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Issue 255 May 2017 £4.80 US\$9.99



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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, Morningside House, 1 High Avenue, Letchworth Garden City, SG6 3RL
Email: claire@gingerbeerpromotions.com
ISSN 1357 - 4515

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It's not often you're able to gather together five Lancia works rally legends, let alone match them up with two rally world champions. So it's a great privilege to bring you a track test of five of the most dominant Lancia rally cars over a 23-year period of epic greatness for the marque (1969 to 1992) – all presided over by Sandro Munari and Miki Biasion. The memories are golden and the cars are true stars.

The last of those Lancia rally greats is, of course, the integrale, which in 2017 celebrates its 30th anniversary, having been launched at the Frankfurt Motor Show in 1987. We'll be running more on this historic anniversary as the year progresses, culminating in a giant celebration of all things integrale in a bumper issue – check back in with us later in the year.

And we can't help but notice there's another big birthday this year: 70 years of Ferrari. 11th May 1947 saw the very first Ferrari – the 125 S – make its track debut at Piacenza. It didn't finish the race but just nine days later, Franco Cortese drove his 125 S to victory in the Rome Grand Prix, the first of six 125 S victories in 1947, including Tazio Nuvolari's historic win at the Parma Grand Prix. 70 years on, Ferrari is celebrating its birthday in a big way with loads of events, including a world tour of the latest LaFerrari Aperta. UK enthusiasts will be treated to a homage to the Prancing Horse at a weekend of racing and culture at Silverstone (22nd to 24th September).

We'll be bringing you a whole series of Ferrari celebration stories this year, with plenty of surprises in store. In the meantime, Ferrari has set up a truly gorgeous website to celebrate its anniversary at 70.ferrari.com – check it out for some fabulous videos and more moments of Maranello magic than you can shake a mouse-mat at.

Chris Rees
Editor

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ISSUE 255

MAY 2017



16



22



34



40



52



70

FEATURES

- 16 **Alfa Romeo Giulia**
Finally, our UK test in right-hand drive
- 22 **Maserati Q4**
Ice driving in the Alps in a Levante
- 28 **Paolo Stanzani**
Our tribute to the late Lamborghini engineer
- 34 **Ferrari 166 MM 'Uovo'**
Phantasmagorical Fontana-bodied one-off
- 40 **Alfa Romeo 2600 vs Lancia Flaminia**
Open-topped 1960s icons go head to head
- 48 **Abarth Classiche**
We visit the heart of the scorpion in Turin
- 52 **Lancia Rally Stars**
Five rally icons meet two champion drivers
- 62 **Club Italia: Automotoretro**
The best of Turin's classic car show
- 66 **Club Italia: Rallye Monte Carlo Historique**
Italian metal performed with distinction
- 70 **Collectors' Guide: Ferrari 250 GT PF**
Full profile of Pinin Farina's classic convertible

SUBSCRIPTIONS
SAVE UP TO £10.40
SEE PAGE 78 FOR DETAILS

REGULARS

- 06 **News**
Geneva Show stars
- 80 **Classifieds**
Find your latest car and sell for free
- 92 **Back Issues**
A treasure trove of Italian car stories
- 98 **Obscurati**
Someone wanted to sell a car called the 'Log'!

NEWS & VIEWS

Geneva Show Report

Story & images by Chris Rees



FERRARI

812 SUPERFAST SUCCEEDS F12

Ferrari's most powerful ever road car production engine debuts in the new 812 Superfast, with fully 800hp – 20hp more than the car it replaces, the F12tdf.

The 812 houses a 6.5-litre V12 up front, developing 800hp at 8500rpm, and peak torque of 718Nm at 7000rpm (with 80% of that figure available from 3500rpm). As in the F12, it's rear-wheel drive via a dual-clutch transmission, but it now boasts shorter shifting times between gears.

The 812 Superfast is appropriately named: it reaches 62mph in 2.9 seconds and has top speed of 211mph. It weighs 1525kg 'dry' with lightweight optional extras added.

A new electric steering system debuts in the 812, replacing the F12's hydraulic set-up, combined with a revised version of the F12tdf four-wheel steering system. The latest version of Ferrari's Side Slip Control should keep control of the huge power available.

The F12's 'hard points' in terms of suspension and cockpit are retained but the styling is a major evolution and has been designed entirely in-house. The new rear end is inspired by the 365 GTB/4 Daytona with its four circular tail-lights. Active aerodynamic flaps under the body keep the need for external wings and spoilers to a minimum, while a new intake 'by-pass' in the rear flanks increases downforce.

The cabin has a sportier feel featuring 'floating' elements, new sports seats, new steering wheel and new instrument clusters with a better infotainment system. Prices have yet to be announced but are likely to exceed the outgoing F12's £240,000 price tag.

LAMBORGHINI

HURACÁN PERFORMANTE BREAKS RECORDS

Lamborghini's new Huracán Performante made its public debut at Geneva, still basking in the glow of its stunning Nürburgring production car lap record of 6min 52.01sec.

To achieve such a time, the Performante has aerodynamic tweaks, less weight, improved power and a dedicated set-up for its four-wheel drive chassis. It's aimed at squeezing out the most potential at tracks while remaining a dynamic road weapon.

The Performante features front and rear spoilers, bonnet, rear bumper and diffuser in forged carbonfibre, reducing weight by 40kg. The fixed rear wing includes ducts and electric flaps that open for maximum airflow and close for extra downforce. It also

incorporates a closable air channel that can split airflow to the left and right – allowing aero vectoring in high-speed corners. Overall, the rear wing gives the Performante 750% more downforce than a standard Huracán. The redesigned front end – inspired by the Super Trofeo racer – includes a spoiler with active flaps.

The Performante's mid-mounted 5.2-litre V10 engine features a bronze manifold cover and develops 640hp, some 30hp more than the standard LP 610. Peak torque is 600Nm (443lb ft), with 70% available from just 1000rpm. 0-62mph is achieved in 2.9sec, 0.3sec faster than the regular Huracán, and top speed is 202mph. With a dry weight of 1382kg, it has a power-to-weight ratio of 463hp per tonne. The seven-speed dual-clutch transmission has also been updated.





Pirelli P Zero Corsa tyres have been specially developed for the car, with road-homologated Pirelli Trofeo R track tyres an option. The Huracán Performante goes on sale in summer 2017 priced at £213,000.



FIAT 500 CELEBRATES 60 YEARS

There wasn't that much new on the Fiat stand. In fact you could say the company was more looking backwards in time, as 60 years of the Fiat 500 were celebrated with a new special edition: the Sessantesimo (or '500-60th'). This numbered limited edition (above) pays tribute to the original 500 with retro features like a vinyl dashboard, vintage '560' logos and chrome bonnet finish.

It's only available as a convertible in dual-tone white-and-ivory 'Dolcevita' paint plus grey-and-burgundy stripes and a grey canvas roof. Other details include chrome mirror caps and special 16in alloys. Inside are ivory-and-burgundy leather seats, matching coloured dashboard and dual-colour mats. Available to order now, only 560 cars will be built. In other 500 news, Fiat says that 2017 will see the two millionth reborn Fiat 500 built.

S-DESIGN GETS SPORTY

Every car maker, it seems, is now offering a 'sporty' design line in its range. Fiat's is the new S-Design trim, described as "contemporary, dynamic and distinctive" and targeted mainly at male buyers.

Geneva saw the debut of two S-Design models: the 500X S-Design and Tipo S-Design.

The 500X looked especially striking in the new matt Alpi Green colour. Polished steel side mouldings, door handles, front spoiler, rear light rims, boot handle and mirror caps look good. Tinted rear windows and dark xenon headlights are echoed in the interior and there are unique seats with "sporty fabric" and special logos.

The Tipo S-Design appeared in unique Metropoli Grey paint with piano black trim, 18in alloys, tinted rear windows and body-coloured door handles. The interior is restyled, too.

FULLBACK CROSS

Fiat's Fullback pick-up has evolved with the world premiere of the new Cross version (above left), which goes on sale in summer. It's offered in double-cabin format and features a new grille, satin silver front plate, black mirrors/door handles/wheelarches, 17in wheels and larger side steps.

124 SPIDER EUROPA

The Spider Europa is a new Fiat 124 limited edition boasting a high spec with special 17in alloys, leather trim, LEDs, Bose audio, special logos and a numbered plaque.



ABARTH

Abarth showed three new variants of existing models. The 595 Pista is a new 160hp racy model with Koni FSD rear suspension and Record Monza exhaust – it'll be sold in the UK as the 595 Trofeo priced from £17,290. The 695 XSR Yamaha limited edition, meanwhile, features carbon detailing, an Akrapovic exhaust and a 165hp engine; it goes on sale in the UK in April 2017. The 124 Spider Scorpione (above) is a new special edition in either San Marino 1972 Black or Turini 1975 White paint and black leather seats.

MASERATI

The only real novelties on the Maserati stand were a new '400' limited edition of the GranTurismo (below) and a new beige interior option for the Levante. However, we did get to experience the cooking of 'Italy's Heston Blumenthal' – Massimo Bottura, a three-Michelin-starred chef and Maserati brand ambassador. He served his vision of "Fast Cars, Slow Food" including a risotto 'Levante' with lemon mist sprayed on to the plate – and into some of the guests' faces! Not a gesture that's usually greeted with delight, but it was simply divine.





ALFA ROMEO

It was all about the Stelvio on the Alfa stand (OK, and the Giulia...). We got to see the Quadrifoglio version (above left) for the first time on European soil – and what an amazing machine it looks.

PAGANI

The big news at Pagani is the Roadster version of its range-topping Huayra. The drop-top is more aggressively styled than the coupe, featuring a new grille, wider wheelarches and more pronounced aero items. Carbonfibre rollover hoops behind the seats merge into a new clamshell rear lid that shows off the engine. Two different removable roofs are offered: a carbon hardtop and a fabric roof with a carbon cover.

The Roadster is also 70kg lighter than the coupe at 1280kg. That's thanks to a new carbon-titanium composite construction which is also 52% stiffer. The Roadster's AMG V12 engine has 764hp, slightly more than the coupe's, combined with a new seven-speed sequential gearbox. 0-62mph takes less than 3.0 seconds. Want one? Be prepared to shell out £2 million.

PININFARINA FITTIPALDI EF7

F1 legend Emerson Fittipaldi unveiled his new ultra-light, all-carbonfibre track supercar, the Fittipaldi EF7 Vision Gran Turismo – the first model from the new Fittipaldi Motors marque.



Pininfarina's design – taken from an idea of Emerson's – is apparently inspired by sharks and features an adjustable rear wing. The whole car weighs just 1000kg, with the weight split 48/52 front/rear.

It's engineered by HWA, the German Touring Car race constructor, using a mid-mounted naturally aspirated 600hp 4.8-litre V8 engine created specifically by HWA with an integrated six-speed sequential gearbox. Very much track-focused, it has a full race interior, race-spec brakes, carbon safety cell and adjustable anti-roll bars.

The EF7 (pictured below left) is set to enter limited production, with every owner getting personal tuition from Emerson Fittipaldi himself. And as the Gran Turismo tag hints, the EF7 will also appear in the new Gran Turismo Sport PlayStation 4 game.

PININFARINA H600

The notion of a Chinese “eco-sustainable luxury sedan” may not sound terribly innovative but this luxury electric car has some genuinely interesting features. How about a power output of 815hp and a range of 620 miles?

The H600 (above right) is joint effort between Hybrid Kinetic of China and Pininfarina, which has given it chiselled sleek looks, despite a massive 5.2-metre length. The lounge-style cabin features veneered wood seat shells and flooring, while a giant



Tesla-type display dominates the dashboard.

HK is behind the powertrain: electric motors and a range-extending turbine generator, which means you never need to plug the car in to recharge. It's four-wheel drive and has Tesla-rivalling performance: 0-62mph in 2.9 sec and a top speed of 155mph.

SCUDERIA CAMERON GLICKENHAUS

You may remember Cameron Glickenhaus for his Ferrari P4/5 one-off of 2006. Now he's back with his own brand, SCG, which is based in New York, USA but has its factory in Turin.

The new SCG003S is claimed to be “the fastest cornering road car in the world” with over 2g of lateral acceleration. SCG is also aiming for the 003S to smash the Nürburgring lap record by 30 seconds.

Some stats: it has a 4.4-litre twin-turbo V8 delivering over 800hp, a seven-speed dual-clutch gearbox, weighs under 1300kg and will do 217mph and 0-62mph in under 3.0 seconds. Its spec includes carbon brakes, pushrod suspension and a carbon chassis.

GFG TECHRULES REN

GFG Style is the name of Giugiaro's new design company ('Giorgetto & Fabrizio Giugiaro') and the great man was present to unveil the new Techrules Ren (pictured below right), a Chinese-backed supercar.

Remarkably, this is how the production version will look and Giugiaro's masterful





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- *No.1 out of 63 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Jan - Mar 08



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touch is clear. Most striking is the triple-bubble transparent roof canopy, which moves upwards and backwards to allow entry for three passengers (the driver in a central position). Each occupant sits in his own bubble, reducing aerodynamic drag on this wide car. The massive central rear fin is aesthetic rather than aerodynamic. Inside are, unusually, denim-trimmed seats.

The Ren is made mostly of carbon and aluminium. The series hybrid range-extender powertrain features two electric motors up front and four at the rear, delivering an astonishing 1305hp. That means it'll do 0-62mph in a Bugatti-rivalling 2.5 seconds and reach 199mph, all the while emitting just 106g/km of CO₂. With a diesel turbine on board to keep the batteries topped up, a range of 725 miles is claimed, and apparently it's already been successfully tested at Monza.

ITALDESIGN ZEROUNO

The Zerouno (or '01') – pictured above left – is essentially a special-bodied Lamborghini Huracán created by Italdesign, now part of the VW Group. It's longer and wider than the Lambo, with bodywork entirely in carbonfibre so that the total weight ducks under 1300kg. With the same 610hp V10 engine as the Huracán, 0-62mph takes 3.2 seconds and the top speed is 205mph. Italy's newest brand, Italdesign Automobili Speciali, will make just five units priced at around £1.3 million apiece.

TOURING SUPERLEGGERA

Alongside its stunning Alfa 8C-based Disco Volante convertible, Touring Superleggera announced a major newcomer: the Artega Scalo Superleggera (pictured top right), an electric supercar. Lots of things sound right: carbon tub, aluminium-and-carbon body, electric powerplant. But we can't help feeling the three-seater layout has compromised the overall appearance, which has too long a wheelbase. Production is due to start in 2019, with no more than 50 to be made.

ITALDESIGN POP.UP

Easily the wackiest concept of the show was Italdesign's Pop.Up, developed jointly with



the plane maker, Airbus. That's because it's part-car, part-drone – yup, it includes a detachable drone module that can lift the whole car into the sky...

MICROLINO

Bubble cars are back – and that's official. The Microlino is a 21st century version of the 1950s Isetta, complete with front door, bug-eye headlamps – and battery power, inevitably. The micro-scooter company Micro is behind it and it's set to enter production in early 2018 at the Tazzari factory in Imola, priced from around £10,000. We love it!

LIBERTY WALK

Subtle it ain't: the heavily modified Ferrari 488 Works from Japanese car couturier Liberty Walk (above) features gazon-sized wheels with hyper-fat carbon arches to cover them and air suspension for that 'slammed' look.

MANSORY

Subtle? Hah! Notorious mod merchant, Mansory, came with two takes on Italian metal at Geneva. The 4XX Siracusa Spider (making its world debut) starts as a Ferrari 488 Spider but adds a frenzy of carbon, 21in rear wheels and a tuned V8 engine with

790hp – plus a very odd paint scheme... As does Mansory's Levante, a terribly tangerine take on the unsuspecting Maserati.

MONTEVERDI

Switzerland's best-known marque – OK that's not a grand claim – is Monteverdi. We were delighted to see six classic Monteverdis on display, all designed and built in Italy. Elegant were the High Speed 375L by Fissore and the High Speed 375S by Frua, while the glorious mid-engined Hai in its original 1970 guise was joined by its reborn 1992 iteration. Speaking of rebirth, Monteverdi is scheduled to return with a new model – there are no details yet but the reborn marque has garnered German-Swiss financial backing.





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AVON



PARIS SALES

ITALIANS ACHIEVED BIG MONEY AT RÉTROMOBILE

Story & images by Peter Collins

During the second week of February, Paris was a hedonist's dream, with three major auctions and perhaps the biggest and best classic car show in the world: Rétromobile.

RM Sotheby's preview in the very formal Place Vauban featured the Alfa Romeo Tipo B single-seater owned by Umberto Rossi (see our March 2017 issue) which sold for €3.9m. Let's hope the new owner keeps it racing.

Lancia Aurelia B20 values seem to have levelled out; RM's went for €140k while another at Bonhams was €166k. A remarkable €190k was stumped up for RM's early Lancia Appia GT, whilst the rare Dino 206 GT remains well ahead of the 246 with €526k paid at RM. Other surprises included a Ferrari 250 GTE at €470k, an Alfa 2600 Spider at €100k (!) and a Montreal at €75k.

Rétromobile on Wednesday was a feast of bijoux with a '70 Years of Ferrari' display featuring examples rarely seen outside of their normal home, the Mulhouse French national collection. Highlights were the 156 F1 car, the 250 LM and the ex-Siffert 'Ring 1000km 500 TRC (pic bottom right). Pur Sang from Argentina showed an amazing Alfa

Romeo 308 Grand Prix car; apparently it's manufacturing three of them.

The Alfa Romeo Superflow (pic right) was another one to leave us gasping, while on Gregor Fiskens stand was a gorgeous Alfa Monza and a Daytona Spider in bronze marrone. Maserati showed the Eldorado Monzanapolis car while the official FCA stand included the prototype Alfa Romeo 2600 Zagato. In another hall, a half-restored Lancia Flavia looked amazing, as did a very rare Ferrari 166 Formula 2 car from 1967. The first production Lamborghini 350 GT was present in its totally refurbished glory, as was an obscure but fascinating Vignale Fiat 1100 and a unique Lancia Flaminia Zagato that had been modified in period (pic middle right).

Bonhams' impressive Grand Palais location housed a large collection of fine auction lots, including a stellar Ferrari 250 GT at €437k, whilst a Stratos at €373k was only mid-estimate. Lancia Hyenas come up for sale so rarely that it will be interesting to see if the €161k paid for the green example (bottom left) will set the bar for the future. However, it is definitely clear that cheap Fiat Dinosaurs are a thing of the past, with a Spider taking nearly €100k.



There were possible bargains to be had, though, with a nice Fiat 130 Coupe fetching €11,500 and a Maserati QP3 going for €17,250. New-build cars utilising new/old parts were popular, with evocations of an Osca and a Simca 1100 Special going for €60k and €69k respectively.

Finally, the vast assemblage of lots gathered by Artcurial for its sale was headed by two Ferraris; the Dino concept fresh from the Le Mans Museum (€4.4m) and a 166 with continuous history and 500 Mondial-style bodywork (€2.96m). A Miura SV was up there, too, fetching €2.38m. Other Italian machinery included a Can Am Iso (€441k) and an ultra-rare Bizzarrini Europa in fine nick (pic middle left) at over €300k.



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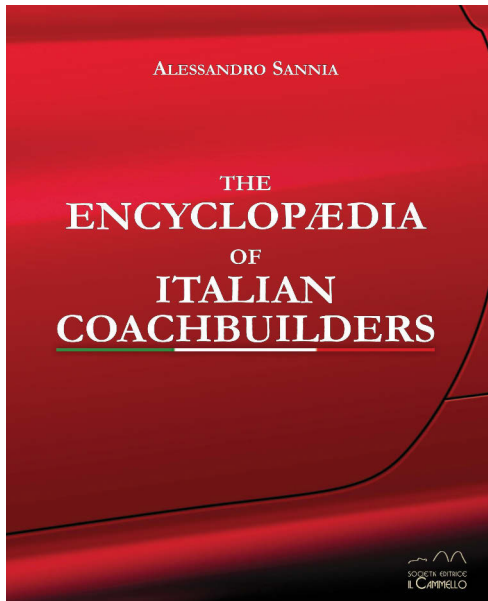
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AUTO ITALIA'S CHOICE OF THE LATEST TITLES



Encyclopaedia of Italian Coachbuilders
by Alessandro Sanna
Societa Editrice Il Cammello. £149

It's no surprise to learn that six years of work have gone into this stupendous two-volume set covering the entire history of Italian coachbuilt cars. If you're into rare Italian metal, this new book is the undisputed bible on the subject.

Behind the most famous names in coachbuilding – like Bertone, Giugiaro and Ghia – lie hundreds of smaller workshops, craftsmen and designers. The great triumph of this book is that it tells their story, often for the very first time.

Who knew that CMG, an offshoot of Giannini (the famous tuner), made all the cars for the movie *Monte Carlo or Bust* before going on to build beach buggies? Or that a tiny company up a mountain valley called ILCAS was responsible for making Fiat Barchetta bodies in the 1990s?

Just under 1000 different companies are covered, with over 3000 images reproduced. Part of me wants to see every single Italian coachbuilt car ever made pictured in this book but I recognise that would have been an



impossible task. As it is, this is among the weightiest tomes about cars ever published – a hefty 5kg, in fact. And adding weight to its editorial is a foreword by the designer, Leonardo Fioravanti, and a preface by the Italian author, Umberto Eco.

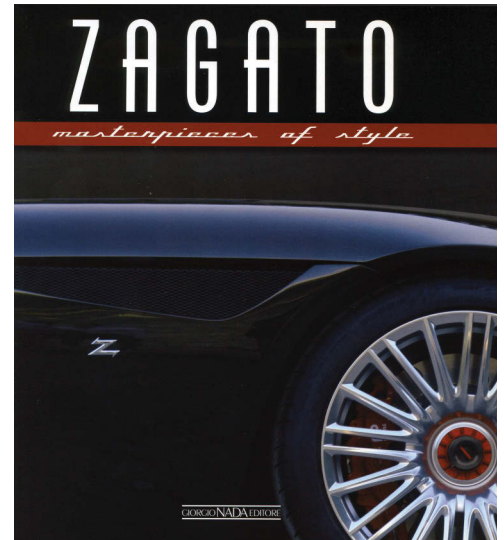
This is a superbly produced book, too, printed on heavy paper and beautifully bound with a slipcase included. The text is entirely in English; a separate edition in Italian has also been published.

I can almost guarantee that no book deserves the title 'Book of the Year' more than this. It's a brilliant piece of work. **CR**

Zagato - Masterpieces of Style
by Luciano Greggio
Giorgio Nada Editore. £48 / \$75 USD

London buses! After a long time craving for information on Italian coachbuilders, we now have a host of publications on the subject. This book on Zagato is one of a new series by Giorgio Nada Editore that already includes an edition on Touring, with other coachbuilders to follow.

The construction of the book is clever and suits a modern reading style. The main text is laid out in an inviting format and the reader is not intimidated by dry historical detail. The superb images are the main interest here and are complemented by detailed captions, ideal for readers who want to dip in and out of the topics. Some of the images are of the less reported classic and modern Zagatos including the Volvo 2000 GTZ, Fiat 125 GT, Alfasud Sprint 6C, AC 378 GT and Lancia Thema Plus. **PW**



Ferrari 70 Years
by Dennis Adler
Motorbooks £24.99 / \$40 USD

This is the first publication we have seen celebrating 70 years of Ferrari; we very much doubt it will be the last. The main theme is Ferrari in the USA and the scene is set with a foreword by Luigi Chinetti Jr. The pictures are excellent and the whole book is awash with vibrant colour. The content is well balanced and each era is described in an easy-to-digest style. This is not a book for chassis number enthusiasts but for readers with a general interest in the American Ferrari scene. The proof reader did miss the spelling error of Bizzarrini's name, possibly unnoticed by many readers – except by Giotto himself. Good value for money. **PW**



AUTO ITALIA DRIVING EXPERIENCE

Longcross, April 28th

The popular driving experience for owners of selected Italian cars will return to the private Longcross test facility (and *Auto Italia's* photo location) on Friday April 28th 2017, one day ahead of the traditional Brooklands Italian Car Day on Saturday April 29th. With the events being held over consecutive days, Italian car owners have the opportunity to take in two neighbouring venues.

The Longcross driving experience is not a conventional track day that places stress on both cars and drivers but an opportunity for owners to demonstrate their skills. The two-mile circuit includes fast straights, banked corners and a hill in the 'forest' section. The demanding nature of the course requires the use of pace cars to control the groups of cars. Numbers will be limited so drivers will have plenty of laps.

Because the venue is not open to the public, attendance needs to be pre-booked. In the first instance, Italian car owners should apply to the organisers with registration details of the car they wish to enter.

Subject to entry acceptance, the cost will be £150 per car plus a three-course Italian buffet lunch at

£25. The fee for nominated additional drivers is £50 including lunch. Lunch for drivers' passengers or guests is £25 per person.

Owners of pre-booked Italian cars are invited to join the paddock display and space will be set aside for clubs. There will be a track parade for all cars during the lunch break. The cost is £20 per car. On-site catering will be available.

Closing date for all applications is April 18th.

For entries, please contact
mail@philwardevents.com



AUTO ITALIA ITALIAN CAR DAY

Brooklands April 29th

The Italian Car Day has become established as the UK's premier event for owners and admirers of Italian cars, with record attendances in 2016. The event provides visitors with the opportunity to see and hear Italian cars being demonstrated on the circuit at the adjacent Mercedes-Benz World and the demanding hillclimb.

Visitors arriving in any Italian car, be it a Fiat or a Ferrari, will have the opportunity to park in the areas set aside for the appropriate marques, car clubs and register displays.

Applications are invited for an opportunity for selected interesting cars to take part in the track demonstration and the hillclimb.

For information contact: mail@philwardevents.com

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TO WEAR CRASH HELMETS.



t's time. Exiting the driveway of a hotel in the Cotswolds, I'm about to find out whether the Giulia has what it takes to usher in a new golden era for Alfa Romeo, or whether it's a case of 'close but no cigar'.

Alfa Romeo really needs to impress the sort of owner-drivers who are currently happy with their Audis, Mercs, BMWs and Jags. If it impresses them, the Giulia will fly. (And by the way, Alfa calculates that 80 per cent of Giulia customers will be new to the brand.) Well, having driven all the Giulia's main rivals, and having tested most of the Giulia line-up on UK roads, I can confidently say that it does have what it takes.

So here I am on that Cotswolds driveway. I'm holding the steering wheel of the Giulia Quadrifoglio and I've started out with the DNA drive-mode controller in its gentlest 'A' setting. Yet as I accelerate out of the T-junction, the rear tyres scabble and the tail starts to wag. Hello! If this is what it's like in 'A' mode, what's it going to be like with the dial in Normal, Dynamic and Race modes?

The roads around here are twisty A- and B-roads, where the Giulia feels perfectly at home. The first thing I notice is just how fast-acting the steering is. With just 2.2 turns between locks, it's actually the fastest in its class; some drivers might find it too nervous but you very soon get used to it. The steering is electric and has what Alfa calls a "semi-virtual steering axis" that basically keeps the caster constant in corners – and it really works. The feel is sharp, consistent and offers a whole lot more feedback than most electric systems.

The Giulia's big revolution – or more accurately, a devolution to the past – is rear-wheel drive. Hooray! This is the first rear-drive Alfa saloon since the 75 left production way back in 1992. (Our continental friends also get the option of Q4 four-wheel drive but it's not compatible with right-hand drive, so for UK buyers the Giulia is exclusively a rear-driver). Equally significantly, the Giulia has perfect 50/50 weight distribution, so the template is just right – and it delivers.

The handling is wonderfully incisive. Turn-in is confident and concise. Body roll is contained. It all feels tight and together, yet the ride quality is far from



The Joy of Giulia

After what seems like forever, the all-new Giulia has landed in the UK. No question, this is Alfa's most significant car in a generation - but how well does it perform on British roads?

Story by Chris Rees
Photography by Alfa Romeo and Michael Ward





board-stiff; in fact it's very compliant. OK, time to engage the 'N' and 'D' modes on Alfa's familiar DNA selectable drive system. Doing so sharpens up the throttle response, suspension, steering, transmission, rear differential settings, stability control and even the brakes, in phased steps. The instrument display also changes, with a coloured representation of the car telling you what's altering as you engage each mode. You can play around with the dampers, too: a button in the middle of the DNA rotary knob lets you select either soft or hard settings. It's at its delicious sharpest in Dynamic mode – when it sounds its most fabulous too. As for the 'R' (or Race) mode beyond this, I'm keeping that for my track session to come...

So then: raw speed. The Quadrifoglio's 2891cc V6 twin-turbo petrol engine is, quite simply, amazing. It's essentially a Ferrari F154 V8 engine from the 488 GTB with two cylinders lopped off. You're never in doubt of its pedigree. It's not short of power (510hp at

6500rpm) and it revs right up to 7000rpm, at which point it's sounding something like an F1 car. From the outside, it's pretty special, too, with a roar and crackle from the exhaust that sounds just perfect. Yet you don't need to rev it hard to go very quickly indeed; peak torque of 600Nm (443lb ft) arrives at 2500rpm, so you can waft along on part-throttle at low revs with surprising gusto. For the record, the Quadrifoglio's top speed of 191mph and 0-62mph time of 3.9 seconds mean it'll leave rivals like the BMW M3 and Mercedes-Benz C63 AMG in a trail of dust.

Sadly you can't have a Giulia with manual transmission in the UK (it doesn't fit right-hand drive cars), but luckily the ZF eight-speed automatic we're forced to have is a great unit. In full auto mode, it changes with a smoothness and rapidity – especially in Dynamic and Race modes – that beats any manual transmission. Speaking of manual, large metal paddles behind the steering wheel allow easy and very quick

gear shifts by hand. I have two slight reservations about the central gear lever, though: which gear position you're engaging isn't always intuitive and the lever itself has a rather sharp edge at the back.

There are so many very cool details on the Quadrifoglio – like the carbonfibre bonnet (take that, aluminium-bonneted BMW M3!), lower front splitter and rear spoiler. You can even order optional Sparco carbon front seats which look amazing but will set you back £2950.

I absolutely love the interior, too, especially the twin cowl dials that recall the 105 Giulia's. The three-spoke steering wheel feels great in the hands and works brilliantly, while the metal pedals evoke that race feel. The cabin is distinctly 'premium' with high-end materials like carbonfibre and brushed aluminium; only occasionally does a smidgen of hard plastic spoil the party.

The Quadrifoglio's infotainment system is an 8.8in Connect Nav 3D touchscreen that can also be controlled by a rotary pad or voice recognition. The 8.8in size flatters it a little, as it's a letterbox format and feels small compared to most rivals, but then Alfa says it deliberately didn't want the 'iPad-in-a-dash' look. The big TFT colour instrument display ahead of the driver is beautifully clear and changes according to the DNA mode selected; you can even check what lateral 'g' force you're pulling.

LEFT: Engaging 'Race' mode makes this happen – thankfully going sideways is supremely easy to feel and control

Just to tick the remaining 'What Car?' road test boxes, the Giulia is a very usable everyday saloon, if not the most practical choice out there. While front seat accommodation is generous, the rear door apertures are a little small, space in the back is tight if you're over six feet tall and the middle rear seat is almost unusable. And while the boot volume is generous, the aperture itself is very narrow.

ON TRACK

Road test complete, it's time for a quick run at Kemble airfield – the perfect place to engage the Quadrifoglio's Race mode. I instantly discover why 'R' is not recommended for road use. The stability control switches off and, with 510hp chugging at the back end, it becomes, ahem, 'rather lively'. In fact, my first broadside felt like it was drifting at a full 90 degrees – but it still came back into line, so controllable, predictable and 'analogue' does it feel.

Despite its carbonfibre goodies, the big V6 makes the Quadrifoglio the heaviest model in the range at 1580kg. Some of that weight does show at the track. The front end sometimes feels a little ponderous on very fast changes of direction but that's nit-picking in what is a genuinely sublime track experience.

It's certainly quick in a straight line, too. Above 60mph, the 'Active Aero' front splitter moves down to boost downforce and it still feels very stable as I



breach the 150mph barrier on the main runway (all the while keeping an eye out for aircraft landing because it's a 'live' airfield...).

The brakes are also superb on track. 'My' road car had standard steel discs but you can order carbon-ceramic ones (a snip at £5500) which we were able to test on track. Alfa claims a "record-breaking" stopping distance from 62mph of 32 metres and it certainly felt like it – almost like a race car to brake, in fact.

COOKING ON GAS

I also have a chance to drive the 'cooking' Giulia versions that most people will be buying – the 2.2 diesel and 2.0 petrol models. Having said that, more people than you might imagine are buying Quadrifoglios – the order book is 15 per cent stuffed with the big daddy.

The 180hp diesel is a pleasingly eager performer, if not mentally quick: it's capable of 0-62mph in 7.1 seconds. Yes, it's noisy under load but the single turbocharger gives it an impressive spread of torque, and its balancing countershaft ensures smoothness. You certainly won't feel short-changed if you go diesel. And being an all-aluminium engine, it's light which has benefits in the handling department, since less weight sits over the front wheels.

The 2.0 petrol engine, meanwhile, is a revelation: sweet and smooth, although not as revvy as I was expecting, reaching its red line at barely 6000rpm. With 200hp, it's got very decent urge (0-62mph comes up in 6.6 seconds) and its peak torque of 330Nm (243lb ft) is delivered at a diesel-like 1750rpm, so it never needs to be revved hard. I can't wait to try the soon-to-be-launched 280hp 2.0 petrol Veloce version which does 0-62mph in 5.7 seconds.

THE GIULIA RANGE

The UK range consists of six models: Giulia, Super, Tecnica, Speciale, Veloce and Quadrifoglio. The base model has alloy wheels, dual-zone climate control,


cruise control and a DNA selector. Tecnica is a model targeted at business users. The Super gets 17-inch alloys, leather-and-fabric seats, steering wheel paddle shifters and special cabin trim. The Speciale – likely to be the most popular version – adds 18-inch alloys, bi-xenon lights, rear sports bumper with chrome exhaust tips and full leather seats. The Veloce has a 280hp 2.0-litre petrol engine, Quadrifoglio-esque bumpers and sports seats. The top-spec Quadrifoglio has 19-inch alloys, 35W bi-xenon headlights, leather-and-Alcantara sports seats, a different steering wheel, 'DNA Pro' with Race mode and uprated brakes.

You can opt for packs too. The Luxury Pack has leather seats, power-adjustable heated front seats, wood detailing, chrome-effect window trim and xenon headlights. The Sports Pack has a sports steering wheel, aluminium interior trim and xenon headlights. And the Performance Pack adds shift paddles, Q2 limited-slip diff and active suspension.

VERDICT

In terms of pure metrics, the Giulia has its main rivals licked in an impressive number of departments: 0-62 times almost across the board, steering agility, low weight, aerodynamic efficiency and braking distances. The Giulia also happens to be the safest car ever tested by Euro NCAP, which is reassuring to know.

But it's *how* the car feels that really counts. And saints be praised, it's a sublimely great car to drive. In entry-level form, it feels closest to the Jaguar XE on the road but it has so much more going for it than the Jag. And in Quadrifoglio spec, the Alfa nudges ahead of the main competition, with peerless speed and agility.

The Giulia has one more essential ingredient in its armoury: soul. More than any other car in this market segment – and there are some truly talented rivals out there – it's a car you *want* to own, even *have* to own. Since soul and allure are exactly what Alfa fans have been crying out for, we can all breathe a sigh of relief: the Giulia is irresistible. 

We like the Giulia. A lot. It ushers in a new era of truly talented, highly desirable Alfa Romeos



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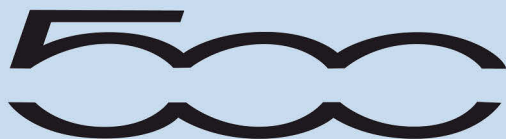
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ICE QUEEN

What better way to test the capabilities of the Levante 4x4 than on the slipperiest surface of all – ice? Maserati's Q4 system is more than up to the job.

Story by Chris Rees
Photography by Maserati

As Alpine experiences go, this one ranks pretty close to the top. Almost literally, since we're on the slopes of the highest mountain in Europe, Mont Blanc.

Maserati is our host. Living up to its legendary hospitality, it provides my first taste of the Alps: a 'grolla' – a word (and a concept) that I'd never heard before. A *grolla* is a traditional wooden cup from the Valle d'Aosta; you're meant to take a slug from the cup then pass it on to your neighbour. It's made of wood so that it can withstand the explosive mixture (and heat) of coffee and grappa mixed together. Sadly I'm less able to withstand such a heady mix. In any case, I'm about to go ice driving in a Maserati...

So here we are at Mont Blanc (or Monte Bianco, since we're on the Italian side of the border), in whose shadow nestles the town of Courmayeur. This is a chocolate box pretty place with an unmistakably upmarket vibe. Shopping here for anything will clear you out, and that extends to cars, too. Every season, you see, Maserati occupies a pop-up showroom in the town centre to tempt the après-skiers, reportedly with great success.

Courmayeur is the start point of my journey by Maserati Levante, the XXL-sized SUV that's destined to extend the Maserati brand's reach by a huge margin. Huge? Indeed: by 2018 Maserati will be selling over 10 times the number of cars that it did in 2012 – and half of its production will be the new Levante 4x4 SUV.

Over 50 per cent of Maseratis will also have Q4 four-wheel drive. In the UK, the only Maserati model with Q4 is the Levante; other markets get the Ghibli and Quattroporte with 4x4, but sadly it's not compatible with right-hand drive. Clearly, Q4 is a big part of Maserati's future.

Now's my moment to find out how well Q4 works – and what better way than in the Italian Alps, first on some challenging mountain roads and then on sheet



ice? I climb aboard our test car, a Levante Diesel painted in an extraordinary shade of metallic brown called 'Rame' (or copper). I love it. Far too many cars today are oppressive black or grey; Maserati's copper car has a real touch of distinction.

Heading out on to the mountain roads, my rear view mirror immediately fills with the sight of German journalists in 530hp Quattroporte Q4s. They have an unassailable power advantage over my 275hp diesel. Time, methinks, to press the 'Sport' button. This activates the 'Active Sound' system, which elicits a slightly gruffer note from the exhaust (not unpleasant to listen to) and sharpens the throttle response. Even so, the diesel's straight line speed isn't stellar (0-62mph takes 6.9 seconds) but that's more than compensated for on these mountain roads by the monumental torque (600Nm, or 443lb ft). Rapid progress is therefore effortless indeed, aided by a super-smooth and fast-acting ZF eight-speed auto 'box.

So much for the straights; what about the twisty stuff? There are more S-bends in this part of the Alps than pretty much anywhere in the world. And I must say the Levante acquits itself very impressively up here, where it doesn't feel nearly as unwieldy as you might expect.

It's definitely helped by the Q4 four-wheel drive system that uses air suspension in addition to Skyhook damping. You can choose between four driving modes – Normal, Sport, Off-Road and ICE – and select between no fewer than six suspension heights. I never did get the car to move into its lowest height setting (it's only available at speeds above 105mph) but by switching to Sport mode, the Levante's centre of gravity moves to just 610mm above ground (a class-leading figure) so the Levante always feels a sporty machine.

You really feel its perfect 50/50 front/rear weight distribution, too. Standard torque vectoring applies

more torque to the outer wheels in cornering while also braking the inner wheels, tightening the car's line through corners. Understeer and torque steer are very well reined in, and the hydraulic steering feel is superbly chunky, avoiding the artificial feel of so many modern electric systems. The Levante may not match a Maserati GranTurismo on Alpine roads – let's face it, it's still a bulky and visibility-challenged machine – but it's way above expectations for an SUV. I'm not surprised that Maserati claims the Levante's maximum lateral acceleration (0.959g) is better than any rival. Oh and by the way, the car's ride comfort remains exemplary in all driving modes.

ICE ICE BABY

Our road route swoops us down then back up to the third highest mountain in the Alps, Monte Cervino (better known to Brits, perhaps, as the Matterhorn). The morning mist here is gradually burning off to reveal the distinctive pyramid shape of this daunting peak, which provides the most dramatic of backdrops to the Cervinia Ice Proving Ground.

Normally, Cervinia is a kart track – it hosts a national karting championship – so it's no surprise to find it's extremely narrow. In fact, it's a mere six-to-ten metres across, with high banks of snow providing an ice-hard

crash barrier all the way round.

The track is a compact single kilometre or so long but it's fearsomely challenging. Not only is it twisty, with several hairpins, two 360-degree 'roundabouts' and some steep ascents/descents, it's also got a couple of long straights that allow you to reach some surprisingly high speeds.

The challenge is made even tougher because parts of the track are crisp ice and extremely slippery, while in other zones the snow is melting away to reveal flashes of bare tarmac underneath. You have to be very careful choosing your lines here and recognising what surface you're on at any moment.

Luckily I have Alex Fiorio in the passenger seat. Alex is the man who won the first-ever WRC Group N championship in 1987 in a Lancia Delta HF 4WD so he has pretty darn good credentials for ice driving.

He's just handed me the keys to a potent petrol 'S' version of the Levante, which I haven't driven before. I'm leaping at the opportunity, which is a particularly relevant one because the UK will definitely be getting the petrol 'S' model, probably in late 2017. It's immediately apparent that it's a ferocious beast. With a 3.0-litre V6 turbo engine and 430hp at its disposal, that should come as no surprise. For the record, it'll reach 62mph in just 5.2 seconds. And the

On ice, the immensely adaptable chassis allows you to choose between safety and huge, slidey fun



MASERATI LEVANTE Q4 ICE DRIVE

sound of the exhaust bouncing off the trenches of ice is spine-chillingly cool.

Not that I'll be testing such a stat on this ice track. We start off – suitably enough – in ICE mode, the most pussy-footed of all the driving modes. ICE enables the car to be driven safely by pretty much anyone, which is extremely welcome in such a powerful machine. Even hoofing the accelerator mid-way through one of the 360-degree bends, the Levante merely understeers gently; taking your foot off the gas lets the car tighten its line. The mechanical self-locking rear diff (unique in this class) and a front/rear traction split of 50/50, when required, all help the sense of control and the feeling of safety. In Off-Road mode, by the way, the system automatically detects the presence of deep snow and adjusts the ride height accordingly.

OK, time to switch to Normal mode. Now there's a bit more movement before the stability control systems intervene: the rear end shimmies around a little so that you feel the degree of slipperiness under you, but the Q4 system still assists you in getting the car safely around each bend.

Then there's Sport mode. Not perhaps a mode you'd normally engage on ice but hey, I've got Alex Fiorio in the passenger seat and he's telling me to press the button. I'm so glad he did. You might just as well call it





TECHNICAL SPECIFICATIONS

	LEVANTE DIESEL	LEVANTE S PETROL
ENGINE:	2987cc V6 diesel	2979cc V6-cylinder petrol
BORE/STROKE:	83mm x 92mm	86.5mm x 84.5mm
COMPRESSION RATIO:	16.5:1	9.7:1
POWER:	275hp @ 4000rpm	430hp @ 5750rpm
MAX TORQUE:	600Nm (443lb ft) @ 2000rpm	580Nm (428lb ft) @ 1750rpm
TRANSMISSION:	8-speed auto, four-wheel drive	
BRAKES:	Ventilated discs: 345mm (front), 330mm (rear)	Ventilated & drilled discs: 380mm (front), 330mm discs (rear)
TYRES:	255/60 ZR18	265/50 ZR19 (front), 295/45 ZR19 (rear)
DIMENSIONS:	5003mm (L), 2158mm (W), 1679mm (H)	
KERB WEIGHT:	2205kg	2109kg
FUEL CONSUMPTION:	39.2mpg (combined)	25.9mpg (combined)
TOP SPEED:	143mph	164mph
0-62MPH:	6.9 seconds	5.2 seconds
PRICE:	£54,335	£70,000 (est)

'Fun' mode. The Levante's fundamentally balanced chassis shines through. On a surface as slippery as this, it's no surprise that the back end starts to kick out to quite an extreme degree. Yet it's so easy to control: a slug of opposite lock and judicious use of the throttle sees you gliding effortlessly through the tight bends and on to the straights. It's just like Torvill & Dean out there.


For the sake of science, I also tried a Levante fitted with spiked ice tyres, and I can report that front-end grip is transformed – you can really chuck it into bends and use the power a lot more freely. But since spiked tyres aren't road-legal, the exercise was interesting but ultimately entirely hypothetical.

VERDICT

With Q4, Maserati has come up with an object lesson in how to engineer 4x4 and how to programme electronic vehicle control systems – and driving on ice is the ideal occasion to prove it. Even in quite extreme manoeuvres, the car simply deals with what you're throwing at it. Yet by keeping a Sport mode on board, Maserati has taken none of the fun away.

Moreover, this test has convinced me that the Levante might just be the best all-round car in the world. You want top-drawer luxury and refinement?

Tick. Five-seat practicality with huge boot space? You've got it. Sporty handling on twisty roads? No problem. Pace in a straight line? Absolutely, especially in forthcoming 'S' guise.

But most of all, driving on ice demonstrates just how capable this thing is in the most challenging of conditions. The Levante will take you just about anywhere, with safety, control and fun. It's perfect for ski resorts, yes, but it's also pretty darned good as an everyday car, too. 

Q4 4x4 is also offered in the Ghibli and Quattroporte on the continent but not for right-hand drive markets





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Bull's Blood

We pay tribute to the late Paolo Stanzani,
the man who breathed life into Lamborghini

Story by Richard Heseltine
Images by Richard Heseltine & Lamborghini



For some, the past is fraught territory. It's a wasteland of despair, blows and crises of faith. Then there's the likes of Paolo Stanzani, a human bulwark who seemed to be impervious to setbacks. He never was a name-above-the-title star in automotive history, but his contribution to supercar lore cannot be underestimated. And by that, we mean of course *Italian* exotica. One of only 10 men employed at the embryonic Automobili Ferruccio Lamborghini when it started life in 1963 – and one of only two engineers – he belied his relative youth time and again. 'Never let inexperience be confused with inability' could have been his personal mantra.

But his time at Lamborghini represented only part of his legacy. This remarkable man, who died in January 2017 aged 81, was more than a mere engineer. He had leadership thrust upon him and helped to midwife umpteen performance car pin-ups. In later life became a respected Formula One insider to boot. It's just that none of this was exactly on his radar when the then 26-year old completed his degree in Mechanical Engineering at Bologna University in 1962.

Stanzani's plan on graduation was to design hydraulic systems for industrial applications, but a chance encounter with Ferruccio Lamborghini changed all that. The exact reasons behind the tractor magnate's desire to take the fight to Enzo Ferrari have been picked over ad infinitum. Popular wisdom has it that he was unhappy with his 250 GTE and felt compelled to tell *Il Commendatore* in person, only to be kept kicking his heels for hours on end. This outraged him to the point that he decided to beat him at his own game. Alternatively, you could argue that there was greater prestige in having your name applied to exotic cars than farm tractors. The truth is probably somewhere in between. Whatever, Lamborghini never lacked ambition and, on 30th September 1963, Stanzani joined his upstart start-up operation, initially acting as the assistant to Gian Paolo Dallara who was even more youthful, if only by four months.

"The goal for our new and enthusiastic little company was to beat Ferrari in the field of road cars," Stanzani recalled in 2013. "Lamborghini GTs would be faster, more powerful and also reliable. As with all directives from Ferruccio, he was very clear as to what he wanted for what became the 350GTV, his first car: a 12-cylinder engine of 3.5 litres which produced 350hp."

Lamborghini hired Giotto Bizzarrini to create this brave new world following an introduction from the coachbuilder Neri & Bonacini. The mercurial Tuscan conjured a quad-cam, all-aluminium unit in just four months; one that allegedly generated 358hp, the only problem being that peak power was delivered at a dizzying 6000rpm. That was fine for a racing car, rather less so for road use. "There was little of anything below 4000rpm," Stanzani claimed. "Azeglio Cappi, another technician coming from Ferrari, tried to find solutions while also breaking the bank. Up to that moment, I had been equipped with only my



“The goal for our new and enthusiastic little company was to beat Ferrari in the field of road cars”

schoolbooks, but I worked with him and then Dallara on refining the design for road use.”

Not that the 350GTV would be powered by this V12 powerhouse, at least not at the model's debut at the 1963 Geneva Motor Show. Stanzani: “There was no engine in the front compartment. The nose was weighed down with tiles left over from the factory. The actual engine, in all its magnificence, was positioned on a stand nearby. Whenever anyone asked to see under the bonnet, Ferruccio would point to [engine test programme manager] Roberto Frignanti and claim that he had lost the keys. He would call him all sorts of colourful names, but thanked him repeatedly in private for being a team player.”

The production version, the 350GT, was a brilliant road car – arguably the best Gran Turismo of its generation, even if its styling polarised opinion. The 1966 Miura, by contrast, was a rather more daring, template-setting supercar created by Stanzani and Dallara. The former recalled: “To innovate was the only road to success. Lamborghini told us: ‘Remember guys, you will have plenty of room to be creative. I am open to suggestions, but don't ever think of building a car for racing. We have to be focused on making car that we can sell; that will ensure that we can eat.’” While inspired by the Ford GT40 which had been bloodied in competition in May 1964, Stanzani and Dallara both insisted in later years that the car's packaging, in

particular the use of a transverse engine, owed rather more to the humble Mini Cooper.

By this time, Stanzani had taken on greater responsibility: dyno testing engines, performing road tests, taking care of homologation paperwork and also acting as intermediary with coachbuilders such as Touring, Marazzi and Bertone. In 1967, he became general director and then technical director, following the departure of Dallara. That same decade also witnessed the arrival of models such as the Islero and Espada, but one model slipped through the net.

“The Flying Star II was the first car on which I helped define the styling,” Stanzani said ruefully. “I worked closely with [Touring's resident artiste] Federico Formenti, and the car was on the launching pad [to become a production model]. There were serious discussions, but then Touring collapsed in 1966 so it remained unique. I always thought that was such a shame. The Espada was a wonderful car, though. Its debut was almost as spectacular as the Miura's, with Bertone again being responsible for building the car as well as the styling. We underestimated demand, and certainly did not expect for it to remain in production for so long. The styling was, of course, the work of Marcello Gandini, with whom I had previously worked on the Miura. I knew then that he was going to be a great designer. He was, and always has been, a man of few words. He isn't someone who talks for the sake of it.

BELOW: Stanzani was close to the Flying Star II project and he deeply regretted it never reached the market



Marcello may appear aloof, but we were in tune from the start. He is a genius and very enjoyable company.”

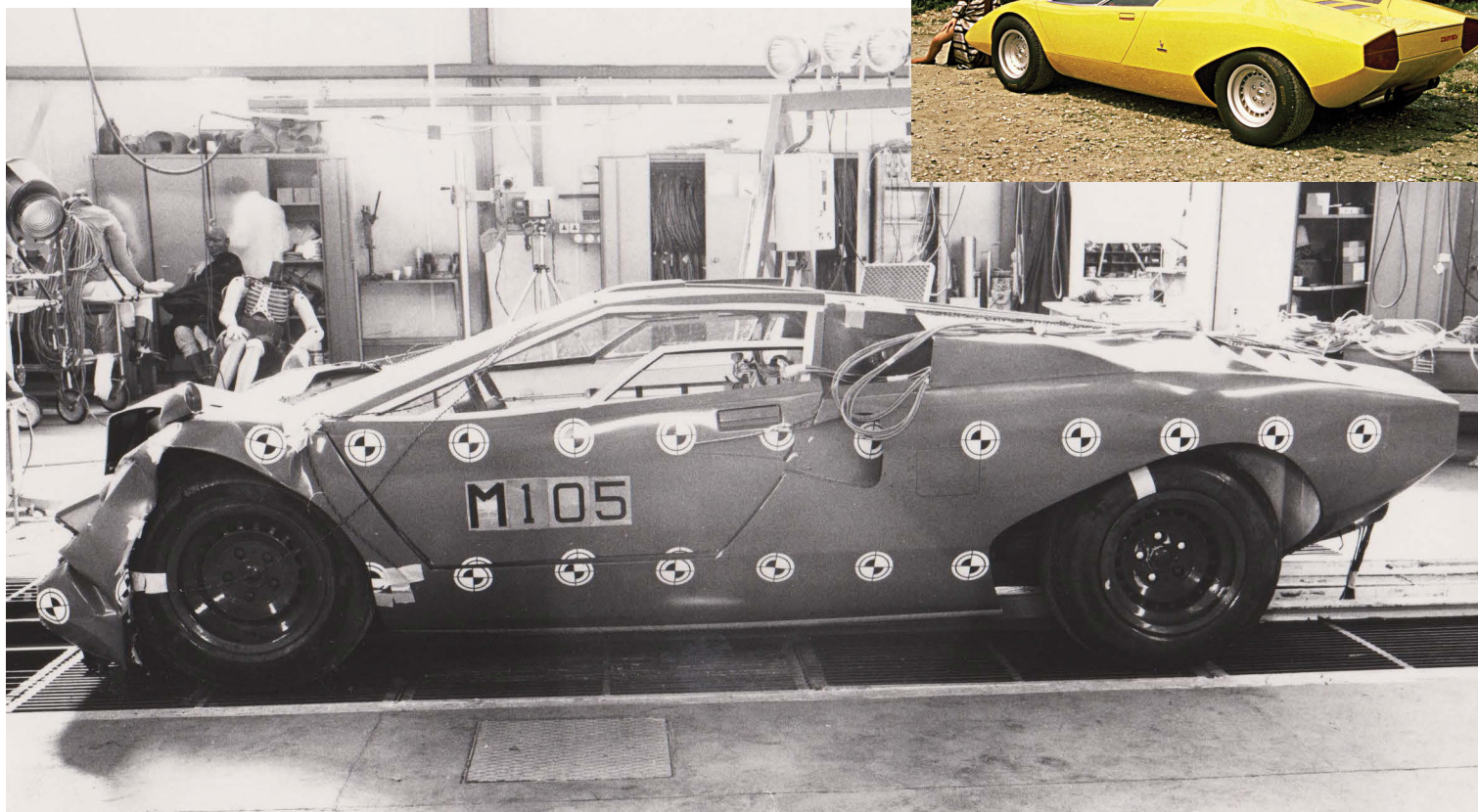
Then there was the car which in time replaced the Miura, a tough gig if ever there was one. “We were always thinking ahead. Gandini was by now more incisive in what he wanted and this was made abundantly clear in this instance. Nuccio Bertone certainly thought it was amazing. He yelled out ‘Countach!’ – which is Piedmontese slang – when he first saw the car in the studio. The name stuck. Little of the car’s beauty was lost from the original show car when the definitive model was displayed at the Geneva Salon in 1973. Later, progress would go in a different direction, mechanically rather than stylistically, with multi-valve cylinder heads, wider wheels and so on, but it was created under Ferruccio Lamborghini and should be thus attributed.”

Ferruccio Lamborghini may have sold his remaining shares in the marque he founded in 1974, but Stanzani had by then been keeping the ship afloat for some time. He did so against a backdrop of industrial unrest and political ructions. The rest of the 1970s would witness more than one changing of the guard. That, and insolvency. Among the casualties of this period was one of Stanzani’s favourite cars, the Gandini-styled Bravo. “We wanted to build a ‘Countachina’,” he recalled. “The intention had been to produce it to the point that the prototype covered more than 70,000km on the roads. It drove really well, but the timing was wrong. It’s a shame that it remained unique.”

Stanzani finally departed Lamborghini in 1979 to form Tecnostile alongside Tiziano Benedetti. Together, they designed and fabricated all manner of products, from electrical generators to prototype tractors. Cars

were not on Stanzani’s radar until coachbuilder Marazzi approached him with a proposal to remodel a Lancia Beta HPE. Plans called for it to be the first in a series of customised offerings, but the scheme soon unravelled due, in part, to poor standards of fit and finish. In 1982, Stanzani received overtures from Cartier, which wanted to create an automotive atelier specialising in ultra-luxurious saloons and exotica. The first of these was to be a specially-tailored, money-no-object Jaguar XJ12 makeover, but it too amounted to little.

Continuing the theme, Stanzani then received a proposition from jewellery designer and all-round gadfly, Gianni Bulgari. The future Fifa chairman wanted to build something along the same lines as the Renault Espace, only based on Alfa Romeo running gear. Lotus had previously been sounded out, and the Hethel firm went so far as to submit a proposal, but Bulgari wasn’t impressed. Stanzani was then approached, and overcame his scepticism long enough to rustle up a design – only for Bulgari to lose interest.




“My uninterrupted friendship with Paolo lasted more than 50 years and was based on mutual esteem and respect. I admired the wide variety of extraordinary projects he was involved with, and am proud to have worked with him on some of them” – *Marcello Gandini*

Then came an offer he couldn't refuse. Stanzani and Benedetti shuttered their consultancy in 1988 when Stanzani left to help revive the Bugatti brand. The entrée had been made by his old friend, Ferruccio Lamborghini. He mapped out the specification for what in time became the EB110, even if his departure from the firm in 1990 was abrupt, leaving behind rather more questions than answers. As for the car itself, he opined: “Everyone has their own view, which is fine, but for me it was a bit too frilly compared to Gandini's original proposal, which wasn't fully developed.”

Stanzani was then approached by racer and car collector, Giuseppe Lucchini. He had a vacancy to fill in his restructured BMS Scuderia Italia F1 team. In 1990, Stanzani became its technical chief. The move reunited him with former collaborator, Gian Paolo Dallara, whose car-building expertise was central to the scheme. “There were few areas left where small teams could

gain over the larger ones, and one was aerodynamics,” Stanzani said. “We worked hard on that, but we never had any money to make serious inroads on the big teams. We had some good finishes [in the points], but it became very political.” Lola would eventually take over from Dallara as subcontractor.

The F1 team merged with fellow minnow Minardi at the end of 1993 and Stanzani quietly retired shortly thereafter. He subsequently became a regular fixture at Lamborghini events. Sometimes irascible, but never less than entertaining, he would describe his career as being “an adventure.” It was certainly that. He cast a long shadow, that's for sure. Given that fellow Lamborghini alumnus, Valentino Balboni, has already been honoured with a special car bearing his name, perhaps now might be a fitting time for the firm to follow suit with a limited-edition Veneno Stanzani. It would be the right thing to do. 

Bugatti EB110 and Lamborghini Jarama, Miura and Bravo all bore Stanzani's indelible mark



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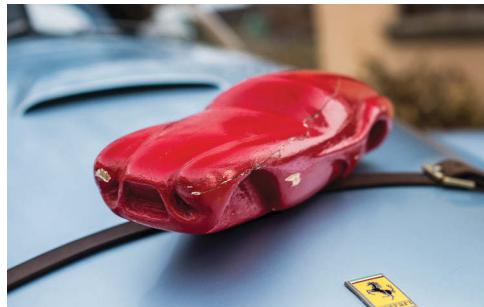
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Golden Egg

From the golden era of the gentleman racer comes this astonishing Fontana-bodied Ferrari 166 MM, whose egg-shaped coupe bodywork earned it the nickname 'l'Uovo', or egg. It was also a pretty competitive racer...

Story by Peter Collins
Images by Remi Dargegen/RM Sotheby's



Here we have a very early Ferrari, from a time – 1950 – when very wealthy private racing entrants could still have vehicles built to their own specifications. That era was already waning even then, as deep pockets and mass production and rationalisation became the post-war norm. This 'gentleman racer' Ferrari is one of the greatest of this era – and was nicknamed l'Uovo ('Egg') for obvious reasons.

More about that later; first we need to talk about whose project it was. The Marzotto brothers encapsulated everything that defined the wealthy gentleman driver of immediate pre- and post-war motor sport. The only essential difference with most gung-ho examples of their type was that the brothers were mostly fast and successful. Not for them tootling around at the tail end of the grid; they meant business.

There were four Marzotto brothers, whose very wealthy family's fortune derived from tailoring and textiles, and who owned a large country house in Valdagno, not far from Vicenza. Their father, Gaetano, had had an interest in cars from his youth so it was natural that the siblings should take up the challenge of driving as soon as they could.

Each one aspired to become a racing driver and all four tried their hand at the sport.

Ferraris had won the Mille Miglia in 1948 and 1949, but the cars that had been entered were a mixed bag because, although Enzo was desperate to win Italy's most important sports car race, it was results in Grand Prix racing that he craved most. Gioacchino Colombo, his Chief Engineer, had striven to deliver those results, but it wasn't until Aurelio Lampredi's big engine policy arrived that the Prancing Horse looked like making progress. This left sports car racing as a slightly poor relation and it wasn't until 1950 that Enzo committed his top drivers, Alberto Ascari and Luigi Villorosi, to the Mille Miglia, with large-engined top cars.

By this time, the Marzotto brothers had proved their worth and all four were entered in Ferraris. One of these was as a second-string, privately-entered, semi-factory effort with Gianni Marzotto at the wheel. The car was a 2340cc 195S Berlinetta, although apparently Gianni thought it was only a 166 until after the race. Dorafino Serafini competed in a sister Barchetta version. The other two factory cars were big 3.3-litre 275 S Barchettas. Enzo was later to say, in *Le Mie Gioie Terribili*, that he considered Gianni to

be "a real speed merchant – a young Varzi in his cold, calculating earnestness."

Brother Umberto came to the start with a 166 MM Touring Barchetta, as did Paolo, whilst Vittorio appeared in a 166/195 MM Barchetta, but with a body by Carrozzeria Fontana, about which more later. Enzo also passed comment on Paolo, who "would undoubtedly have shown class...in particular over those courses that call for a tight-rope walker's ability" as well as Vittorio who was a "reliable solid driver, with plenty of stamina."

Giannino, who famously drove in an immaculate blue double-breasted suit by Marzotto, won the race, whose opening stages were held in horrible rain that despatched both Ascari and Villorosi. Paolo suffered a tragi-comic incident when, overtaking a train and being waved on by its occupants, he noticed a level crossing ahead with the gates closed in favour of the express. Applying the brakes had no effect due to their sudden failure and a quick appraisal of the situation left him with only one alternative. He changed down and accelerated towards and under the crossing poles, just in front of the train, to everyone's delight, before immediately drifting to a halt. At this point his co-driver, Marino Marini,

expressed surprise, only for Paolo to reveal the car's total lack of retardation abilities.

Sadly, however, near to Peschiera Del Garda, Umberto suffered a serious accident on the treacherous roads, when he lost control of his car, 166 MM chassis 024 MB, and it was virtually cut in half by a tree. Luckily, both he and co-driver Franco Cristaldi escaped, but the latter was badly injured. After the race, the brothers' mother tried to persuade them to give up racing; one took up flying instead and there is a possibly apocryphal story that on trying to land his plane near the family house he ended up in the kitchen.

Ferrari 166 chassis 024 had been completed at the factory on 13th February 1950 and its first outing under the Scuderia Marzotto banner was with Umberto in that April's Giro di Sicilia/Targa Florio, where the car was forced to retire with clutch problems. Three weeks later, it was in a sorry state in Peschiera but by July the chassis had apparently been rebuilt.

The Marzottos' connection with Fontana was put to good use by Giannino, as he decided that the repaired 024 chassis could be used to create a car to his specifications. Sculptor Sergio Reggiani worked with his

pencils to convert Giannino's ideas to reality and Paolo Fontana built the confection.

Giannino was much later quoted as saying that the body was created using the shape of an egg to reduce wind-resistance in an era when 'optical intuition' took the place of wind tunnels. The result was "horribly beautiful" as he described it. Fontana used Duralumin for the chassis and body panels, enabling the end result to be 100kg lighter than a normal Barchetta. Giannino also states that he had acquired a 212 engine, a 2340cc unit developing 157hp, from Ferrari which was used to power the car, making it a 166/212. There is a school of thought that suggests this engine was number 0084E. The car was rebuilt in the 1980s by DK Engineering and David Cottingham confirmed that its chassis was that of a period Spider Corsa.

One problem that eventually seriously affected the car's performance was that Giannino had specified a radiator of reduced height, but this took too long to arrive from Ferrari, so the height of the whole nose of the car had to be raised to incorporate a standard item. This severely altered the planned aerodynamics, such that the car's nose started to lift at high speed. Being the

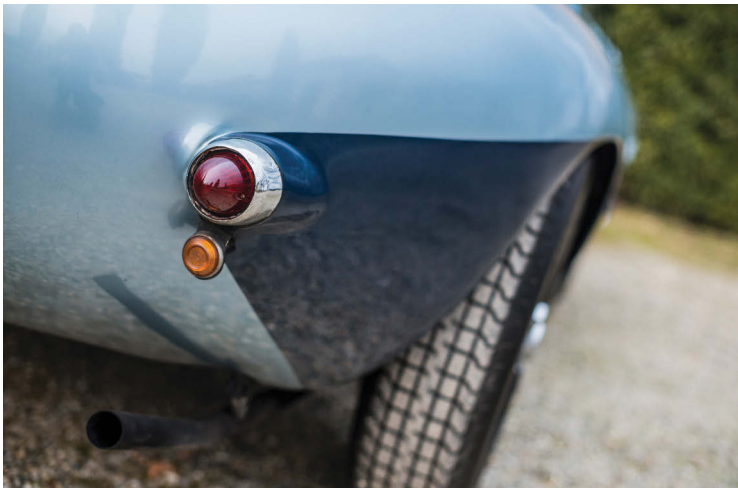
keen driver that he was, Giannino described the handling as "having an unusual oversteer phenomenon; difficult to drive, but fun and fast."

Now registered with the targhe VI 20362, the car's first outing was at the 1951 Giro di Sicilia which produced a DNF. Three weeks later came the Mille Miglia and another retirement was posted for what turned out to be an infuriating reason. Past Senigallia and heading south down the ultra-fast Adriatic coast section of the race, a rhythmic banging from the rear end caused Giannino and Marco Crosara to stop and suspect a rear axle problem. Rather than risk failure at speed and the consequences of that, they retired. But when the car was returned to Brescia the next day, a quick feel round the inside of one rear tyre revealed a huge bulge with the inner tube bursting out of the tyre. Immediately it was realised that they could have replaced the wheel and tyre and continued – infuriating as they were in the lead at the time.

A few weeks later, in June 1951, the combination of crew and car made up for all this by winning the Coppa della Toscana outright. Two weeks further on, brother Vittorio took the car to second overall in



FERRARI 166 MM FONTANA





faraway Portugal, at the Circuito Internacional do Porto.

By August, l'Uovo had reportedly had the engine from chassis 0121 installed, but was not seen in action again until 1952's Mille Miglia. This time Giannino was not at the wheel: the car was lent to Guido Mancini and Adriano Ercolani but they retired between Siena and Firenze. The car suffered another non-finish in August during the Pescara 12 Hours, this time with Fabrizio Serena di Lapigio at the wheel with Guido Mancini co-driving.

At some time after this, and before 1954,

yet another engine change saw l'Uovo receive the 212 Inter motor from chassis 0107 ES and the car was exported to the USA where it was owned by Ignacio Lozano of Newport Beach, California. Through that year he campaigned it at Bergstrom, Pebble Beach, Willow Springs and Torrey Pines with a best result of 11th overall and third in class first time out.

The story then goes quiet until another change of custodianship took place in 1964 to Harvey Schaub of LA, followed in 1970 by Mrs Lucille Schaub. Then it moved to Ed Niles in 1980, before crossing to Florida and Jack Du Gan in 1981 and, finally in the USA,

to Jeffrey Vogel of Bridgehampton, New York. In 1986, l'Uovo returned to its country of origin, to Milan, from where it took part in ten consecutive Mille Miglia retrospectives with various crews, the last recorded being the 1997 event.

Not seen in public for many years, other than a spell in the Ferrari Museum, the car is now due to come up for sale at the prestigious RM Sothebys sale at Monterey in August. Maybe the lucky new custodian should also purchase a new blue three-piece suit in which to conduct the car at high speed along the roads of the Mille Miglia. 🇮🇹



The Fontana-built special body was reputedly designed around an egg to make it aerodynamic



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Glamour Pusses

Short of a Ferrari or Maserati, this pairing of grand touring convertibles was as good as things got in early 1960s Italy. Which one spins the magic best today?

Story by Martin Buckley
Images by Michael Ward





Let's get the money conversation out of the way first. The fiscal fortunes of the Alfa Romeo 2600 Spider and Lancia Flaminia Convertible are inextricably linked to machinery that's undeniably higher up the exotic Italian convertible food chain.

In other words, if, let's say, a Maserati 3500 Vignale is now worth a million pounds, then maybe these two cars, at something like £100k-£125k apiece, might actually be starting looking like bargains.

Not that this would be an easy sell if you're the man who was looking to give 20 or 30 grand for a 2600 or a Flaminia 10 years ago; today that money buys only a project, with another hundred grand's worth of pain to come, thus making restored cars look even better value.

In fact, there are some persuasive arguments suggesting that both these cars have only just begun their upward trajectory, gathering momentum on the silk-lined dust covers of exotica that can now mostly only be found locked in the underground car parks of millionaire collectors.

In a way, it is a simple equation; glamorous Italian open-topped six-cylinder cars from the early sixties are few and far between. Touring designed some of the most beautiful of those cars and both the Alfa and the Lancia are of that distinguished parish; exquisitely rare, gentlemanly and boutique grand touring convertibles for the well-groomed and well-heeled of Europe. They were regarded as Italy's finest 'attainable' domestic offerings at a time when Ferrari and Maserati road cars were still thought of as impractical trinkets.

Both have the sort of ravishing styling that conjures up images of adventures on the Riviera, brooding film star owners (Marcello Mastroianni was a big fan of the Flaminia) and every other cliché of the *La Dolce Vita* era.

Neither car is as rare as a Maserati 3500 Vignale or a Ferrari California Spider, of course, but overall both are still very rare: Alfa Romeo sold just 2255 examples of the 2600 Spider between 1962 and 1965, while the convertible version of the Flaminia only accounts for 848 cars out of the 2750 units that Touring built on Lancia's floorpan between 1959 and 1965.

And if we are talking right-hand drive, things get even more interesting. Officially Alfa built 103

TECHNICAL SPECIFICATIONS

ALFA ROMEO 2600 SPIDER

ENGINE:	2584cc V6 DOHC
BORE/STROKE:	83x79.5mm
POWER:	145hp at 5900rpm
TORQUE:	216Nm (159lb ft) at 4000rpm
TRANSMISSION:	Five-speed manual
BRAKES:	Discs front/drums rear
SUSPENSION:	Independent front, rigid rear axle
DIMENSIONS:	4496/1651/1321mm
KERB WEIGHT:	1217kg
TOP SPEED:	115mph
0-60MPH:	10.7 secs
PRICE WHEN NEW:	£2745 (1962)

LANCIA FLAMINIA 3C CONVERTIBLE

ENGINE:	2458cc V6 DOHC
BORE/STROKE:	80x81.5mm
POWER:	150hp at 5400rpm
TORQUE:	224Nm (165lb ft) at 3500rpm
TRANSMISSION:	Four-speed manual
BRAKES:	Discs front/rear
SUSPENSION:	Independent front, de Dion rear axle
DIMENSIONS:	4500/1660/1300mm
KERB WEIGHT:	1320kg
TOP SPEED:	120mph
0-60MPH:	10.8 secs
PRICE WHEN NEW:	£3395 (1962)



right-hooker 2600 Spiders, although its not clear if that includes the Ruddspeed conversions done in UK. By my calculations, only six right-hander Flaminia Convertibles were built: two 2.5 3C and four 2.8 3C, of which the car pictured here, owned since 2008 by Lancia collector Charles Shelton, is one.

"I'm the fifth owner," says Charles, who also runs two Gammas and an Appia Sedan, "and funnily enough the second owner was another Mr Shelton – Paul Shelton who worked for Lancia UK at Alperton."

Charles has fitted modern electronic ignition (the Weber air box makes the points difficult to get at) and an improved modern brake servo, the Bonaldi original being notoriously unreliable. Charles prides himself on doing as much maintenance as he can himself in between fending off the advances of those who would like to part him from his Flaminia.

Alfa 2600 owner, Gareth Lewis, found this right-hand drive car advertised in Sweden a couple of years ago. Gareth also has an Alfa Romeo Montreal and is mid-way through a nut-and-bolt rebuild of a 1750 boat-tail, so Alfes are in the blood.

"I also have a bit of a thing for Touring-designed cars," he says. "I've had a DB4, Maserati 3500GT and

now the 2600. The convertible version of the Aston is way out of my reach; the Flaminia is very good value compared with those two but I have never seen a right-hand drive one so I decided to keep an eye out for a 2600 with right-hand drive. The styling is a little more fussy than the Flaminia or the DB4 but it's still a very beautiful car."

Having owned multiple Flaminias but missed out on the 2600 up to now, I have to declare an interest in the Lancia. I marginally prefer the shape of its lower-slung aluminium body and have a predisposition for its more adventurous Aurelia-inspired specification that includes a compact all-alloy 150hp pushrod V6, balanced 50/50 against an equally exquisitely made transaxle nestling in the de Dion rear suspension.

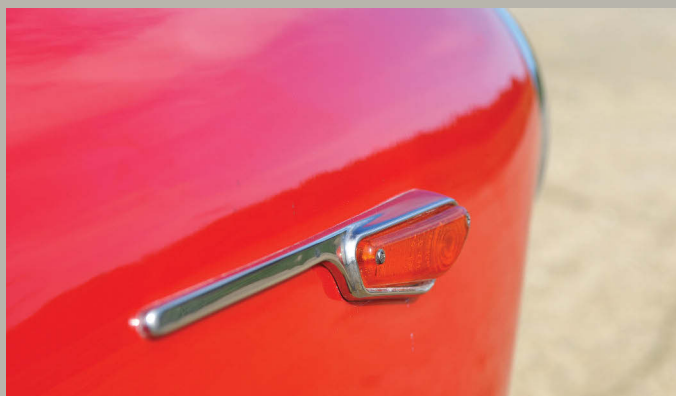
The Alfa Romeo is a slightly blousier, less purposeful-looking car and not so pretty as the 2000 Spider that begat it; the earlier four-cylinder model has better-looking grilles, more delicate quarter bumpers and did without the 2600s fussy quarter lights.

Then again, there is a lot to be said for that handsome straight-six engine: it's more impressive to look at than the Flaminia's V6 with its proud polished cam boxes and purposeful brace of recently rebuilt

Flaminia succeeds in exuding a superior air, in terms of style, finish and driving finesse

ALFA ROMEO 2600 SPIDER V LANCIA FLAMINIA CONVERTIBLE





ALFA ROMEO 2600 SPIDER V LANCIA FLAMINIA CONVERTIBLE



Solex carburettors. On the Lancia, '3C' signifies the triple downdraught Webers; the first 421 Flaminia convertibles had single-carburettor 119hp engines.

Both cars are made all the more pleasant by running them with their roof down, as the makers intended. The soft-tops in both vehicles fold easily and neatly, leaving clean side profiles. The Alfa looks more ungainly than the Lancia with its hood erected but craftily stows it behind the padding of a rear seat back rest, which is almost a proper plus-two rear bench with legroom, as opposed to the Flaminia's padded shelf.

Saloon-sized luggage compartments go with the cars' grand touring personalities. Strong, deep sills account for their pleasing lack of scuttle and windscreen shake on rough roads.

Inside, you sit up higher in the Alfa Romeo, in plush armchair seats, ogling a more rationally planned but drearier dashboard than the Lancia.

Alfa 2600 probably has the slight edge in terms of performance thanks to its five-speed gearbox

The Flaminia cost considerably more than the 2600 in the UK when new and you can see the difference in its beautiful Nardi wood-rimmed steering wheel and the pleasing functionality of its big black push-pull switchgear that ranges, resolutely unmarked, across the fascia, seemingly attesting to the instinctive intelligence of the owner. The cars have similarly meaty floor-hinged pedals – the Flaminia is better set up for heel-and-toeing – and the sort of novelty handbrake arrangements that would leave novice pilots in the dark: the Lancia's is a giant arm buried under the dash, the Alfa's a stub near your left ankle.

Both cars sound quicker than they are, but these are eager, cultivated, expensive noises and that's what counts. The steel-bodied Alfa is quite a lot lighter than the Superleggera Lancia but the cars feel fairly evenly matched in a straight line. The Alfa, with 145hp and a closely-stacked five-speed gearbox,





probably just has the edge over the Lancia with its four ratios, certainly if you make the most of the gears and the wide rev band that allows the engine to spin smoothly to well over 6000rpm.

Yet the Lancia's silky mid-range pull is deceptively potent and any preconceived notions about rough, throbby V6 engines are quickly dispelled as the needle on the handsome Veglia dial sweeps around to 5800rpm with no sign of strain other than a shrill, turbine whine from the solid cast-alloy fan. Third gear is good for gomph, top just over 120mph. The Lancia's squat chrome gear lever kinks itself around the prop tunnel and has long but satisfying movements.

With its slender front seats and an almost flat floor, unencumbered by a transmission tunnel, there is a roomier feeling in the Lancia's cockpit than the Alfa's, where those chairs are so plump they almost touch in the middle.

The 2600's gear lever is a solid, manly affair that looms from under fascia in a gate that looks like a deflated football, and works with all the silent and nifty precision that makes Alfa's four-cylinder brethren so great to drive.

Not so the steering, though, or the handling in general. While you almost 'think' an Alfa 105 coupe through corners, the determinedly understeering 2600 just feels a heftier, less wieldy car. It's under-tyred for its weight and power (although it's actually quite an effort to make the back step out of line) and has hefty, ponderous low-speed steering that you shuffle through

your hands like a 1950s car, which is what it is in reality.

In fairness, the steering feels much better the faster you go, with a stable, planted feel through long fast corners. Perhaps Alfa set the 2600 up for stability and safety in light of the older, wealthier customers that the car was aimed at. Good power steering would have swept most of its hang-ups away, but such systems didn't exist in 1962. On the plus side, the 2600 certainly stops beautifully for its age (Girling discs front, drums rear) and has pleasingly supple ride. This is a car you would feel proud, happy and safe to go anywhere in.

And yet the comportment of the Lancia is in another league, an of-a-piece mechanical entity with delightfully light, precise steering that doesn't load up or kick back but simply allows you to exploit the car's natural poise. The brakes – four-wheel Dunlop discs, in-board at the rear – are strong. Bumpy roads hold no fears for the supple Flaminia, which you can place just where you want with a light touch, romping effortlessly through long fast curves in a steady and neutral manner. Yet it feels equally wieldy in tighter corners when the tail bites down hard. While the Alfa tramps its (well located) live axle, the Flaminia just gets traction. What body roll there is you mainly notice because the seats don't hold you in place all that well.

I love the Lancia, but then I always have. I need hardly tell you where my spare £125,000 (or more) would go, although I can't help wondering if some of the cars sat out in internet-land at kite-flying figures ever actually sell. Maybe there are still some 'bargains' to be had? 🇮🇹

Few open-topped grand tourers look – or feel – as good as this classic early 1960s pairing





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Heart of the Scorpion

Abarth is tapping into its rich heritage by opening a new 'Classiche' department. We take a tour around Abarth's Turin HQ to delve deep into the heart and soul of the scorpion brand

Story & images by Chris Rees



Ferrari did it. Now other Italian brands are clocking on to the value of having a special factory department devoted to classic models of the past. Since Abarth has arguably one of the richest histories of any company, it's no surprise to find that it's aiming to celebrate (and exploit) its past with a new 'Classiche' department.

No question, Abarth (and indeed other brands in the Fiat group, including Lancia) is following firmly in the footsteps of Ferrari Classiche, which has become a massive success for the Maranello brand. Ferrari's Classiche department was set up more than 10 years ago to provide restoration and maintenance services to owners, and also – significantly – Certificates of Authenticity for classic Ferraris. These have increasingly become vital documents for anyone who

owns a historic Ferrari: official factory recognition that your car is to the exact specification in which it left the factory. Reportedly Ferrari is considering changing its certification programme to an 'annual MOT' style model, to avoid the risk that a car, once certified, could be modified away from original but still benefit from 'Classiche' endorsement.

That's by the by. After all I'm not in Maranello; instead I'm in a somewhat down-at-heel quarter of southern Turin. Specifically I'm at Mirafiori, one of the few remaining factories sited within city limits. Fans of the Fiat 131 will know that the sprawlingly giant Mirafiori factory gave its name to the 131 in 1974. It's an absolutely huge plant – in fact, in its heyday it was one of Europe's most productive facilities. It still makes cars today but at a more modest rhythm and

much of it lies empty. In 2017, you'll see transporters leaving laden with Abarth 595s, Alfa Romeo MiTos and Maserati Levantes.

Mirafiori is also the current home of the Abarth brand. Part of the giant factory is dedicated to *Officine Abarth*, the headquarters of the scorpion badge. I bowl up to the Via Plava entrance to Mirafiori, where my credentials are thoroughly checked before I'm allowed to enter. Such scrutiny is not surprising, perhaps, given the fact that the first thing we do is circle a building labelled 'Prototipi'. Instantly my eyes light up in the expectation of seeing a prototype Abarth coupe or some such, but sadly no such scoop materialises.

The main part of Abarth's entrance foyer is home to a dozen or so of its most significant cars from an illustrious history. However, taking pride of place is the future of Abarth: the new 300hp hardtop Abarth 124 rally car, which looks fabulous in its 1970s Group 4-style livery. There's also a resin prototype of the roadgoing 124 Spider to savour, as well as a full line-up of current 595 and 695 models.

Most of the foyer area is devoted to Abarth racing cars. There are a handful of cutesy single-seaters: a 1000 Monoposto Record, a 2014 Tatuus Abarth Formula 4 racer and, most striking of all, an absolutely tiny 1000 Monoposto racer. But the car that really stands out is the 1956 Bertone 750 Record – a sleek shark of a car whose aerodynamic shape managed to squeeze 118mph out of a 747cc engine that pumped out a mere 47bhp.

More modern racers on show include the Punto Super 2000 rally car and 695 Assetto Corse Record. The only road-going classic in the foyer is a cracker: an immaculate red 124 Spider Rally 1800.

My guide's swipe card magically opens a door out of the foyer and into the adjoining Abarth factory. Here I see new Abarth 124 Spiders being assembled from chassis/body units imported from Mazda in Japan – fascinating to see how the Abarth-specific suspension, body panels and interior trim are all applied.

I'm told to ensure I take no pictures of any people here and I'm rapidly hustled away to see a magnificently faithful recreation of Carlo Abarth's 1960s office, complete with period phones, ashtrays, furniture, pen-holders and posters.

From here, we enter the heart of Abarth Classiche – a giant new workshop awash with classic Abarths. The Abarth brand is very much getting in on the Ferrari Classiche act: any owner of a Fiat/Abarth/Lancia classic (the qualification is cars over 20 years old) can apply to have a certificate authenticating its originality. So far, Abarth Classiche has certified and restored well over 50 cars. The idea is that Abarth HQ inspects your car and puts together a cased presentation pack to certify its originality. If the workshop uncovers any non-original bits, it offers to return it to its original spec, using correct, freshly remade parts.

The cost of Classiche authentication is a whopping 1000 euros but my Abarth guide says having the certificate can increase your car's value by up to 10,000 euros. And Abarths can now be very valuable indeed. To prove the point, the workshop is working on a Zagato-bodied 750 Record Monza – achingly beautiful and a performance bombshell in its class at the time, despite its Fiat 600 basis. My guide reports that its current value is around £120,000.





Sitting next to it is an ex-Markku Alen Fiat-Abarth 131 rally car, which has come in for an engine refettle. Its incorrect one-piece exhaust is being replaced by a period-correct twin-pipe system that the superbly equipped workshop has been building from scratch. Another superb competition car on display is Eris Tondelli's Abarth 2000 sports racer.

On any one day you might see all sorts of owners' cars in for some work by factory engineers. No Abarth gathering of any kind would be right without a Fiat-Abarth 695 SS and there's one here, looking resplendent in its white-and-red livery. I'm also delighted to see not one but two examples of probably the coolest hot hatchback of the 1980s: a Series 1 Fiat Ritmo Abarth 125TC and a Series 2 130TC. If you're into retro, you'll love these amazing-looking cars in sensational condition.

It's not just Abarths here, though; there are some significant Lancia rally cars, too. One really stands out: the amazing Lancia ECV2, a unique car built for the abortive Group S rally class of 1986. Frankly, it's an aesthetic disaster but it does have an undeniably brutal presence. When you start looking at its vital statistics, you get some clue as to why Group S was abandoned: can you imagine cajoling a mid-engined car weighing a mere 800kg and packing fully 830hp around a murky forest stage?

Other Lancias present include the works Rally 037 of Perissinot/Bettega and a couple of integrals that sport Abarth steering wheels to keep them in the spirit of the place we're in.

I'd like to say that I understood everything that the hugely knowledgeable and intensely passionate man in charge of the place, Maurizio Zarnolli, said but sadly my Italian proved not quite up to the task. Luckily, multilingual guides are available.

Speaking of which, a 'Coming Soon' note on the *Officine Abarth* website says that the Abarth workshops will soon be opening their doors to the general public. You'll be able to walk through the museum, factory and classic workshops on a guided tour of the whole *Officine Abarth* facility. We'll keep you posted as soon as that becomes a reality – if you're in Turin, a visit is not just thoroughly recommended, it's essential. 🇮🇹



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Lancia Rally Stars

Five Lancia rally icons that dominated 20 years of rallying meet two driving legends – Sandro Munari and Miki Biasion – to play on track and reveal the hidden secrets of their racing careers

Story by Emanuele Sanfront/Ruoteclassiche
Images by Alessandro Barteletti/Ruoteclassiche



For rally fans, things don't get much better than this. We've got together a magic five-piece of Lancia works rally legends: Fulvia Coupe Rallye 1.6 HF, Stratos HF, Rally 037, Delta S4 and Delta HF Integrale 16V Safari. Between them, they've won no fewer than 11 constructors' World Championships.

It gets better: to do this gathering of rally legends justice, we've invited two world rally champions to drive them on track: Sandro Munari (1977 World Champion) and Miki Biasion (a double Championship winner, in 1988 and 1989).

Our round-up spans 23 years, from 1969 to 1992. In fact, it's possible to trace Lancia's rally

career right back to the Aurelia GT's victories at the 1954 Monte Carlo and the 1958 Acropolis. The all-conquering Lancia HF racing team was established in 1963 at the behest of driver Cesare Fiorio. The following seasons would see Lancias take numerous victories, from Flaminias to Flavias to Fulvia saloons and HF Coupes. The striking success of Sandro Munari behind the wheel of the Fulvia Coupe HF at the 1972 Monte Carlo Rally ended with Lancia winning the first International Championship for Manufacturers that year.

In 1974, the glorious 'Fulvieta' gave way to the unbeatable Stratos, the undoubted king of rallying, which won around 500 races and three world titles. In 1982, the more refined 037

assumed the baton from the Stratos, winning the new Group B title in 1983. Next came Lancia's second Group B weapon, the four-wheel drive, 480hp Delta S4. When tragic accidents sentenced Group B to death in 1987, Group A ushered in the Delta HF 4WD. Various evolutions of the Delta HF from 1987 to 1992 brought Lancia six world titles, with Miki Biasion and Juha Kankkunen winning two each. Lancia's rally story did not end until 1992, when parent company Fiat decided to axe investment in competition.

So what do Sandro Munari and Miki Biasion make of our five Lancia rally legends today, and how do they remember their historic victories at the time?

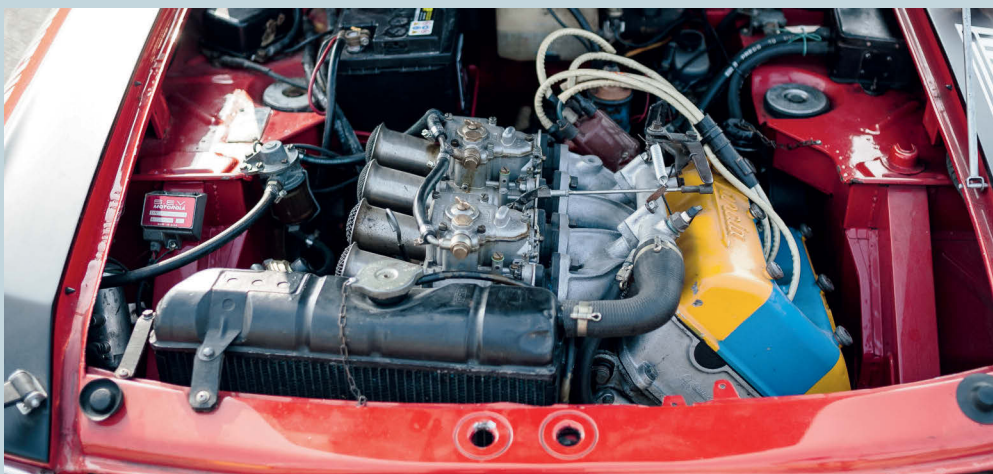


FULVIA COUPE RALLYE 1.6 HF

This Fulvia HF was previously owned by the racer, Amilcare Ballestreri, who acquired it in September 1972 for 800,000 lire. This was probably a symbolic fee, as it was likely given to him as a sign of gratitude for the countless victories he gained behind the wheel of the Fulvia HF. Here we have the sixth Fulvia Coupe Rallye 1.6 HF prepared by Lancia's racing team in 1969. It boasts many trophies, including the 1969 Rally of Spain (with Källström-Häggbom on board), the 1970 Rally of Portugal (Lampinen-Davenport) and the 1971 'Four Regions' (Lampinen-Davenport once again).

Sandro Munari recalls: "My best memory of the Fulvia HF is obviously the victory at the Monte Carlo Rally in 1972, together with my dear friend Mario Mannucci. On the eve of 1971, Lancia had decided to discontinue the Fulvia Coupe but when we won the Monte Carlo rally, the order list was so long that Lancia was forced to resume production.

"With front-wheel drive and an overhanging engine, the Fulvia HF had a marked tendency to understeer around corners. I must confess that at the beginning I found it hard to exploit it properly. Its performance was best on low-grip surfaces, especially downhill, but the understeer made life difficult. To counteract it, I had to commit myself to skidding the rear end by braking with my left foot while at the same time depressing the accelerator with my right foot. The Achilles' heel of the Fulvia HF was driving uphill, as it was less powerful than other contenders."

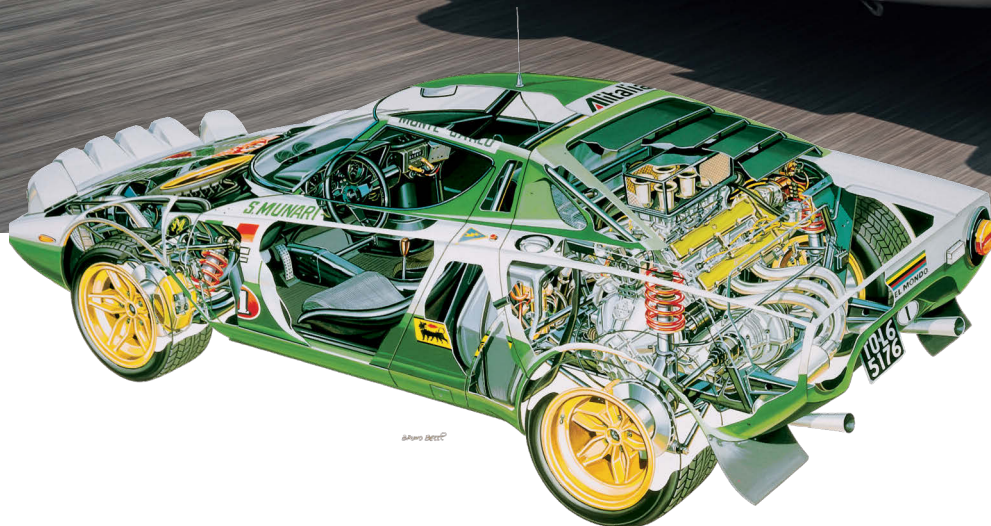


TECHNICAL SPECIFICATIONS

LANCIA FULVIA COUPE RALLYE 1.6 HF

ENGINE:	1584cc V4 DOHC twin-carb
POWER:	160hp @ 7200rpm
TORQUE:	157Nm (116lb ft) @ 4500rpm
TRANSMISSION:	Five-speed manual, front-wheel drive
WEIGHT:	825kg
CURRENT VALUE:	280,000 euros





contenders were driving more powerful prototypes. In nine days of gruelling racing, I lost eight kilograms.

“The Stratos was unbeatable regardless of the surface: tarmac, dirt, rain, snow or ice. It was so competitive and I was never afraid of opponents. In fact, I was ahead all the time... well, almost all the time! However, to make the most of its potential, you had to understand its temper. The short wheelbase and mid-rear engine transferred

STRATOS HF

The most illustrious pages of rally history in the 1970s belong to the Stratos. Designed specifically for racing, the Stratos dominated the world rally scene, winning three World Championships in a row (1974, 1975, 1976) and also winning iconic races like the Targa Florio and Tour de France.

The impressively stellar track record of ‘our’ Alitalia-liveried Stratos includes victories in over 20 rallies, with lots of drivers alternating behind the wheel: Raffaele Pinto, Tony Carello, Walter Röhrl, Markku Alen, Bernard Darniche and Sandro Munari.

Munari recounts: “The best results in my racing career came with the Stratos – a World Championship and three victories in the Monte Carlo Rally, to name a few. An unforgettable experience for me was the 1973 Tour de France, as most of the





TECHNICAL SPECIFICATIONS

LANCIA STRATOS HF

ENGINE:	2148cc V6 DOHC triple-carb
POWER:	280hp @ 8500rpm
TORQUE:	363Nm (268lb ft) @ 5300rpm
TRANSMISSION:	Five-speed manual, rear-wheel drive
WEIGHT:	980kg
CURRENT VALUE:	600,000 euros

more weight to the rear axle, thus requiring gentle treatment around bends, otherwise the car would oversteer. While driving a Fulvia HF required considerable muscle strength, the Stratos was easier because it was light and manageable. But it was also cramped and uncomfortable.”

RALLY 037

In the early 1980s, Lancia had to cope with new Group B regulations which, among other things, did not allow extreme tuning between the road version (200 units of which had to be built for homologation) and the racing version.

This is how the Rally 037 was born. It was built by Pininfarina, to whom was entrusted the aerodynamics and productionisation, and was based around the centre section of the Lancia Montecarlo, mated to front and rear subframes. The supercharged 2.0-litre engine was placed longitudinally in a mid-rear position.

The 037 debuted at the Costa Smeralda

Rally in Sardinia in April 1982. Six months afterwards, with Markku Alen behind the wheel, it gained its first victory in Wales, paving the way for a World Championship win the following year. With Röhl and Alen, it won the Monte Carlo before dominating the 1983 season, despite a certain four-wheel drive contender unleashed by Audi. ‘Our’ example was used as a development car and raced only twice.

“I was still an Opel driver when in, 1982, I was called for a test with the 037 at the circuit of La Mandria,” says Miki Biasion. “I got used to its dynamic behaviour right away. The car was extraordinarily fast but required a lot of driving sensitivity as the high weight over the rear axle caused slight power understeer

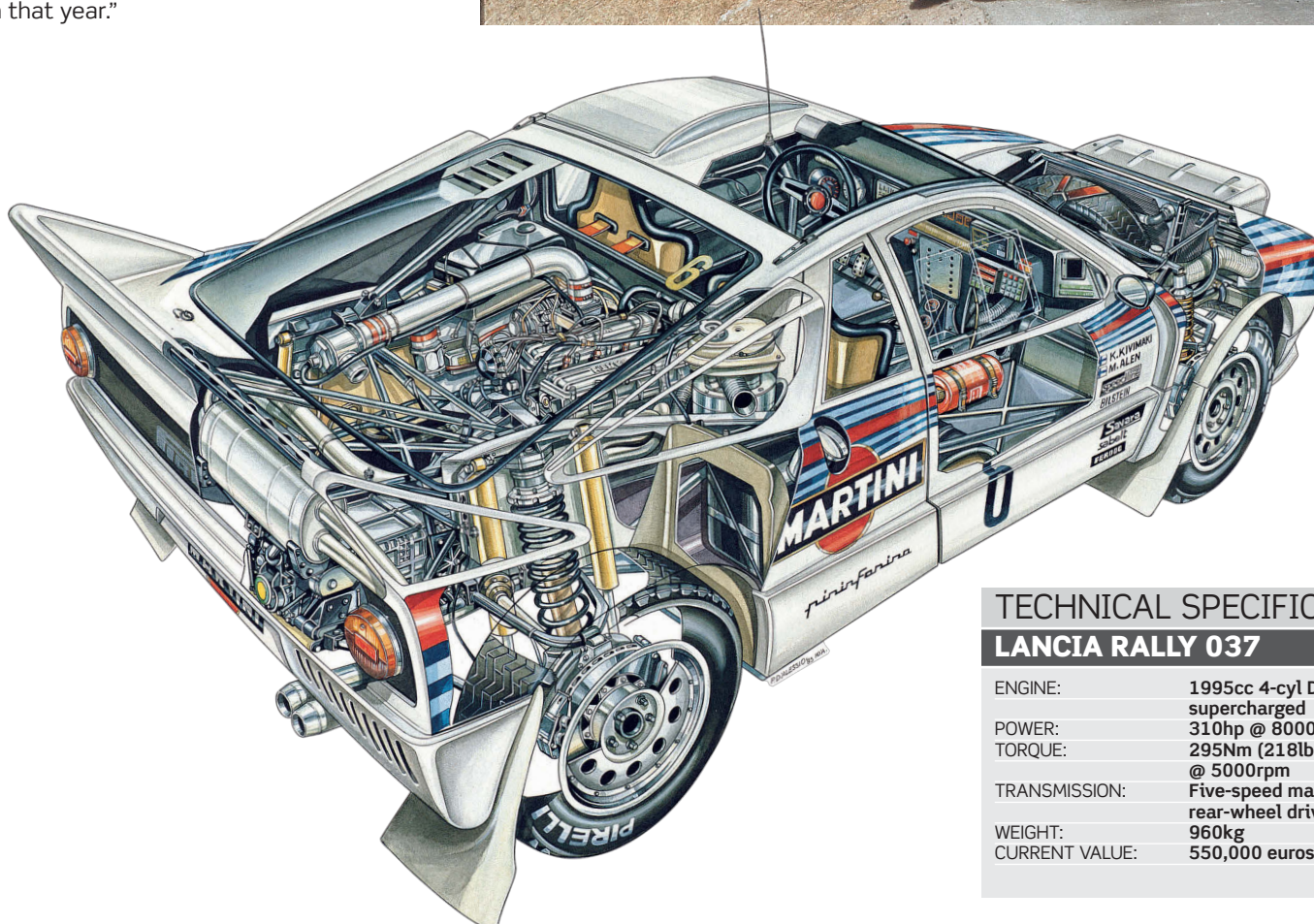
Montecarlo-based 037 still looks amazing today. This is the factory development car which raced only twice





around bends. You had to arrive at corners at the highest speed, then brake at the very last moment, manage the line and then, halfway around the bend, start to accelerate. One issue was that the front end of the car was extremely solid and in case of impact, did not allow the dispersal of impact energy.

“One of my best memories is winning the Costa Brava Rally in 1983 – the first of a series of victories that allowed me to win the Italian and the European Championships in that year.”



TECHNICAL SPECIFICATIONS

LANCIA RALLY 037

ENGINE:	1995cc 4-cyl DOHC supercharged
POWER:	310hp @ 8000rpm
TORQUE:	295Nm (218lb ft) @ 5000rpm
TRANSMISSION:	Five-speed manual, rear-wheel drive
WEIGHT:	960kg
CURRENT VALUE:	550,000 euros

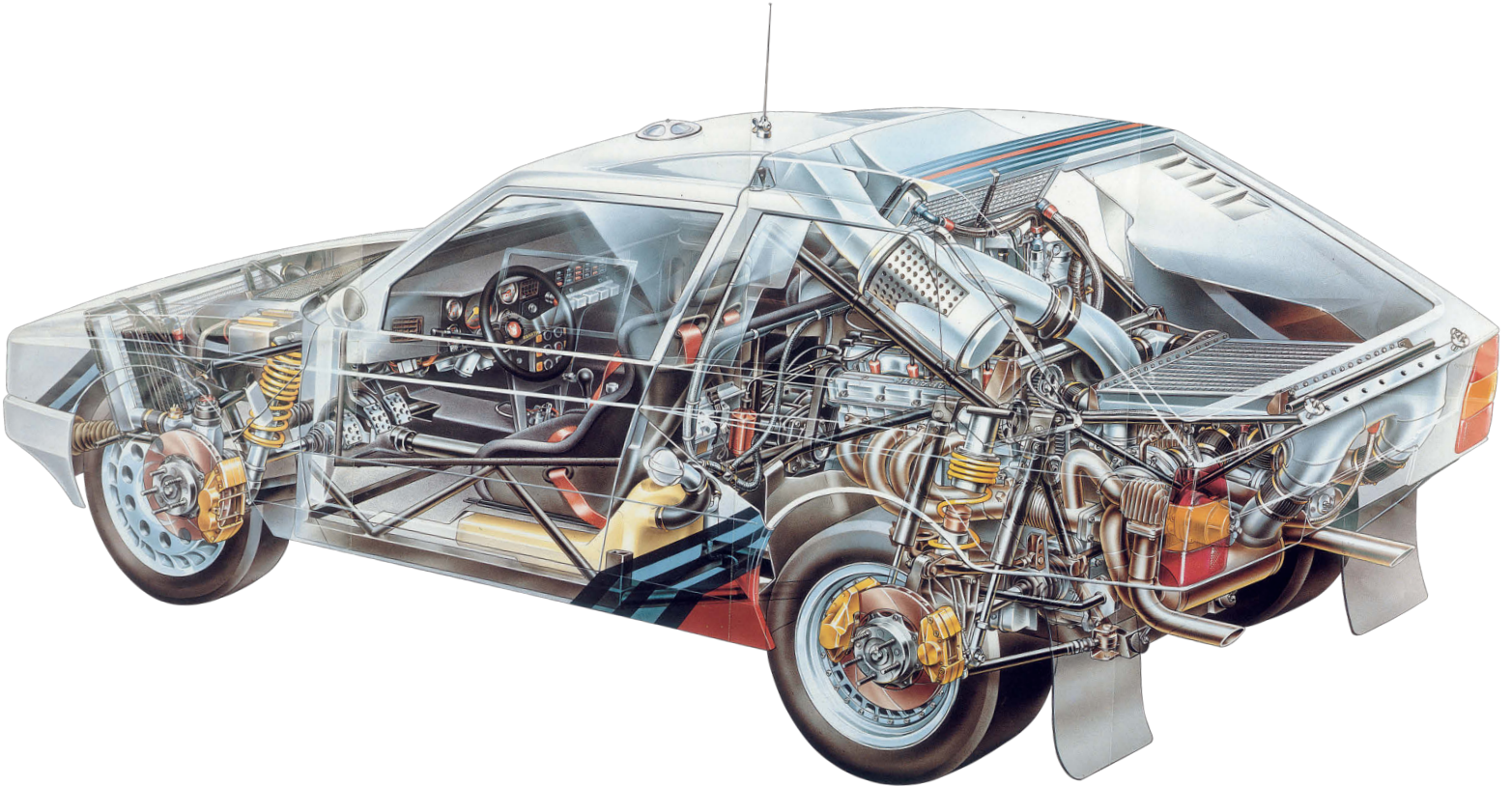


TECHNICAL SPECIFICATIONS

LANCIA DELTA S4

ENGINE:	1759cc 4-cyl DOHC supercharged/turbocharged
POWER:	480hp @ 8400rpm
TORQUE:	490Nm (361lb ft) @ 5000rpm
TRANSMISSION:	Five-speed manual, four-wheel drive
WEIGHT:	970kg
CURRENT VALUE:	700,000 euros





DELTA S4

When it appeared on the world rally scene in 1985, the Delta S4 caused a sensation thanks to a power output of nearly 500hp from a 1.8-litre four-cylinder engine and being the first Italian 4x4 used in competition. The Delta S4 project started (as the SE038) with Abarth's technical director, Pierpaolo Messori, in 1983, although the road version would not be launched until two years later.

It used a tubular structure with glassfibre and composite bodywork. That huge power output came courtesy of an Abarth supercharger and KKK turbocharger. The transmission featured three differentials, the central one a Ferguson-type viscous device, so torque was delivered equally to the front and the rear axles, both equipped with self-locking mechanic diffs. This particular S4 was used as a tarmac car, driven by Markku Alen, Miki Biasion and Dario Cerrato.

Miki Biasion was happy to see the Lancia Delta S4 again – a car linked to victory at the Rally of Argentina in 1986. “My first tests with the Delta S4 came at the La Mandria circuit in 1985,” recalls Miki. “Cesario Fiorio showed up a few minutes before the test, but I couldn't start the engine. After many attempts, we realised it was down to Fiorio's mobile phone – one of the early briefcase models, which was interfering with the engine control unit!”

“The S4 was a very powerful car, with impressive acceleration. At the beginning, you needed to keep it firm and straight to maintain speed approaching corners. This was a defect which initially gave some problems for the driver, as the torque was not split equally, but it was solved quickly.”



DELTA HF INTEGRALE 16V

In 1987, Group B was axed in favour of the less sophisticated and safer Group A. Lancia was well prepared, though, as a rally version of the four-wheel drive Delta was already in development (project SE043). The Delta HF 4WD in Group A was the first of the line: Delta HF 4WD, 8-valve and 16-valve Delta HF integrale, and the integrale 16V Evolution, nicknamed 'Deltona' (Big Delta) because of its extended bodywork. The Delta HF 4x4 was competitive from the start, allowing Lancia to win six World Championships in a row, from 1987 to 1992. This particular car is the one that Juha Kankkunen drove to second place in the 1990 Safari Rally after a spectacular rollover.

"Group B cars undoubtedly rewarded drivers but they were very dangerous," says Miki Biasion. "Switching from a Group B Delta S4 with 500hp to a Group A Delta HF with 300hp was disappointing, I must admit. Initially, the dynamic behaviour of the Delta HF 4WD was similar to a front-wheel drive car, with significant understeer around bends. However, we worked on weight distribution and torque management between differentials to make it better.

TECHNICAL SPECIFICATIONS

LANCIA DELTA HF INTEGRALE 16V

ENGINE:	1995cc 4-cyl DOHC turbocharged
POWER:	300hp @ 7000rpm
TORQUE:	539Nm (398lb ft) @ 5000rpm
TRANSMISSION:	Six-speed manual, four-wheel drive
WEIGHT:	1100kg
CURRENT VALUE:	350,000 euros



"The Group A Delta 4x4 was competitive and reliable. I twice won the tough Safari Rally driving a version similar to the one here today, as well as two world championships, in 1988 and 1989.

"Speaking of the Safari," Miki continues, "we were once stopped by African locals who asked us for help because a baby elephant was trapped and sinking in a swamp. We radioed our mechanics who brought an off-road vehicle, and we worked for four hours to free the elephant!

"The Delta that gave me the best satisfaction was definitely the Delta HF integrale 16V, in which I won my debut race at the Sanremo in 1989. The engine had remarkable power, nearly 400hp, leading the FIA to order a power decrease through a flange on the turbo." 🇮🇹



Miki Biasion twice won the Safari Rally in a Group A integrale like this, in 1988 and 1989





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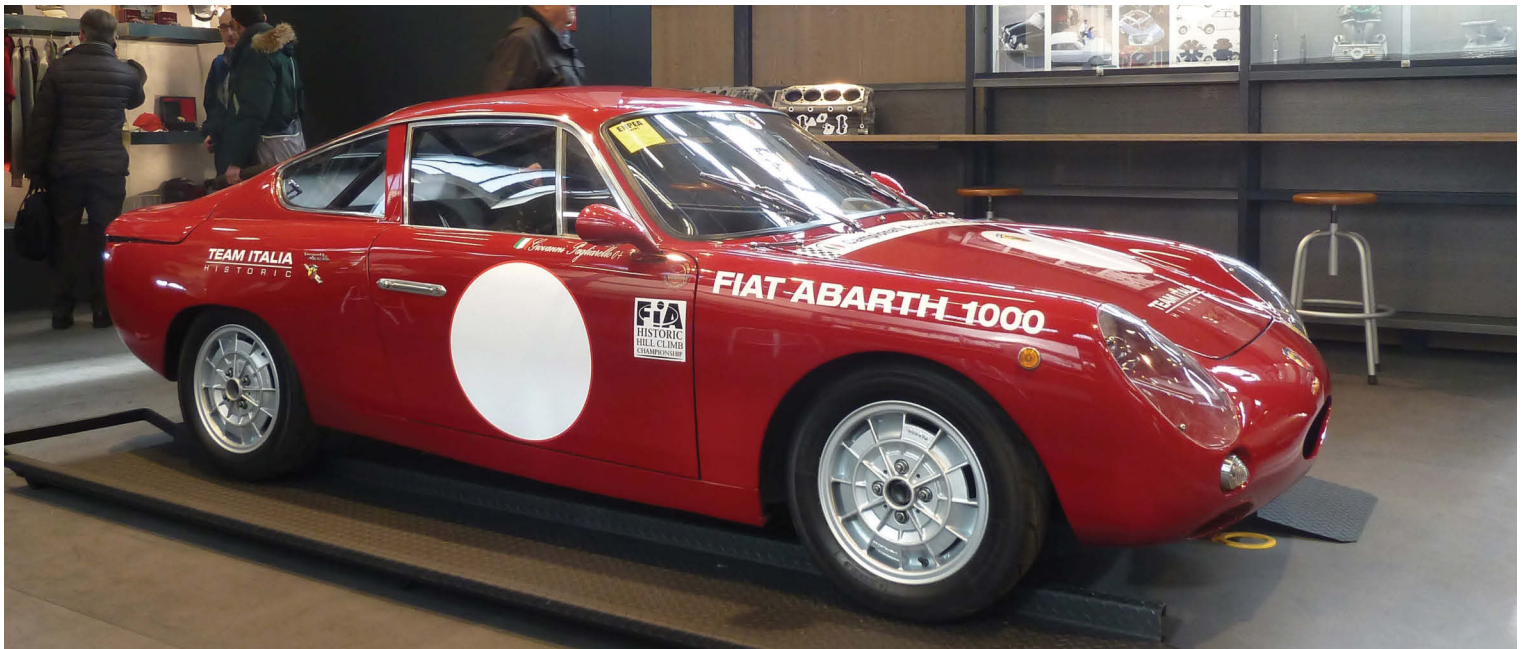
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Automotoretrò 2017

The ex-Fiat factory at Lingotto in Turin was the location for the 35th edition of the Automotoretrò classic car show – heaven for ‘real world’ classic Italian car lovers...

Story & images: Chris Rees



Italian classic car shows are always something special. While Padova's Auto e Moto d'Epoca reigns supreme as the biggest – and most exotic – classic car show, across the other side of northern Italy in Turin, Automotoretrò offers a fabulous display of attainable, everyday classics.

Yes, the five display halls may not have the gravitas of Padova's 11 halls but the location – the old Fiat factory at Lingotto – more than makes up for this. 2017 was Automotoretrò's 35th anniversary and it attracted more than 65,000 visitors over the weekend, drawn by 1200 exhibitors (including 14 official car manufacturers) and some 300 racing drivers in attendance.

This was a year of celebrations. The 30th anniversary of the Lancia Delta integrale at the 1987 Monte Carlo Rally was commemorated by no fewer than 10 original rally cars on one central stand. The Jensen Owners Club even made it over from the UK to celebrate the 50th anniversary of the Interceptor at Automotoretrò.

Easily the most fun was had with the 60th birthday

of the Fiat 500 – rarely have I ever seen so many balloons in one place! Among the rare 500 variants on display was an immaculate US-market car with bug-eye headlamps; genuine Gianninis and authentic Abarths; an Autobianchi fire vehicle; a 500 converted to electric power; a stretch limo wedding car; loads of Jolly beach cars; and a one-off Fiat 500 'Monza' speedster with an odd 'droop-snoot' front end.

There were not one but two 70th birthdays to celebrate, too. First was Ferrari's, although in truth the number of prancing horses present in Turin was scant. Less dramatic but equally interesting was Lambretta's 70th birthday, celebrated with scooters and trikes galore on show. Speaking of motorbikes, dozens of two-wheelers included Ducati, Aprilia, MV Agusta, Gilera and Moto Guzzi.

No question, Automotoretrò is the place to come if you like everyday classics. Fiats, Alfas, Lancias and Autobianchis abound, while exotic marques take more of a back seat. Not that there weren't exotics here –



TOP: Agnelli's Lancia K limo, Mivalino, Moretti ABOVE: Fiat-Abarth 124 Rally, Pininfarina Teenager, rare US-spec Fiat 500

Salvatore Diomante brought along a white Lamborghini Miura, while Maserati's own stand featured a Ghibli Spyder, 3500GT and an early Grand Prix racer. Lancia's official stand housed the amazing (and not a little gauche) Raymond Loewy-designed Loraymo.

Dozens of clubs had some amazing machinery on display. When was the last time you saw a first-series entry-level Fiat Ritmo? Rarities included a stretched Lancia K saloon built specially for Gianni Agnelli (one of only four made); a bright yellow Mivalino (the Italian-built version of the Messerschmitt bubble car); an Intermeccanica Indra Spider; a Fiat 125 funeral car; a Fiat Punto one-off by coachbuilder Maggiore; a one-off ambulance by Coriasco based on a Fiat 600; and an Alfa Romeo-badged licence-built Renault Dauphine. My favourite car name of the whole show undoubtedly went to a psychedelic beach buggy made in Italy in the 1970s: the Hot Car Koala.

The Moretti Museum displayed three cars: an Alger

Le Cap, a 600 Coupe and a Midimaxi jeep. There were also some sensational Moretti sketches, including one for a two-door Fiat 130 saloon that we'd never seen before. Another 'Moretti' was an impossibly cute electric children's car version of the La Cita by Franceschi. We were also intrigued to come across a scale model of a Maserati Quattroporte Estate car – a bit of a mystery as it's not the same as the Touring-modified Bellagio. And as for a Panda Cross covered in brown leather, well, we're not quite sure what to say...

Possibly the star of the show for me was the Pininfarina 128 Teenager, a beach car concept dating from 1969. How much wickerwork can you get in one car – even the steering column was covered in wicker! Another favourite was the 1963 Alfa Romeo 2600SZ Zagato prototype brought along by Alfa Romeo, a decidedly odd-looking thing, especially in primrose yellow paint. Abarth's Classiche department, meanwhile, showed a fantastic 1963 1000 Bialbero





(capable of 137mph from just 982cc) and a Pininfarina-bodied aerodynamic record breaker from 1960.

Having said that this is a show for everyday classics, the organisers told us that the main price band where sales action occurred was in the 100,000 to 400,000 euro category, rather higher than last year. The main buyers at this year's show, according to the organisers, were German and French with an interest Italian classics. We even saw a UK-registered LHD Alfa Romeo Spider S4 on sale – evidently the weak pound is making UK cars attractive to European dealers.

Which of the cars on sale would I have loved to drive home? An Alfa Romeo 75 Turbo Evoluzione looked lovely but a bit steep at 44,000 euros. Same comment applies to not one but two examples of the rare Fiat 131 Abarth Volumetrico (32,000 euros apiece), a beautiful Innocenti Mini T estate and an Abarth-liveried Fiat 900T van. We didn't dare ask how much a one-off Vergano Formula Junior racer was, but it looked just amazing – and easily the tiddliest car at the show.

Another element of the Turin show – and a rather strange one – is a separate hall housing the Automotoracing and Expo Tuning shows. Essentially it's a place where the worlds of motorsport and Max Power collide, so you have the bizarre sight of championship-winning rally cars awkwardly rubbing shoulders with slammed, scissor-doored, sex-bomb machinery.

To some eyes, it's a horror show. But if you want entertainment, you can't get more extraordinary than row upon row of rat-look Fiat Cinquecentos, extreme-camber Pandas, and Puntos decked out with sci-fi audio systems. We also saw our first cosmetically modified Alfa 4C and new Giulia here. Had to happen.

Outside was a short track where rally cars, drifters and Piaggio Ape racers delighted the crowds with a bit of tyre-squealing action, accompanied by a DJ called, erm, 'Paolo Noise'. Meanwhile a 4x4 course enabled drivers to exclaim: "Andiamo fuoristrada!" Us? We repaired to the top floor restaurant at Lingotto to stare longingly at the disused rooftop test track. Bella!

TOP: Rat-look Cinque, Maggiore Punto one-off, leather-lined Panda
ABOVE: Maserati 3500GT, X1/9 club, rally Ritmo





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Rallye Monte Carlo Historique

Story & images: Peter Collins

The 2017 event proved tough but it was huge – and hugely popular



There are those who might say that driving a grumbly historic car in the Rallye Monte Carlo Historique over a couple of thousand kilometres of difficult roads in dire conditions should require the participants to be examined. But spare a thought though for the observers. After driving for a couple of hours in ever-worsening conditions into remote parts of bleakest Ardèche, you have to abandon your car and wait in minus 10 degrees, snow, ice and mist.

But then there is a mini-epiphany as the first car of the incredible 338-strong entry growls towards you, bursting out of the tree line and heading past. Rallye Monte Carlo Historique stages are all run to regularity rules, that is to say fixed averages of maybe 25mph must be maintained; some may think this might be boring but they'd be very wrong.

No two crews seemed to have the same idea of how to achieve a minimum points score. It was a great pleasure to see one of the Argentinean-entered Fiat 1500 saloons (Enrique and Martin Lucasiewicz) come storming up the Col des Limouches as if it were a full-on hillclimb. The same could be said of the Rosado/Dot Seat 127, which was enjoying semi-works support in the shape of three Seat Heritage vehicles. When will FCA ever wake up to this classic support structure as a great marketing/publicity activity for those who are happy to pay for it?

There were many more Lancia Fulvias entered this year than in the past. Over in the Ardèche the day before, driving one of Renault Classic's four 8 Gordinis entered, Jean Ragnotti was demonstrating his consummate skill, setting up his car well before bends and powering through on the limit. It was great fun to

ABOVE: With the Rhone Valley and Ardeche spread out behind, Sebastien Chardonnet and Christian van Hecke bring their Lancia Beta up the Col des Limouches



ABOVE: Michel Darteville and Frederic Macq Fiat X1/9 in the Ardeche



MIDDLE RIGHT: Tiffany Perlino and Harriet Ross corner their yellow Lancia Fulvia through the slush

watch and it must be borne in mind that these stages are not closed to normal traffic.

Start points this year were Lisbon, Barcelona, Bad Homburg, Glasgow, Copenhagen and Reims. John Hughes was one of the Barcelona starters in his Lancia Fulvia and found he could "pass everyone on mud and snow tyres during a perilous crossing of the Pyrenees, with many cars and lorries off the road on the subsequent descent into France... Then we had the mother and father of thunderstorms with rain of biblical proportions whilst heading for Digne." All cars

converged on St Andre-les-Alpes before heading to Monaco via the first stage, ZR1, a classic Monte route from Entrevaux up into the Alpes Maritime and looping back and heading 100km or so to the Principality.

As well as the previously mentioned Ragnotti and Leclere, also competing were Jurgen Barth, Rauno Aaltonen and Sebastien Chardonnet, grandson of the famous French Lancia importer and entrant of Bernard Darniche's Stratos in period. He had a Lancia Beta Group 4, the same as driven by Darniche in the Chamonix 24 Hours ice race.





ABOVE: A touch of 'Don't Look Now' as the red of a Fulvia contrasts with the bleak background of the Haut Ardeche

By the time of the off from Monaco to Valence early on the Sunday morning, local man and Paris-Dakar performer Daniel Elena was leading in his VW Golf GTi, with Antoine Raymond's Citroen DS21 second and the Agris Stanevics Lada 1500 third. ZR2, ZR3 and ZR4 produced a new leader each time – the Jorgensen Alfetta GTV took the latter – so it was clear this could be anybody's event. ZR5 was won by the Fiat 128 of Gian Mario Fontanella – a spectacular stage starting north of the Col de Rousset, going over the top of the ridge via the Col d'Echarasson. "This was one of the great stages, the Fulvia was perfect over there," said John Hughes. When the cars arrived in Valence, the top three were Hansen/Brodersen (Audi 80), Elena/Campana (VW Golf GTi) and Fontanella/Scrivani (Fiat 128).

Large crowds were out on a mild Sunday afternoon to watch the cars arrive, and many were still about when the last of the field dragged in wearily at 22.30. Jason Wright in his Lancia Stratos was looking ebullient and said that he had had a "fabulous, but not entirely successful run so far," enjoying a great dice with Ragnotti, both crews sliding their cars around until "I came round a corner and my nearside front wheel got caught the wrong side of a rock-solid icy rut, which pulled us off the road to the extent that we were beached. A huge crowd of spectators surrounded us and heaved us back on to the road. We wrong-slotted and we're about 220th now, but it's been great fun."

On Monday's Valence-Valence leg, most of the tighter corners had large groups of spectators, many of whom had shovelled snow on to the roads (as has been done for decades on the Monte). It was cold,

snowy and icy with a brisk, bitterly cold wind, but little deterred the enormous entry with few retirements at that point.

The second stage of the day started with the classic Burzet, which was added to Lachamp-Raphael to make another 40km regularity, ending at Le Chambon. Some took it steadily, while some were sliding through the corners. Another crew – the Lancia Fulvia of Gianmaria Aghem/Diego Cumino – came out on top but from then on, Decremer and his Group 4 Opel Ascona ruled the roost overall.

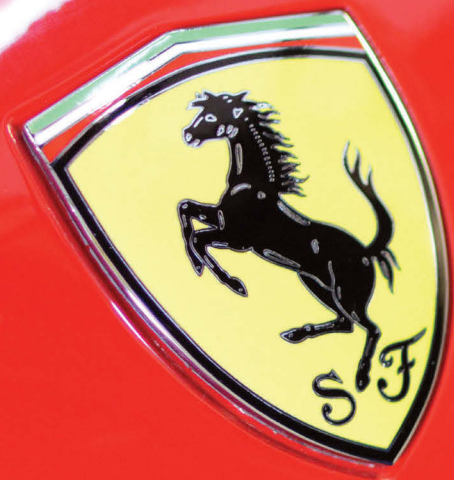
The cars came down to St Agreve, *en fete* as always for the occasion, before looping up to St Bonnet, "where our rally finished with a fuel supply problem," said John Hughes. Then it was the traditional twisty regularity run from Lamastre, now in torrential rain, for the last control of the day and a finish back at Valence.

Tuesday dawned grey but dry as the still-huge field set off at the ungodly hour of 05.00, back to Monaco via Echarasson and the classic St Nazaire le Desert. This was won by the Fiat 124 Spider of Roberto and Alberto Roveta. It only remained for the night loop over the Cols St Roch and Turini, before the long grind finished in the early hours of Wednesday morning back on the Monaco seafront.

Michel Decremer maintained his lead throughout this section and finally Aghem finished second in his Fulvia, with Fontanella third in the Fiat 128. The Coupe des Dames was taken by Teresa Armadans and Anna Vives in a Golf GTi. As ever, it had been not just competitive, but a great experience for all and great fun too. And that's just what historic motor sport should be about, yes?

BELOW: Third overall for the Fiat 128 of Gian Mario Fontanella and Stefano Scrivani





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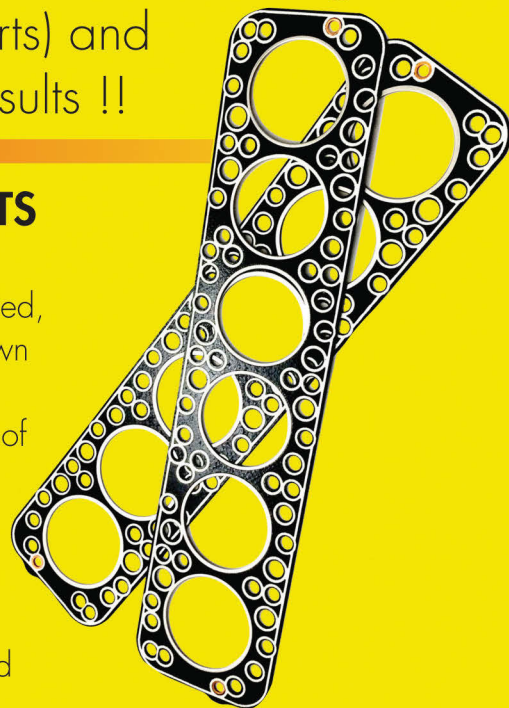
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COLLECTORS' GUIDE

WHAT YOU NEED TO KNOW ABOUT INVESTING IN A TOP END CLASSIC

Ferrari 250 GT Pinin Farina

'PF' Ferraris have for too long been the poor relation of the Ferrari 250 bloodline, but times are changing. This elegant Maranello classic is now coming into its own

Story: Richard Heseltine & Spencer Herbert
Images: Michael Ward





In recent years, all of the Ferrari 250 models by Pinin Farina have undergone something of an image overhaul. Finally, the 250 'PF' is in demand for its actual worth rather than its value as a donor car for replica 250 GTs and suchlike. It's about time: the importance of this model in Ferrari lore cannot be overstated.

While there had been previous attempts at making a Ferrari production model in volume, firstly with the 250 GT Europa, volume was always a relative term. As we all know, Enzo Ferrari was not particularly interested in road cars. He viewed them as a means to an end, a way of funding his precious Scuderia's racing activities, but the arrival of the 250 GT Series II coupe at the June 1958 Milan Motor Show changed everything.

This wasn't a mere race car with a few token nods to civility; it was a road car with no pretensions of being a track weapon. It was, in effect, an evolution of previous Series I Pinin Farina designs produced from 1957-1958, but uniformity would now be the key. Enzo Ferrari wanted greater brand differentiation between his products and those made by his rivals, and having a hundred and one different body styles had been something of an annoyance to *Il Commendatore* up until this point. The new approach was more 'off the peg' than 'haute couture' but it's all relative. Ferrari himself described the 250 GT in his memoirs as "a high fashion statement" and he wasn't alone in thinking that.

Here was a big-boned two-seat coupe where elegance was as much about restraint as it was about flair. Beneath the skin, it borrowed from the 250 GT Tour de France, including the long-wheelbase Tipo 508 chassis. Power, meanwhile, came from a 2953cc, 240hp V12 unit that was rooted in the classic Gioacchino Colombo 1.5-litre V12 race engine. Photo-journalist Bernard Cahier was particularly smitten, writing in *Road & Track*: "Ferrari's new Grand Turismo coupe delighted everyone at its public presentation. Its distinguished and racy looks sold out the first planned series of 200 cars well in advance... The hand of Sergio Farina, Pinin Farina's son, shows everywhere in the careful arrangements for the comfort of a driver who likes to go fast. There is plenty of room inside, and even the trunk is surprisingly large."

The media loved the 'PF' even more once they had driven it (following several delays). John Bolster gushed in *Autosport*: "The main impression this car gives is of outstanding silence and smoothness. I would describe this Ferrari as a superb luxury car, combining great performance with extreme refinement to an almost unapproachable degree." In 1960, *Road & Track* borrowed the personal car belonging to Eleanor von Neumann, the wife of Ferrari's West Coast agent and racer, John von Neumann. Its authors concluded: "The 250 GT is as docile and meek in the low rpm range as many lesser machines and the flexibility of this engine has to be experienced to be believed." Rival publication *Sports Car Graphic* merely made it 'Sports Car of the Year' in 1960.

The PF was rapid, too, if perhaps not as quick as Ferrari's, cough, 'optimistic' performance figures might have had you believe. The factory claimed a top speed of 150mph, while *Road & Track* managed a more modest 126mph with future Formula One World Champion Phil Hill at the wheel. In the UK, *The Motor*



TECHNICAL SPECIFICATIONS

FERRARI 250 GT PININ FARINA

ENGINE:	60-degree V12 twin-cam
CAPACITY:	2953cc
BORE & STROKE:	73mm x 58.8mm
COMP RATIO:	8.5:1
CARBURETTORS:	Three twin-choke Weber 36 DCL3
POWER:	240hp @ 7000rpm
TORQUE:	188lb ft @ 5500rpm
TRANSMISSION:	4-speed all-synchro manual (overdrive optional from '60)
BRAKES:	hydraulic drums all-round (hydraulic discs all-round with servo assist from '59)
TYRES:	185VR16
DIMENSIONS:	4430mm (L), 1980mm (W), 1130mm (H)
KERB WEIGHT:	1200kg (2646lb)
0-60MPH:	7.1sec
TOP SPEED:	150mph (claimed)
PRICE IN 1960:	£6234



clung on for 135mph, which was still hugely impressive for a road car in 1960.

The beautiful people flocked to own one, from captains of industry to royalty, pop minstrels to film stars; even more so after the Cabriolet variant went on sale in 1960, having been launched to great acclaim at the Paris Motor Show the previous October. Cars were constructed at Pinin Farina's new Grugliasco facility alongside the Alfa Romeo Giulietta Spider but, while the whole point of the exercise was to exert greater uniformity with body styles, this was Ferrari. Inevitably,

SAMPLE AUCTION PRICES

- 1960 250 GT Cabriolet Series II, grey, £1,058,000
- 1960 250 GT Cabriolet Series II, grey, £1,288,000
- 1962 250 GT Cabriolet Series II, silver, £1,071,000



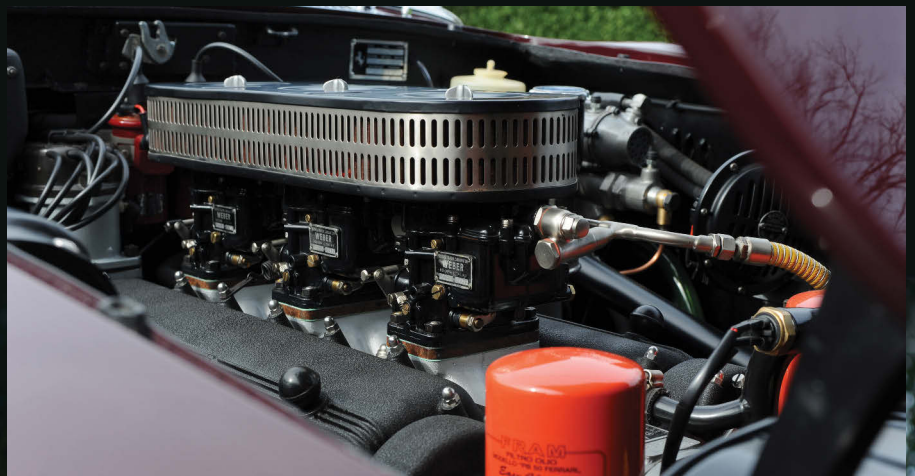
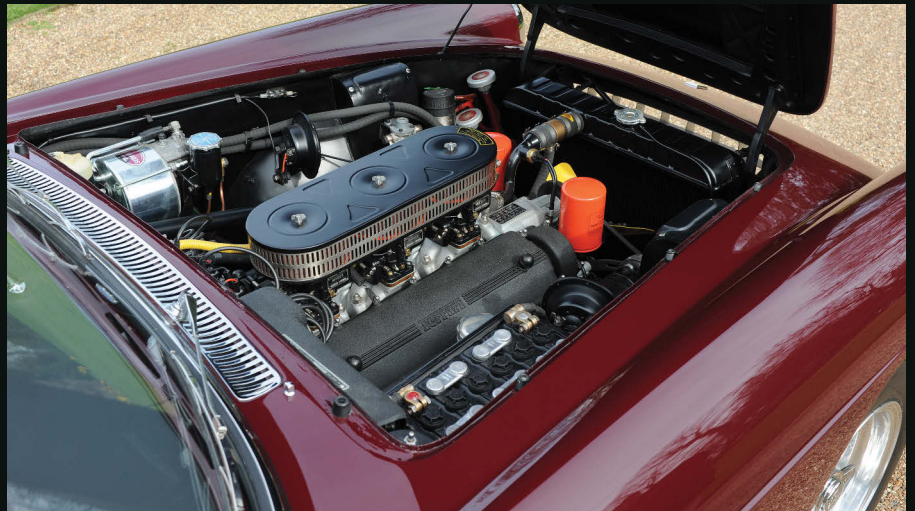


a certain number of 'Speciale' editions were made, the precise figure being a source of heated debate. These cars featured a degree of bespoke tailoring, the final example of the coupe with its Superfast-like tail more than most.

It is widely held that 353 coupes were made from 1958 to 1960, although some sources claim the figure is closer to 335. A further 212 Cabriolets were made up until 1962. During the production run, the original Tipo 128C engine was superseded by the twin-distributor 128D, which in turn was superseded in 1960 by the 'Outside Plug' 128F unit which did away with its predecessor's siamesed inlets in favour of six separate ports. On the chassis side, four-wheel disc brakes arrived late in 1959 while an overdrive featured on the following year's options list.

DRIVING IMPRESSIONS

More often than not, 'feel' is a term reserved for when you're trying to describe the indescribable or explain the inexplicable. In this instance, it's how to get across adequately the sense of exhilaration felt when starting a Ferrari 250 GT 'PF' – although 'triggering' might be more accurate. Flick the fuel pump on, wait a moment or two for the frantic clicking to slacken, flex the throttle to prime the carbs and then pause to take a deep breath. Now twist the key half a turn and press in. There's a whirr, followed by another, and then you're rewarded with the sound of twelve angry cylinders being roused from their slumber.





It doesn't matter how many times you have heard a 'Colombo' V12 erupt into life, the sense of wonder is always the same. Your response is almost Pavlovian: your eyes widen, you grin broadly and you feel... goose-pimplily. This is a wholly inadequate description, but really you don't get to enjoy this sense of theatre with modern Ferraris. Not really. Nothing is artificially amplified; there are no parpy flat-plane crank emissions here. This is aural magnificence.

That said, you do approach the PF with a degree of trepidation if not, perhaps, for reasons that are immediately obvious. To be honest, the car's portly size doesn't intimidate because even modest hatchbacks have developed elephantitis in the intervening six decades to the point that the Ferrari doesn't appear that big by comparison.

But, whisper it, some Maranello products from this period are not nice to drive, their real-world abilities obscured by a blizzard of hype. The PF is not among their number. This is a car that puts the driver at ease almost immediately. Yes, it sounds utterly glorious under load, a release of pent-up fury that renders you speechless every time you go near the throttle, but that is to be expected; it's what makes a Ferrari a Ferrari. But by marque standards, and those of its contemporaries, the surprising bit is how tractable it is when pottering or doing the car conga in traffic. It's docile at low revs, but will pull strongly from low down without hesitation and the four-speed all-synchro 'box doesn't snatch between planes. It doesn't like to be

rushed, nor does it respond well to hesitancy, but nevertheless it's hard to grandma a gear-shift. By the same token, the clutch isn't so heavy as to plait your hamstrings. The worm-and-roller steering doesn't have any dead spots and feels nicely weighted at moderately enthusiastic speeds.

With confidence comes a more relaxed attitude. Once on to less populated B-roads, the 250 GT comes into its own. A 0-60mph time of 7.1sec was independently verified in period and, while not trying *that* hard, this seems entirely plausible – pessimistic even – but it's more the mid-range acceleration that truly impresses. That short-stroke V12 just pulls and pulls and then pulls some more, regardless of gear. It's an absolute gem.

On the debit side, the PF's ride is a little on the firm side, the hydraulic lever-action Houdailles dampers being a carryover from earlier 250-series Ferraris. This is not a machine intended for backroad bravado but it is more agile than you might imagine. It doesn't seem particularly nose heavy, an accusation levelled at some 250-series road cars. You want to keep driving it, ache for its continued company. As *Road & Track* surmised back in 1960: "We could ramble on for pages and pages about the Ferrari; it's that kind of car. And it's difficult to express our feelings of this car without resorting completely to superlatives."

Not much has changed in the meantime even if the species has become almost invisible through extinction. This Ferrari matters, if only for what it represents: the jumping off point for the marque as a manufacturer of products in volume. What's more, it's a wonderful car in its own right, one that makes you feel more than you can possibly say. Call it love at first hearing. **Richard Heseltine**

Elegance personified: the 250 GT PF is a car designed for luxury, not racing, but is still a handy beast to drive



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COST & VALUE ANALYSIS

Good, usable 250 GT PFs are not regularly advertised and when they do come to market, most have an asking price in the region of £1.4 million plus. It is important not to confuse the 250 PF Cabriolet with the fixed-head coupe: whilst their lines are similar, their values are not.

Auction prices tend to be quite close to advertised values, achieving between £1.1m and £1.5m in the past two years, with fine examples up around the £1.6 million mark. There were two series of cars produced by the factory; Series I cars carry a slight premium but it's always best to buy on condition. Project cars are very difficult to locate and enlisting the help of a specialist is key. Owners need to find a complete, workable car before moving forwards.

Restoring a 250 PF Cabriolet can be enjoyable and fulfilling. Attention must be afforded to the chassis, a tubular steel structure with strengthening hidden deep within the sills. This structure's true condition is only ever exposed when the sills have been removed. The 250 PF Cabriolet, like all open-top steel cars, can suffer from water ingress and corrosion. You need to check for rot across the floorpan and around the rear wheelarches, ensuring you enlist the help of a marque specialist to uncover it.

Barkaways recently restored the Series II 250 PF Cabriolet pictured here, thoroughly media-blasting the shell and chassis, going all the way back to bare metal – the only way to ensure that 100% of the corrosion had been exposed. Replacement body panels are almost impossible to find, so budget for new items to be made by hand in steel. Perfect alignment and shut lines make or break a restoration. The folding roof

mechanism is a complex structure that requires two people to operate. Due care must be taken when stowing the roof, as the rear screen and frame rest directly on the painted rear deck.

With Ferrari Classiche firmly in the minds of owners, originality is high on the agenda and matching numbers are very important. On early Ferraris, the chassis number was identical to the engine number. Additionally the 250 PF Cabriolet's body number is repeated in the seats, bumpers, grille, interior panels and even the glovebox.

The 250 PF Cabriolet's leaf-sprung suspension is robust but the springs need replacement from time to time; they tend to corrode and stick together. This is both simple to identify and remedy. Ensure the front suspension is greased and checked regularly, and it should prove effective. Series I cars used drum brakes, while Series II had discs. The Series II gearbox has an electronic overdrive, so ensure this is functioning properly as parts are difficult to locate.

The 3.0-litre V12 engine has three Weber carburetors, which make it far more usable, easier to setup and less highly-strung than six-Weber models. Listen out for 'tappy' engine noises, indicating worn tappets, tappet pins and rollers. Although not something to be alarmed about, do budget for remedial work. It is a good idea to have a compression test performed on any potential purchase. Check for the correct fitment of ancillaries: an original alternator will set you back £3000 and a factory toolkit and book pack £20,000.

The Ferrari 250 PF Cabriolet is superbly attractive and has a dedicated and discerning following. Values have been moving steadily upwards over the past few years. The car simply oozes elegance and style whilst still being a usable GT car. Arrive at your Grand Hotel on the Italian Lakes, watch the sun go down and maybe the value of your Grand Tourer go up. 🇮🇹
Spencer Herbert

Restored cars – such as Barkaways' Series II example above – must cleave to the original spec

Many thanks to owner, Ian Barkaway, Jim Needham and Spencer Herbert for their help with this feature





Ferrari 250 Lusso Berlinetta

PRODUCTION 1962-64

The 250 Lusso Berlinetta could be judged as one of the most beautiful Ferrari models ever to come out of the factory in Modena.

Styled by Pininfarina. Introduced at the Paris Salon in 1962, named "Lusso", Italian for luxury. Built on a short wheel chassis similar to the 250 short wheel base and GTO models, powered by a V12 3.0 litre engine with a three-Weber twin-choke carburettor set-up, giving a maximum top speed of 150 mph.

Production ceased in 1964 and was the last of the Ferrari 250 series road cars.

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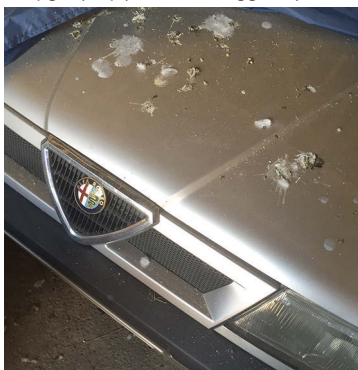
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Alfa 33 Sportwagon. Needs clearing from barn. Any interested parties contact me. The car is located OX12 near Wantage, Oxfordshire. Tel: 07774 001155. Email: luciemotion@icloud.com. A255/021



1973 2000 Alfa GTV 105. This was to be my last Alfa and has been totally rebuilt to a standard as high as any. A photo history of the build will come with the car. Most parts to complete are with the car, £16,000. Options to purchase just shell if wanted. Tel: Ed, 07973 711948. A255/018



1991 Alfa Spider S4 2.0. A stunning example, imported from Germany in 1997, and converted to RHD. Full German service history stamped in book, lots of invoices of work done in UK. 110,000km, stored under cover over the winter by previous owners and myself. Underbody treated with rust protection, recent oil filters and plugs change, recent upgraded alloys and brake calipers. Roof in excellent condition, which also comes with tan roof tonneau, new matching wind shield and Nardi steering wheel, which look stunning together. Stainless steel exhaust from the cat back which gives a lovely tone. Bodywork is excellent with some light scratches and marks, with no rust, seats have a few marks with no splits etc, MOT July 2017, all UK MOTs to verify mileage. An excellent investment, £10,250, AROC member. Tel: 07791 509613. A255/033



1990 Alfa Spider S4. 51,000km, dark metallic red, black leather interior, black carpets, mohair hood and tonneau. Rare high spec, imported from Germany Dec 1996, converted to RHD by Bell and Colvill. Comprehensive service history, fine original condition, concours winner, long MOT, £13,500. For further details call AROC member. Tel: 01935 816822 (Dorset). A255/020



Alfa Spider S4. Right hand drive conversion by Bell and Colvill. This car is an absolute beauty, it has done just over 60,000 miles and has been loved all its life. The car has recently had over £5000 spent on it and is now in really sound condition. The car comes with all the extras you would expect of the Series 4 including the hard top, as you can see. This Spider represents a really good investment opportunity that will give you far more pleasure than watching your money earn 0.5 % in the bank. Offers in the region of £12,000. Tel: Jamie Porter, 01763 244441. Email: jamie@alfaworkshop.co.uk. A255/019



1969 Alfa 105 Spider Duetto Veloce. 1750cc, 63,000 miles, Verde. Reluctantly for sale after 40 years ownership, in almost concours condition, maintained by Alfa specialist. No expense spared in maintenance and upkeep, Waxoyled, hood by Coburns. Currently fitted with Series 4 seats (originals available), clutch replaced at 50K, £40,000. Email vendor for full specification and more photos, please no timewasters. Tel: Alun, 0151 327 2711 or 07836 643237. Email: alun.clayton@hotmail.co.uk. A255/035



Alfa Romeo Spider S4. Sea King RHD, hard top, 1991, 2.0 injection engine, power steering, full beige leather in excellent condition, 82,000 miles with full and extensive service records, absolutely rust free as spent most of its life in my summer home in Athens, Greece. £11,950, part of a private collection, email for more info if needed. Email: lamb0500@hotmail.co.uk. Tel: 0030 6938 132311. A255/006

1998 Alfa Romeo Spider convertible. Bright red/black leather, lovely condition, FSH, new MOT. New cam belt fitted March 2016. This has even the original garage receipt when purchased from new, she has covered only 72,000 miles. Reason for sale is due to age related problems, looking for a good home, a real eye catcher at £2650 ovno. Tel: 01273 271078 home or 09786 465536 mobile. Email: grayjac@ntlworld.com. A255/023



1991 Alfa Romeo 164 3.0L V6 Auto. 53,000 miles, metallic green, 2 owners. Virtually concours unmarked condition. Speedline alloys in mint condition with almost new tyres (plus another set of Speedline alloys with almost new tyres), 12 months' MOT, just serviced. All new belts etc, recent bills for £1200, unmarked velour upholstery. Collector's item, faultless, private plate will be removed, £6300. Tel: Alun, 0151 327 2711 or 07836 643237. Email: alun.clayton@hotmail.co.uk. A255/038



1990 Alfa Romeo 164. 3.0 litre 12 valve, red. Owned by seller for the past 19 years and whilst it is unrestored it's in excellent condition due to it being garaged and only used in the dry for the last 17 years. Full and documented service history by FERDI in Lytham, cambelt changed September 2016. Excellent Michelin tyres all round, rears are both brand new, Panasonic CD player with original Blaupunkt (has a slight fault). Original owner's wallet and all manuals, ski cover, tool kit which is missing two spanners. Original carpets in excellent condition, 5 off Zender 5 spoke alloys (which as AROC members will know was a very nice and very rare option), all previous MOTs, £4400. Email Peter: kidd45@btinternet.com. A255/030



Alfa Romeo 156. 2 ltr, metallic silver, Lusso. Roadworthy condition, air con, V5, recent MOT, electrics/hydraulics ok, no damage, £350 ono. Tel: 01704 212128. A255/037



Alfa 156 V6 Sportwagon. 100,135 miles, full history, 2 owners (including me), recent cambelt and water pump, Nuvola Blue, call for more details. Tel: 07818 880126. A255/032



2003 Alfa Romeo 156 GTA. 87,000 miles, standard from factory, except for Raggazon tailpipe and 330 calipers. Service history stamped up until 2016, cambelt changed 2014, full service in 2016, MOT until August 2017. The car is in excellent condition, I am selling my much loved GTA as I am taking delivery of a Giulia, the car has been serviced by probably the best Alfa service garage in Cornwall, £8650. Tel: 07836 611905. Email: b.sharp13@virgin.net. A255/024



Alfa Romeo 159 Limited Edition Jtdm 1910cc. 2009, black. 1 of 250 made, 47.9mpg combined, 35.8mpg urban. Has 61,000 miles but in use, water pump, cambelt changed at 45,000 miles, has service history, MOT Sept 2017, £6500. Tel: David, 07590 479980. A255/039



Alfa Romeo 156 2.0 TS. 45,000 miles, black. Less than 1000 miles on new clutch as it's been sitting outside 4 years or so, battery needs replacing. Rear brake pads are rusted to brake discs, it will have to be trailered away. The current owner is a lady who loved it, but no longer drives, offers. More details contact my email or phone for a look at it. Email: timmoore47@gmail.com. Tel: 07731 522054 (located 15 miles or so north of Swansea). A255/036



2008 Alfa Romeo 159 1.9 16v JTDm Lusso Sportwagon. 113,300 miles, Stromboli Grey, dark grey leather. Registered 28/03/2008, MOT 22/04/2017, FSH, excellent condition throughout. Current owner (AROC member) since May 2009, gearbox rebuilt 2016, new clutch (Alfa Workshop), recent OE upper suspension arms, front brakes, handbrake cables, 2 keys. Recent Clarion VX402E multi-media head unit (will reduce price if prefer standard), £3950 ono. Tel: 07539 379707. Email: phil.gotts@btconnect.com. A255/026



1996 Alfa Romeo 164 Super Twin Spark. Metallic grey in VGC, complete new exhaust system (incl cat) just fitted, Speedline wheels. Recently serviced with MOT to Sept 2017 showing no advisories, £1600, as original with insurance valuation of £2500. Tel: Alun, 07836 643237 or 0151 327 2711. A255/031



2009 Alfa Romeo 159 1.9 Lusso 16v JTDm. 84,000 miles, metallic grey, black leather, air and all the usual Lusso spec. Cambelt done at 60K, newly serviced, MOT'd, and new battery. Full service history dealer/specialist. A nice car, typical for its age, £4750. 'Sensible' family car forces sale. Tel: Richard, 07973 726591. A255/027



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1978 Alfa Romeo 2000 Spider V6. Body rebuild and repaint, new brakes, low mileage factory RHD £19,995



1961 Alfa Romeo Giulietta Sprint New interior, bumpers and service. Lovely. LHD. £44,995



1966 Fiat 2300S Coupe 1 owner 42 years rare factory black, quite superb £44,995



1973 Lancia Fulvia 1.3 S Coupe 2nd series, 1 owner 40 years beautiful £17,995



1958 Alfa Romeo Giulietta Spider Rare 750D model with matching numbers, new paint, trim, engine, Weber, 3 owners, sensational. £69,995



1968 Lancia Fulvia 1.3 HF Rare original car, matching numbers £49,995



1969 Fiat 124 Spider Superb Italian delivered example, full body and engine rebuild, Cromodoras, new hood etc., LHD and sensational! £24,995



1973 Lancia Fulvia 1.3S Coupe 2nd series, excellent body, new floors £17,995

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Alfa Romeo GT 2.0 JTS Cloverleaf. 2008, 57,000 miles, MOT Aug 2017. Well cared for in lovely condition, recent belts, meticulously maintained, £4250 ono, please contact for more details/photos. Tel: 07789 390892. Email: x19er@yahoo.com (Scottish Borders). A255/017



Alfa GTV 2.0 Twin Spark. 1999, V-reg, metallic silver with red Momo leather interior, great driving car with lots of history, over 30 invoices from 2006 till today (every penny that's been spent on it), 1st owner Alfa dealer for 2 months then a doctor from then. It's mileage is 137,848, a new timing belt and water pump and variator was fitted less than 400 miles ago, it has had very little use over the last 2 years. I have just bought my 4th GTV hence it's up for sale. Tyres all round are good and the alloy wheels are in good condition. The bodywork is quite good with only 2 paint blisters at rear wheel arch areas, just fitted new battery after winter storage. This would make an ideal first Alfa for anybody, £1100 no offers. Tel: Euan, 07774 672757 daytime or 01382 775494 after 6pm for any other details (Dundee). A255/007



2000 Alfa Romeo GTV Lusso T-Spark 16V. 1970cc, £2699, 72,000 miles, black. Please call 07713 880678 for details. A255/046



1999 Alfa Romeo 916 GTV 2.0 TS. 118,000 miles, Rosso Proto metallic. Supple black leather interior, Alfa radio and Clarion 6 disc changer. All manuals, records and tax discs, new MOT, minor advisories, in good, clean totally original condition throughout. One to treasure, £2350. Tel: Stephen Moore, 07790 713878 (Sussex/Hants). A255/047



1998 GTV 2.0 T Spark. 83,500 miles, 3 months MOT. New cambelt in January. No rust anywhere, new exhaust, Autolusso intake, Bluetooth stereo, service history, £2000 ono. Tel: 07818 880126. A255/002



Alfa Romeo GTV Phase 3 Lusso. 2004, 121K miles, black, red leather interior. Fully serviced April 2016, full year's MOT, FSH, lots of history including many receipts, fully refurbished 17" multi spoke alloys, recent handbrake and caliper, £2,850. Tel: 077861 95680. A255/045



2008 Alfa Romeo Spider 2.4 diesel. 62,000 miles, black, average condition. Cambelt service by Perrys, Dec 2013 @ 51,000 miles, garaged and SORN at present but will be taxed and MOT tested from April and available for viewing in Rickmansworth, Herts. We have owned it since pre-registration by an Alfa dealer. Arrival of twins forces sale of our much loved car, £7250. Tel: Anne Haynes, 07880 678994. A255/028



2009 Alfa Romeo GT Cloverleaf (170) Q2. 72,600 miles, black. A 2 previous owner car, that I have owned for approx 5 years. Full service history from Alfa main dealers/Alfa specialists. Cambelts and water pump were done at approx 60,000 miles/2 years ago, oil cooler and pipes and suspension bushes all replaced in the past 12 months. MOT to end March 2017 and (small) annual service due end March 2017, £3750. Tel: Paul Dunne, 07903 834530 (East Sussex). A255/025



2010 Alfa Romeo Giulietta Veloce M-Air TB. 36,000 miles, metallic red. Panoramic glass sunroof, half leather half cloth interior, rear window sunshades, boot liner. MOT September 2017, FSH by dealers and specialist Alfa. One previous owner, second owner since 2013. AROC members, £6750. Tel: David, 01242 242066 or 07790 037097. A255/029

09/08 Alfa Romeo Brera 2.4. 69,000 miles, Carbonio Black, 210bhp. At 60,917 miles a 90,000 mile service Jamie Porter; 62,894 new tyres (x4); 65,778 new brake discs and pads overhauled, calipers and braided hoses, HID headlights (x4), remap 260bhp/40-45mpg; 67,200 new battery; 67,506 new clutch/flywheel/slave cylinder, front suspension polybushed, gearbox oil Redline MT90, power steering G1/R (green). Workshop manual (CD), now too fast for OAP, looking for £8000 but sensible offers considered, option of English or French (no tax for 6 months) registrations. Tel: David 07884 217773. A255/040



Fiat Seicento Sporting MPI. 2003, silver, black and grey interior, sunroof, new tyres and exhaust, FSH, long test. Only 11,000 miles from new! Virtually as new underneath and underbonnet, £2195. Tel: 01684 892906. A255/009

Fiat 500 1.2 S 3dr (start/stop). 2014 (64-reg) hatchback, 21,400 miles, great runner and brilliant condition, the only reason for sale is because of my family growing. Brilliant in fuel and very low on tax, the city steering extra is a bonus when parking in tight spaces. 2 owners, yellow, £6450. Tel: 01684 321109. A255/041

Fiat Panda 1.2 Dynamic 5dr. Lady owner last 3 years. Very reliable car, perfect first car or for a little run around. Cheap insurance and road tax. Definitely the best colour combination, light pearlescent metallic light blue with mustard coloured seats. Comfortable drive for anyone 6ft+. 4 brand new tyres October '16, new exhaust pipe fitted January '16, last serviced June '16. Selling because new car forces sale, 2 owners, next MOT due 07/02/2018, full service history, £1,350. Tel: 020 8128 7019. A255/042

FIAT



2000 Fiat Coupe 20 valve Turbo. 83K miles, two owners, timing belts at 36K and 72K, very original, August MOT. Bought in Reading, located in N. Ireland since 2006, £7500. Email: alilizrowan@aol.com. A255/015



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Fiat 124 CS1 Spider. 1978, LHD, manual gearbox. UK registered, 99,895 miles, less than 1000 miles since last UK MOT. All rusty panels and sills replaced. Overall nice condition, leather upholstery, new mohair hood. Drives faultlessly, good mechanics and disc brakes, S/S exhaust. Car in S/W France, open to offers around £8000. Tel: 0033 553 562219. Email: robinabrey@btinternet.com. A255/013



2007 Fiat Panda 100 HP. 75,000 miles, red. Must be the best around, shines like new! Full stamped service history, 12 months' MOT, old MOTS and bills, two sets of keys. Cambelt and ANC belt changed at 72,000 miles. Fantastic condition throughout, drives superbly. Bluetooth, auto climate control, tinted rear windows, alloys and tyres in perfect condition. Reluctant sale of this treasured reliable car that has to move on to allow for something bigger, £1950 ovno. Tel: 07592 738490. Email: aaholland@hotmail.co.uk (Cheshire). A255/051



Fiat 850/Abarth OT1000 recreation. A money no object restoration encompassing a rotisserie full body rebuild, a rare and unique tribute to Carlo Abarth - the king of small cars. Pictures at www.photobox.co.uk/1x9C7007/album/4569420440?cid=tashare001. Please email for a fully detailed specification. Tel: 01732 862292 or 07766 711375. A255/050



Gorgeous Fiat Barchetta. 11 months' MOT. Perfect Italian leather heated seats with orange stitching, fog free headlights, new tyres and unmarked alloy wheels, lovely clean rust free bodywork, perfect roof. Recently serviced, ready for spring summer months. Tel: Aldo, 07841 777155 (Edenbridge, Kent). A255/008

LANCIA



Lancia Zagato Fulvia 1.3S. Series One. 1970. Alloy bonnet, roof, doors, superb engine, clutch, gearbox, Konis, braided hoses, Fulda tyres, superb body, trim etc, £30K. Tel: 01932 953435 or 07710 393864 (Surrey). A255/012



Lancia Delta Integrale Evo 1 (Waterspray version) 1991. Owned since 2002 (at 76,000km/47,000 miles), currently on 97,000km (60,000 miles), imported by previous owner from Italy in 1998. Modifications include: Techno 2 tubular manifold, Supersprint SS exhaust, front mounted intercooler, roller bearing T38 turbo, Auto Integrale 'Fast Road' cams, 630cc fuel injectors and uprated fuel pump, rebored cylinders to 84.6mm, custom remap by FC Performance: boost pressure increased to 1.45 bar, BC coilover suspension kit with adjustable top mounts. The car underwent the majority of the modification work in 2010, while the work was carried out all mechanical and electrical components, electrical sensors, bolts, washers etc, were refurbished or replaced with OEM parts or uprated items. The car is in exceptional condition, unfortunately due to a serious knee injury, I have to consider selling this car, to say I am saddened is an understatement! £37,500 ono. Tel: 01981 580068. A255/005

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PARTS



Original BOSI Competizione exhaust system (NOS). Simca 1000 Bertone Coupe, Abarth, all models and all makes A to Z, please see www.abarth-exhausts.com. Email: info@abarth-exhausts.com (Netherlands). A255/014



Ferrari 360 calipers. A full set of 360 brake calipers, used., came off a 328 but work perfectly, £800 for the set. Email: john@sacor.freeserve.co.uk. A255/052



Campagnolo 7 x 13 gold wheels. Excellent condition, new from Ricambi Rosso, Italy, cost £1200, nearly new Nankang NS-2R 185/60R13 tyres. Sale of Fulvia forces sale, 2nd set wheels hardly used, offers. Tel: Maurice, 07507 853980. Email: mefkingst@aol.com. A255/003

Fiat 1500 Cabriolet. Variety of used parts including distributor, starter motor, rhd steering box and many other smaller items, offers. Tel: 01684 892906. A255/010



Ferrari titanium wheel bolts. Used set made by 'Tikore' USA (see website), fit 355, 360, 430, 550, 599, 458, California, very lightweight (52mm shaft + shoulder + head), £450. Tel: 07976 395271. A255/054



Lamborghini Gallardo front shock from 2004 model ref: 400407313, Koni FSD damper in excellent condition cost £500 new, any offer over £200 ono. Tel: David for details, 01255 502586. A255/048



Ferrari titanium wheel bolts. Used set genuine Ferrari titanium wheel bolts, latest design with the captive washer (52mm shaft + shoulder + head), fit 355, 360, 430, 550, 599, 458, Cali. Collection or Royal Mail Special delivery, £600. Tel: 07976 395271. A255/055

Alfa 147/156/GT alloy wheels. 1x 17" multispoke, fair condition, £35; 2x 17" Supersport, need cosmetic refurbishment, £25 ea, buyer collects North Shropshire. Tel: David, 07759 123379. A255/056

MISCELLANEOUS



Alfa Romeo Alfetta Haynes workshop manual. 1973 to 1981, all models, original manual, hardback, new reprint cost £25, accept £4.75, excellent s/h condition. Tel: 07399 359072. A255/049



Ferrari steering wheel table.
The table measures 350mm dia x 470mm high, chrome centre and spokes set on a polished black glass table, £210, shipping extra. More details tel: 07564 637636. A255/001

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Ferrari F40 couch. F40 Ferrari custom made in shape of a sofa. Black leather seat with Ferrari badge and Ferrari wheels, needs some attention on paint and leather, also lights need to be looked at. Would be ideal for shop or games room. A very heavy item, pictures available on request, £149.99. Email **fuzzywuzzy2009@hotmail.co.uk**. A255/058

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2 Ferrari books. Testarossa by Automobilia, 1985, £45, 94 pages. Enzo Ferrari by Brock Yates, dust cover, 1991, 465 pages, £65. Tel: 020 8399 7541 (Surrey). A255/060

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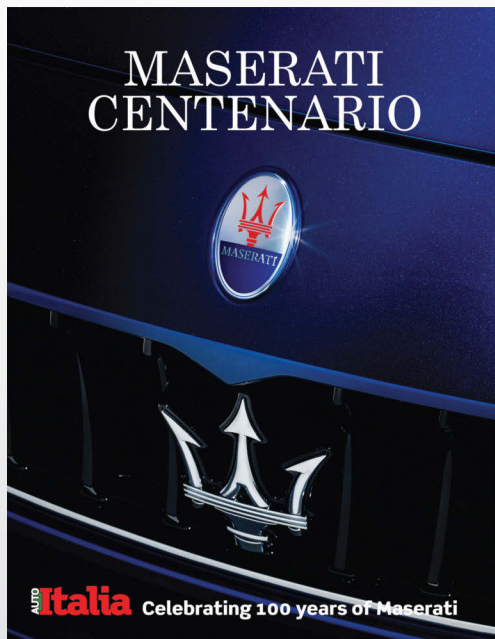

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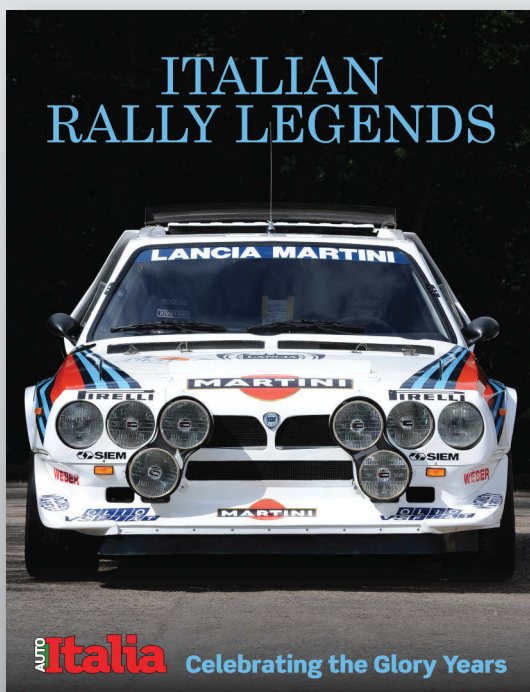
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RECOMMENDED TITLES

ITALIAN COACHBUILDERS:

Masters of Style

Author: Elvio Deganello

Size: 26x29.5cm Pages: 408.

Hardbound with jacket.



Elvio Deganello is no stranger to Auto Italia, his comprehensive series of Italian coachbuilder features was well received by our readers and this book is an attempt to gather together the seemingly endless list of artisans. It is packed full of previously unpublished and rare images sourced from



Deganello's own files supported by the publisher's own extensive archive.

This book brings together the profiles of 58 stylists in the history of Italian car design. The list includes the better known companies like Allemano, Bertone, Castagna,

Ghia, Pininfarina, Touring, Vignale and Zagato but there is a host of others.

During his ongoing research Deganello has discovered some additional coachbuilders and I don't doubt there are more to find. How about Sirio, Ostuni, Meteor, Montescani, Fona, Casaro, Accossato and Ala d'Oro – to name but a few. There are even some little-known modern coachbuilders, like Faralli & Mazzanti that has designed and built cars in this decade including the Antas V8, Vulca S and Evantra V8.

There is a risk with such an ambitious project that there could be clutter and confusion, but the publisher has been clever to separate the main text from the pictures. Each chapter has a historical section on each coachbuilder followed by the images, which have concise descriptions. This makes identification easy and convenient to dip in and out of the sections, effectively using the book as a catalogue.

There is much to delight and amaze in this book. It is a valiant attempt to cover such a broad topic and the author and publisher must be congratulated on such a fine effort. If you are into 'etceterini' then *Carrozzeri Italiani* is essential reading.

£75 rrp. Special Book Club price £70

ALFA ROMEO TZ-TZ2: Born to Win

Author: Vito Witting da Prato

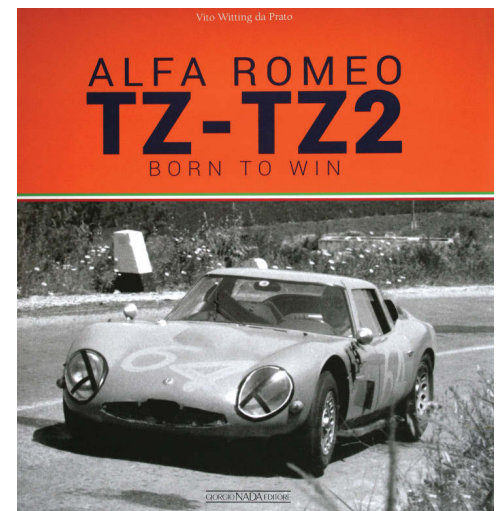
Size: 24.3x27cm Pages: 216.

Hardbound with jacket

Giorgio Nada Editore published an earlier work entitled *Alfa Romeo Giulietta da corsa SV-SVZ-SS-SZ* back in 1989, which has become a bible for Alfisti. This new book is effectively a sequel to that story and provides a fascinating insight into the characters and politics that surround the legendary Autodelta.

Readers new to the Alfa Romeos covered in this book are advised by the author that the car popularly known as the TZ1 was not the official title, it is simply 'TZ' and the '1' was added retrospectively by writers to differentiate the model from the TZ2, which is basically the same car.

The validity of this book is confirmed because the author records direct

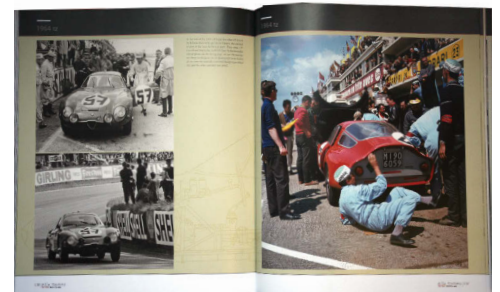


conversations with the key figures of the period, notably designer Elio Zagato in 2000, engine tuner Virgilio Conrero in 1986, test driver Guido Moroni in 1995 and brilliant engine designer Giuseppe Busso in 1984.

There are gems in here, like the switching of numberplates between cars, something that has confused historians and collectors for years. Another intriguing fact is that many engines, mechanical parts, body panels and documentation were left behind in the Autodelta factory at Udine when the outfit was moved, reluctantly to Milan. Where did all that treasure disappear to?

The icing on the cake is an appendix recording all the TZ and TZ2 chassis numbers, original engine numbers, body material, colours and first locations. There is a wealth of information in this book – and it is a great read.

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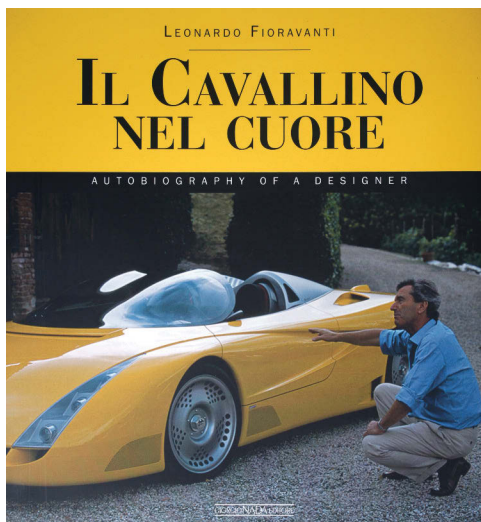
MUSEO STORICO ALFA ROMEO: The Catalogue

Edited by Lorenzo Ardizio
Size: 26.5x28.5cm Pages: 224.
Hardbound with jacket

The reopening of Alfa Romeo's museum at Arese has been celebrated with a new book.

The official catalogue of the new museum represents an opportunity to review the history of the marque and above all to accompany the reader/visitor around the new exhibition layout in which the cars have been thematically grouped and subdivided.

A specific chapter also features all those models that do not appear in the exhibition.
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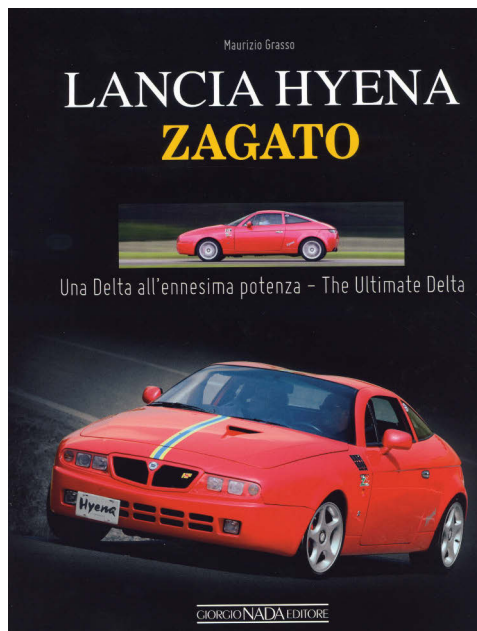
IL CAVALLINO NEL CUORE: Autobiography of a designer

Author: Leonardo Fioravanti
Size: 26x28.5cm Pages: 256.
Hardbound with jacket
For the first time, one of the major names in Italian car design tells his story of how he created some of the most beautiful Ferraris of all time; they ranged from the 1965 250 LM sports coupé Speciale to the immortal

1968 Daytona through to the 1975 308 GTB and GTS and the 1984 288 GTO, as well as the P5 and P6 of 1968.

While continuing his Ferrari essay during his Pininfarina career, Fioravanti also guided the creation of numerous other projects, among them the Dino road car, the 1980 Pinin four-door prototype and went on to the 1984 Testarossa and the 1987 F40.

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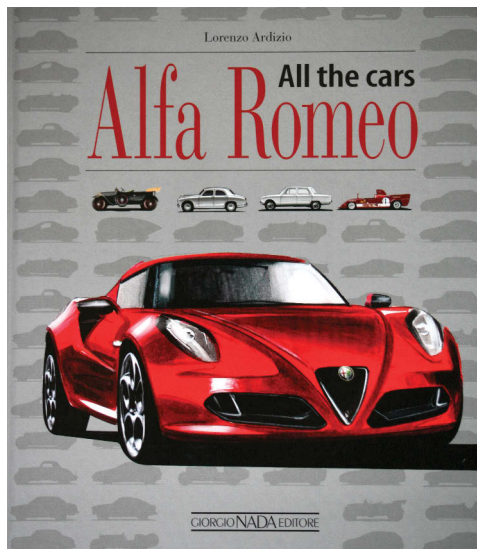


LANCIA HYENA ZAGATO:

The ultimate Delta
Author: Maurizio Grasso
Size: 24.3x27cm Pages: 200.
Hardbound with jacket

Just 24 Hyenas were produced due to the debateable decision taken by the Fiat/Lancia directors of the time. Following a rapid review of the evolution of the Lancia Delta over the year, this book, written by an enthusiastic collector, examines the difficult genesis of the Hyena.

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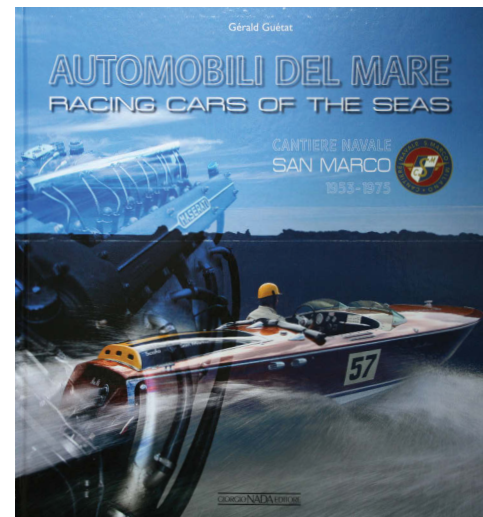
ALFA ROMEO: All the Cars

Author: Lorenzo Ardizio
Size: 16x21cm Pages: 592. Hardbound

The story of Alfa Romeo is told by a brief history of each model supported by specifications in a 'virtual gallery'. The 1750 GS of the 1930s, the 8C 2900 B, the Giulietta, Giulia, 33s, and the Alfettas right up to the 8C Competizione are all included. The catalogue of illustrations, provided by Michele Leonello, the authoritative car designer, come together with the words of Lorenzo Ardizio, the expert on the history of Alfa Romeo. Compact A5 size.

Other books in the series are also available on Ferrari and Maserati.

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AUTOMOBILE DEL MARE

Racing Cars of the Seas
Author: Gérald Guéat
Size: 28x30.5cm Pages: 192.
Hardbound with jacket

This book is a tribute to the San Marco boatyard's unique contribution to the world of speed boats. San Marco is the only yard that has extensively used Italian car engines including those of Ferrari, Maserati, Alfa Romeo, Lancia, Fiat and Abarth.

The author is an occasional contributor to Auto Italia and his words are always accompanied by superb photography. Each boat is accompanied by images of the car's model that shared the engine. The combination of glamorous cars and speed boats complement each other extremely well and provide a visual feast.

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Lamborghini Miura	111	Lancia Beta	139	Maserati Quattroporte Sport GT S	156	Giulietta (new) buyers guide	216
Lamborghini Miura	106	Lancia Trevi Bimotore	237	Maserati Quattroporte S	149	Fiat 500 (classic)	173
Lamborghini Miura Jota	120	Lancia Montecarlo Consortium	197	Maserati GranTurismo & Whisky	195	Fiat 128 3P	177
Lamborghini Jarama S	141	Lancia Stratos	234	Maserati GranTurismo Alpine Test	137	Fiat Dino Coupe	175
Lamborghini Jalpa	162	Lancia Stratos Evolution	152	Maserati GranCabrio	180	Fiat Dino Coupe	239
Lamborghini Jalpa	094	Lancia Stratos Stradale	117	Maserati GranCabrio	194	Fiat X1/9	157
Lamborghini Silhouette	094	Lancia 037 Rally	230	Maserati GranCabrio Sport	189	Fiat Spidereuropa	164
Lamborghini Urraco	094	Lancia 037	210	Maserati GranCabrio	169	Fiat Barchetta	151
Lamborghini Countach LP400		Lancia LC1	207	Maserati Grand Tourers	186	Fiat Multipla	113
v Gallardo LP560-4	156	Lancia LC2 Martini	096	Maserati Quattroporte VI	204	Fiat Multipla	202
Lamborghini V12 triple test	198	Lancia Thema 8.32	220	Maserati Quattroporte VI in Venice	214	Fiat Nuova Panda	149
Lamborghini Diablo Roadster	176	Lancia Thema	153	Maserati Quattroporte Sport GT S	172	Fiat Stilo	145
Lamborghini Gallardo	145	Lancia Thema	110	Maserati Quattroporte Sport GT	125	Fiat 20v Coupe	153
Lamborghini Gallardo	204	Lancia Delta HF integrale	212	Maserati Quattroporte 'QP3'	123	Fiat Coupes	137
Lamborghini Gallardo	194	Lancia Delta S4	211	Maserati Quattroporte 'QP2'	122	Fiat 500 (New)	181
Lamborghini Gallardo	186	Lancia Delta S4 Stradale	222	Maserati Quattroporte 'QP1'	121	Fiat Panda 100HP	149
Lamborghini Gallardo	182	Lancia integrale Giallo Ginestra	164	Maserati Quattroporte Automatica	130	Fiat Panda Schumacher	208
Lamborghini Gallardo LP570-4	171	Lancia Delta 40th Anniversary event	161	Maserati Quattroporte GT S	140	Fiat Bravo (2014 model)	207
Lamborghini Gallardo LP550 Balboni	163	Lancia Delta integrale	155	Maserati QP Evo	196	Fiat Grande Punto	184
Lamborghini Gallardo LP560-4	146	Lancia Delta (new) & Ypsilon	174	Maserati Quattroporte	096	Fiat Croma (2006)	210
Lamborghini Gallardo	143	Lancia Delta integrale 16v rally 001	182	Maserati Quattroporte	091	Lancia Beta Montecarlo	161
Lamborghini Gallardo LP560-4 Spyder	162	Lancia Reunion: Biasion	180	Maserati Quattroporte GT	119	Lancia Delta integrale	156
Lamborghini Gallardo Spyder	116	Lancia Delta Integrale Rally	118	Maserati Quattroporte 'QP5'	103	Lancia Delta HPE	169
Lamborghini Gallardo	081	Lancia integrale (Modified)	095	Maserati MC12	105	Maserati 3200GT	162
Lamborghini Gallardo	094	Lancia integrale (Steve Berry)	093	Maserati MC12 Corse	141	Maserati 3200GT	140
Lamborghini Gallardo	084	Lancia Magia	173	Maserati MC12 v Ferrari Enzo	158	Maserati GranSport	220
Lamborghini Gallardo		Lancia Musa	105	Maserati Ghibli (new)	211	Ferrari 365 GTBB	179
by Reiter Engineering	139	Lancia Ypsilon (Revised)	089	Maserati in Monaco	203	Ferrari 365 GTBB	236
Lamborghini Gallardo GT3	130			Maserati Snow Driving Course	193	Ferrari 308 GT4	219
Lamborghini Murciélago R-GT1	142	MASERATI		Maserati Trofeo	189	Ferrari Dino 246GT	238
Lamborghini Murciélago LP640	136	Maserati 8CM + 6CM	082	Maserati Club	181	Ferrari 308 GTB & GTS	241
Lamborghini Murciélago R-GT	129	Maserati 150S	234	Maserati GT Driving Course	154	Ferrari 328	147
Lamborghini Murciélago LP640	121	Maserati 150 GT Spyder	204	Maserati GT Master Course (Varano)	088	Ferrari 348	243
Lamborghini Murciélago	083	Maserati 450S (Recreation)	084	Landmark Engines Maserati V8	152	Ferrari F355	154
Lamborghini Murciélago LP 670-4 SV	165	Maserati 450S at Spa	091	Maserati historian Adolfo Orsi	147	Ferrari 360 Modena	240
Lamborghini Aventador SV 750-4	235	Maserati Tipo 61 at Spa	089	Maseratis and Powerboats (Naples)	142	Ferrari F430	242
Lamborghini Aventador LP760-2	200	Cameron Millar 250F	215	Maserati A6GCS - Monaco Auction	132	Ferrari Mondial	197
Lamborghini Aventador	195	Maserati 250F v Ferrari Dino 246F1	172	Maserati Classic F1 Race Transporter	112	Ferrari 400	112
Lamborghini Aventador	185	OSCA Maserati Tipo 4	203	Maseratis at Silver Flag	104	Ferrari 412	190
Lamborghini Blancpain Super Trofeo	166	Maserati Birdcage	102	Maseratis in Switzerland	105	Ferrari 456 GTA	183
Lamborghini Blancpain Super Trofeo	159	Cooper-Maserati T61P	154	Maserati 90th Anniversary	102	Ferrari Testarossa	244
Lamborghini V12	147	Maserati 300S	209			Ferrari F40	247
Lamborghini LMA	133	Maserati 300S Spa Track Test	110	PAGANI		Ferrari 550 Maranello	209
Lamborghini Huracán	236	Maserati 5000 GT (Frua)	085	Pagani Zonda R	158	Ferrari 550 Maranello	237
Lamborghini Huracán HM 680-4	230	Maserati 5000 GT	191	Pagani Zonda F	115	Ferrari 612 Scaglietti	246
Lamborghini Huracán	222	Maserati 5000 GT (Variations)	081	Pagani Zonda Roadster	104	Ferrari 599 GTB	245
Lamborghini Egoista	209	Maserati 5000 GT Allemano	093	Pagani Zonda S 7.3	095		
		Maserati A6G54 Zagato	202	Pagani Huayra	201		
		Maserati 3500 GT	099			COACHBUILDERS	
LANCIA		Maserati 3500 GT R.Giordanelli	201	OSI		Carrozzeria Scioneri	218
Lancia Theta	102	Maserati 3500 GTi & Speedboat	210	OSI 1200S	216	Carrozzeria Pinin Farina Pt 1	216
Lancia Lambda	186	Maserati 3500 GT Vignale Spyder	080	Carrozzeria OSI	215	Carrozzeria Pinin Farina Pt 2	217
Lancia Lambda	211	Maserati 3500 GT Vignale Spyder	167	Michelotti / OSI Ford Anglia Torino	141	Carrozzeria OSI	215
Lancia Astura by Pinin Farina	185	Maserati Ghibli SS	199			Carrozzeria Stabilimenti Farina	212
Lancia Astura	088	Maserati New QP & Ghibli	218	SUNBEAM		Carrozzeria Scaglietti	211
Lancia Dilambda	184	Maserati MC Trofeo	212	Sunbeam Venezia	214	Carrozzeria Michelotti	210
Lancia Dilambda	143	Maserati Ghibli v Ferrari Daytona	127			Carrozzeria Ghia	209
Lancia Astura MM Sport	203	Classic Maseratis	211	TRIUMPH		Carrozzeria Siata	208
Lancia Appia Convertible	194	Maserati Mistral Spyder	144	Triumph Italia by Michelotti	211	Carrozzeria Zagato	207
Lancia Appia Furgoncino	180	Maserati Bora v De Tomaso Pantera	154			Carrozzeria Touring	206
Lancia Appia Zagato	096	Maserati 512Bi	194	BUYERS GUIDES		Carrozzeria Boano	205
Lancia Ardea	166	Maserati Bora	194	Alfa Giulia 105 series	208	Carrozzeria Vignale	204
Lancia Aprilia	200	Maserati Merak v Ferrari GT4	149	Alfa Romeo Spider S4	104	Carrozzeria Frua	203
Lancia Aurelia B20	154	Maserati Biturbo - Classic Choice	107	Alfa Romeo GTV6	178	Carrozzeria Fissore	202
Lancia Aurelia	107	Maserati Biturbo: Landmark Engines	171	Alfa Romeo Montreal	174	Carrozzeria Siata	195
Lancia Aurelia B20	100	Maserati Coupe Trofeo	084	Alfa Romeo 33	111	Carrozzeria Moretti	191
Lancia Aurelia + Aprilia	190	Maserati Coupe/Spider Spain launch	094	Alfa Romeo 75	170	Carrozzeria Italdesign Pt 1/2	232/234
Lancia Spider Aurelia	218	Maserati Spyder (Jodie Kidd)	086	Alfa Romeo SZ ES30	167	Carrozzeria Fantuzzi	224
Lancia Flaminia 3C 2.8 Speciale		Maserati GranSport	126	Alfa Romeo 164	105	Carrozzeria Allemano	198
Lancia Flaminias GT 2.5 3C		Maserati GranSport - at Silverstone	120	Alfa Romeo 164	105	Carrozzeria Castagna	199
& Coupe 2.8 3B	172	Maserati GranSport Trofeo Drive	111	Alfa Romeo GTV (916)	152	Carrozzeria Bertone	200
Lancia Flavia	170	Maserati GranSport	108	Alfa Romeo GTV (916)	143	Carrozzeria Francis Lombardi	219
Lancia Flavia	123	Maserati GranSport	101	Alfa Romeo 155	201	Carrozzeria Motto	221
Lancia Fulvia	232	Maserati Gran Turismo	101	Alfa Romeo 145	198	Carrozzeria Viotti	222
Lancia Fulvia v Delta integrale	181	Maserati Gran Turismo	101	Alfa Romeo 156	102	Carrozzeria Savio	223
Lancia Fulvia Prototype	204	Maserati MC Trofeo	209, 176, 172	Alfa Romeo 156 TS	203	Carrozzeria Boneschi	225
Lancia Fulvia 50	212	Maserati GranTurismo Sport	198	Alfa Romeo 156 TI	182	Carrozzeria Colli	226
Lancia Fulvia	147	Maserati GranTurismo Corse Stradale	177	Alfa Romeo 156 GTA	160	Carrozzeria Sibona & Basano	227
Lancia Fulvia S05	092	Maserati GranTurismo	189	Alfa Romeo 147	150	Carrozzeria Riva	228
Lancia Fulvia	146	Maserati GranTurismo MC	161	Alfa Romeo 147	114	Carrozzeria Montera	229
Lancia Fulvia 2C	103	Maserati GranTurismo S Automatic	160	Alfa Romeo 166	148	Carrozzeria Balbo	230
Lancia Fulvia	083	Maserati GT v 3200GT v Spyder 4.2	157	Alfa Romeo 159	190	Carrozzeria Ellena	231
Lancia Gamma Coupe	206	Maserati GranTurismo S	146	Alfa Romeo 159	182	Automobili Ermini	220
Lancia Gamma	189			Alfa Romeo Brera	165	Carrozzeria Bandini	251

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OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Lawil Log

Conceived by an Italian senator-in-waiting and an architecture student, the Lawil Log may have had a comedy name but it could have been the perfect car for the 1970s fuel crisis

Words & pics: Chris Rees



You may perhaps be unfamiliar with the name Lawil, so it may surprise you to know that this Italian company made more than 20,000 cars over a 24-year period (1967 to 1991). That's many more cars than Lamborghini built over the same time frame.

Unless you were an old-age pensioner living in Italy or France, you would probably never have come across a Lawil – although imports to the UK were once considered in the early 1970s by Crayford.

So what was Lawil? It was founded by an Italian industrialist called Carlo Lavezzari, a man who survived an assassination attempt and a kidnapping in turbulent times in Italy to become a senator of the Republic in 1979. Together with the director of the Lambretta scooter importer in France, Henri

Willame, the two combined their surnames in 1967 to conjure up the name 'Lawil' (transposed as 'Willam' in France). The company HQ was located in Varzi, about 40 miles south of Milan.

Lawil manufactured a variety of quite execrably ugly little microcars with bizarre names like Farmer and Varzina. They were tiny – measuring just 1900mm long – and very underpowered, with a Lambretta single-cylinder engine of as little as 123cc pattering them along. There was even a van version that looked for all the world like Postman Pat's wheels – or rather, since the French post office did buy quite a few, 'Postman Patrice'.

Things could have got more interesting, had the Lawil Log entered production. Yes, Lawil really wanted make a car called the 'Log'. The idea came from Paolo Pasquini, who was then an architecture student at the

University of Firenze. He'd already come up with a brilliant new sliding lock mechanism for car windows, which would eventually enter production and sell over ten million units; that gave him the cash to set up Studio Pasquini in Bologna.

But his dream was to make cars, and Lavezzari indulged him, inviting the student to design a more attractive version of the Lawil utility car (pictured below right). Pasquini's Log debuted in October 1972 at the Paris Motor Show. Its shape was simple, yet by microcar standards, strangely alluring. The two-seater body was made of glassfibre, with distinctive bumpers that ran all the way around the car – a real innovation at the time. Another notable feature was separate bug-eye headlamps.

Underneath, the Log used the same basic square-tube steel chassis as the regular Lawil models, with upper front wishbones and transverse lower leaf springs, plus a rigid rear axle on semi-elliptical springs. It was a little larger overall, measuring 2070mm long by 1350mm wide.

There was some talk of electric power

but in fact the Log used a BCB 246cc two-cylinder petrol engine. This produced all of 15hp, but since the whole car weighed a mere 300kg (the lightest of all the Lawil models), it could reach a heady top speed of 50mph and was claimed to average 56mpg.

At the time of its debut in 1972, Lawil said that the Log would be launched at a price of 700,000 lire (a fraction more than the Fiat 500). In fact, it never reached the market, despite being a 'live' project until around 1976 – there was simply not enough perceived demand for such a car. Pasquini himself did become a manufacturer in his own right in 1978 with the Valentine, a tiny three-wheeler, and he also later designed the Boxel electric delivery van. Meanwhile, Lawil continued to churn out its rudimentary microcars right up until 1991, by which time the world had moved on from such crude devices.





Ferrari 250 Lusso (LHD)

This Classiche-Certified Lusso is amongst the very last examples of the model produced. The car has recently been returned to its original and spectacular colour combination of Grigio Fumo with Nero leather. Restored in 2004 by very well regarded Swiss Ferrari specialists, this Matching Numbers example is in need of nothing and is ready to be used and enjoyed immediately. **£POA**



Prestige Motorcars Available for Acquisition



Ferrari Testarossa (LHD)

An original & early "Monospechio" & "Mono Dado" Testarossa. The car is presented in its original Rosso Corsa with Nero Hide. Recently the car has benefited from a full major service including timing belts. Presented in superb condition & accompanied by its original tools and books. **£POA**



Ferrari 599 GTO (LHD)

This 599 GTO was supplied new to Paris in 2010 and has covered just 3,750 Miles. Supplied in Giallo Modena with a Matt Grigio roof over a rare option of full Nero Hide leather. A host of options include Carbon drivers zone, sills, rear diffuser, engine compartment and carbon ceramic brakes. Full annual service in May 16 and supplied with original books, tools and spare key. **£454,995**



Ferrari 360 Challenge Stradale (LHD)

Delivered new to the racing driver Ralph Neunteufel in Dresden, Germany in 2004. This 360 Challenge Stradale is presented in the unique specification of Nero Daytona with a full Giallo & Charcoal Alcantara interior and rare Lexan sliding windows. Less than 7,200 miles & extremely well maintained. **£214,995**

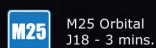
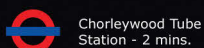
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