	202	Val Camonica Adamello 2012.	194
Goodwood FOS 2012	199	Maggiore - Puntograle	31	Pininfarina at 75	114	Silverflag 2013	213	Val Camonica Adamello.	201
Goodwood FOS 2017	259	Modena Tour	79	Pininfarina at 80	178	Silverflag 2014	225	Zagato Bristol	44
Goodwood 75th Members	256	Modena Terra di Motori	122	Pininfarina Peugeot 540 Cab	235	Silverflag 2015	236	Zagato Hillman Imp	51
Goodwood 76th Members	268	Modena Experience	194	P1 Performance Car Club	110	Silverflag 2016	250	Zagato Story part 1	53
Gran Premio Nuvolari	155	Modena Experience	204	P1 Performance Car Club	114	Silverflag 2016	261	Zagato Story part 2	54
Harvey Bailey Suspension test	104	Monterey 2011.	189	P1 Performance Car Club	131	Talacrest	226	Zagato 85th Birthday	97
Innocenti 950 Spider / Coupe	157	Monterey 2014.	226	Police Cars	208	Targa Florio (Recreation)	71	Zagato Mostro	234
Innocenti 186 GT	227	Monte Carlo Historique 2006.	119	Rally Legends 2010	170	Targa Florio Centenary	118	Zender 'Progetto Cinque'	22
Innocenti Mini Cooper MK.	267	Monte Carlo Historique 2007.	131	Rally Legends 2011	183	Targa Florio Giro di Sicilia	123	Zastava 750 Fiat 600	191

DON'T FORGET YOUR BINDERS! KEEP YOUR AUTO ITALIA COLLECTION IN MINT CONDITION



Email* us with the make and model of your car and we will search our archives for THREE back issues containing key features that include buyers' guides, road tests

and model launches. Postage included

PACKAGE PRICES (3 issues)

£12 UK – £15 Europe – £18 Rest of World

*Offer not available through the website and subject to what we have left in stock.

claire@gingerbeerpromotions.com

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

OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

CARMA FF

THIS TWIN-TURBOCHARGED FERRARI 308-BASED RACER WAS VERY QUICK ON TRACK AND WAS EVEN INTENDED TO HAVE A LIFE AS A ROAD CAR

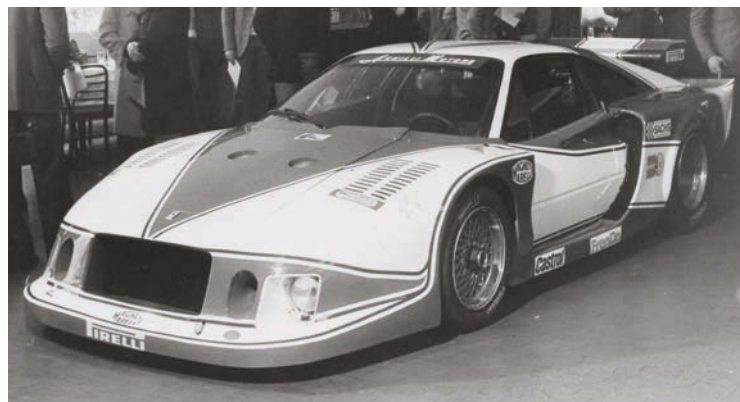
Story by Richard Heseltine

It made headlines in period, but not always for the right reasons. This long-forgotten Ferrari 308 GTB-based curio in many ways prophesied the 288 GTO and F40, but an air of mystery surrounds its current whereabouts. One thing is for sure: this was an insanely quick machine, and arguably the only car capable of meting out a kicking to the Porsche 935 on track. The only thing missing from its armoury was reliability.

The Carma FF was conceived by the gentleman driver, Martino Finotto, and his business partner, sometime Autodelta racer and Lancia Stratos tamer, Carlo Facetti. At the end of 1979, the duo called time on a successful European Touring Car Championship campaign with a privateer BMW. Instead, they would field a Dallara-built Lancia Beta Montecarlo in the 1980 World Championship for Makes. However, they would also dovetail outings aboard this

semi-works car with something home-grown.

From their Achille Motors facility in Milan, they had previously built a pair of Gp4-spec 308 GTBs and followed through by building a turbocharged variant. This was then fielded in races with great success at national level. Suitably emboldened, they created the Carma (CARLO and MArtino) FF. This radical-looking machine first broke cover during practice for the February 1981 Daytona 24 Hours, and packed 710hp from its twin-turbocharged V8. Ferrari badging was conspicuously absent, with even the cam cover bearing the legend 'Carma FF'. While ostensibly derived from a road car, beneath the Rizla-thin glassfibre shell sat a multi-tubular frame with only the centre section of donor car remaining. The entire ensemble weighed only 1030kg. Facetti, who was paired with Finotto and



a young Emanuele Pirro, qualified sixth fastest, but was out within only a few minutes of the start.

Facetti recalled in *Potenza in Punta di Piedi*: "On Wednesday before the race, I took the first steps onto the track. First of all, we noticed problems with the rear spoiler, which was deformed, and with the front axle... When I started the race, I agreed that I would make no more than 10 laps. On the eighth one, I set the fastest lap, which was the record for the rest of the race. I

withdrew on the twelfth lap after I had been called to the pits."

With subsequent mods by Alba, a firm better known for its later Group C2 designs, the FF was quick enough to qualify on pole for the 1981 Monza 1000km endurance classic. The Carma won a minor race at Vallelunga with Finotto driving, too, but its final outing was that year's Kyalami 9 Hours (pictured). It was the second fastest car through the speed traps, but retired from the race after 71 laps.

Facetti recently said that the plan had originally been to market road-going replicas of the Carma, but none was ever completed. The one and only race car was last seen at auction in the mid-1990s. Its present whereabouts are unknown, despite plenty of internet chatter. While it may not have given the all-conquering Porsches a bloody nose, the FF was fast enough to give them a fright. Just imagine how different history might have been had it received factory backing.





Longstone

CLASSIC TYRES

<https://www.longstonetyres.co.uk/classic-car-tyres/maserati.html>

185VR16 600WR16



PIRELLI
CINTURATO™

The Maserati 3500GT left the factory on Pirelli Cinturato 185VR16 which is still a perfect road tyre for this car. Another superb option is the Michelin 600WR16 which was developed to look like a period crossply yet perform like a modern radial



Contact us for advice on our range of tyres for all classic Maseratis: +44(0)1302 711123

Joe Macari Performance Cars

T: +44 (0)20 8870 9007 E: sales@joemacari.com
249 - 251 Merton Road, London, SW18 5EB



1962 Alfa Romeo Giulietta



£69,950

Red over Black, 1962, 80,000 miles, LHD

2010 Ferrari 599 GTO



£434,950

Bianco Avus, highly optioned, 1 of 599 produced, 8,000 miles, LHD

2004 Ferrari 360 CS



£184,950

Rosso Scuderia, Freshly Serviced, Carbon racing seats, 22,000 miles, RHD

2013 BAC Mono



£129,950

Gunmetal Grey, 1 owner, Full service history, 4,362 miles

2004 Mercedes SLR



£219,950

Crystal Laurit Silver, Freshly serviced, 23,800 miles, LHD

2001 Ferrari 550 Barchetta



£399,950

Grigio Alloy, Classiche Certified, Delivery mileage, LHD

1976 Ferrari 365 GT4BB



£349,950

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

1969 Ferrari Daytona



£679,950

Rosso Chiaro, Desirable Plexi car, Classiche Certified, 34,190 miles, RHD

1968 Ferrari 330 GTC



£POA

Azzuro Metallizzato, 1 of 600 produced, 31,000 miles, LHD