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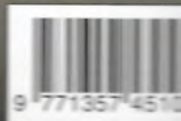
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ABOVE: Not something you see every day – one of the two Formula 2 Abarths in action. **RIGHT:** Simca Abarth negotiates the 90 left at Lugagnano

certainly because that screaming engine in the back needed cooling. It was reckoned that the beast would be good for 250km/h. It was difficult to find anyone brave enough to try.

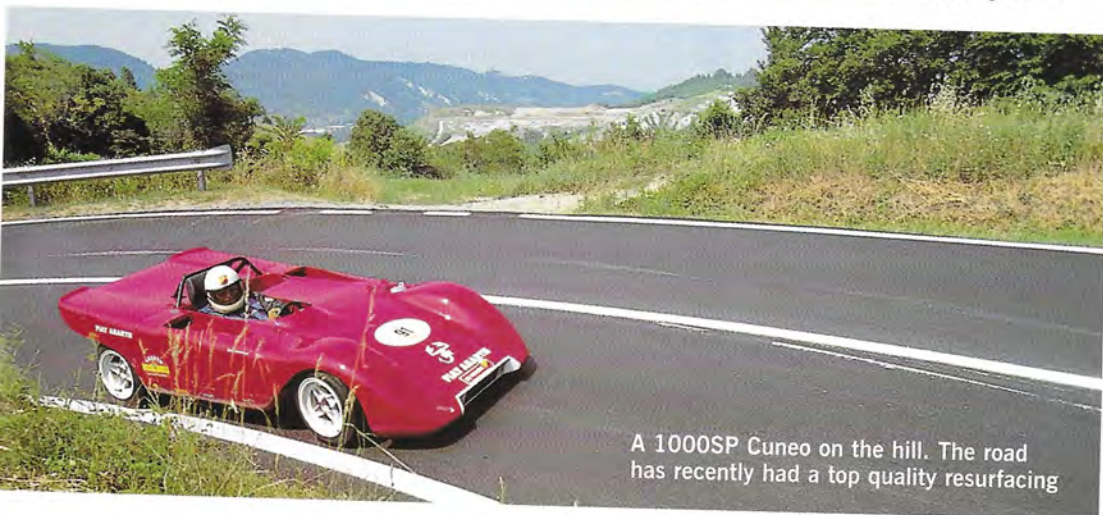
There were two 1000SPs running at the event; one of them I last saw at Brands Hatch in April 1967. You may not want to know this but it is a perfect example of how versatile these cars were: in the same week in August it took part in and won its class at the Nürburgring 500km then it was planned to run it again at Brands only two days later. Michael Hofer owns it now and it is powered by a 1,000cc 600-based motor. 1000SPs found their niche as excellent all-round small capacity sports-prototypes. The other 1000SP running was Guy Moerenhout's car, which is an example of the later development of the type known as the Cuneo or 'arrow', and featuring what, in 1970, was fashionable wedge-shaped bodywork.

Carlo Abarth was never terribly interested in single-seaters and, except for a couple of machines designed for record-breaking, little attempt was made to break into the market. The car at Silver Flag was one of the exceptions, an example of



the spaceframe Tipo 232 built for international Formula 2 racing in 1964. Utilising a 995cc engine developed from other Abarth 1000s, this unit was claimed to produce

ABOVE: The OT 2000 Coupe America has a 2.0-litre Abarth engine in the tail that pushes out 185bhp. Not bad as the basic Fiat 850 Coupe only had 43bhp!



A 1000SP Cuneo on the hill. The road has recently had a top quality resurfacing

120bhp and it drove through a six-speed gearbox. Geki was the team's leading driver and the car showed reasonable potential on the ultra-fast Avus circuit but, with opposition from the likes of Jim Clark and Lotus, Carlo realised it was better to stick to sportscars.

Another car in the Michel Pont family, the F2 Abarth, was a very rare sight in the '60s and today. Definitely a significant Abarth. Maybe this could all be the start of a wonderful relationship!

For information on Silver Flag visit www.silverflag.it