



fternoon but we were together more interested in the first-er Silhouette road car - ne of only 52 made - an the more recent uff.

The Alfa Romeo wners' Club, meanwhile, und a nice shady spot. ussie Andrew Stevens ad us all guessing over s Perth-registered 750GTV. Glistening in the fternoon sun, its striking e was unfamiliar to any

of us. Hypothesising that it must have been a local option, Andrew put us right by explaining that it's a Ford Falcon colour called Olympic Gold. Also in the same enclosure was the ex-Mike Spenceley Giulia Super in Jolly Club colours and an up for grabs RZ roadster that had Auto Italia contributor Chris Rees considering financial ruin.

At the top of the banking, Adam Tindell's

'51 Lancia Aurelia B20 was the standout of the Lancia Motor Club's impressive display. Modelled after the 1954 Monte Carlo Rally-winning car, as driven by French Grand Prix great Louis Chiron, this bumperless coupe was exquisite. Cars that confounded Auto Italia this year included a white Maserati Merak with a wide-boy body kit and a Ferrari 308GT4 that had been turned into a

convertible; two, cough, 'distinctive' takes on popular junior supercars.

Though the venue was clearly swamped, most punters we spoke to agreed that this was the best Italian Car Day yet. There's always room for improvement, but this was a genuinely laid back and highly enjoyable day out. All that was really lacking was a sun block vendor. Lobster red is never a good look.. 

ABOVE: One of the stars cars was Paul Grist's Alfa Romeo Tipo B P

ABOVE LEFT: Clive Houseman Auto Italia's main mascot looks on in approval

BELOW LEFT: I doubt the Roy Salvadori imagine that his Cooper Maserati would become a hillclimber
BELOW: DK Engineering's impressive Ferrari 250 T

