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WELCOME



By the time you read this editorial the new Alfa Romeo will have been launched and a new chapter will have opened in the company's history. There has been much speculation over what the Giulia will look like, if indeed, that is what the new car will be called. Alfa Romeo has kept the design of the car a closely guarded secret in order to maximise on the impact when it finally appears. As we went to press I received the news that Auto Italia would be attending the press presentation at the Arese Museum on June 24th. This answers a number of long standing questions like 1), would the museum ever re-open and 2), would the new car be presented on schedule? The answer to both is a resounding yes. Not only that but our surprise invitation to the premier of the Zagato Mostro revealed that the former Arese factory test track has been rebuilt and is open for business. Given the extent of the facilities at the circuit it is evident that it could be used on a regular basis for launches and special events.

The picture here is of a very famous Ferrari that will be featured soon. Ferrari's Customer Assistance Department Daytonas are a particular favourite of mine and they don't come out of hibernation very often. We were fortunate that the owner of this successful former Charles Pozzi car, allowed us to drive it - and on the public road! Given the abbreviated exhaust system it did rattle the windows as we drove through the town near its location in Essex. Now, if we can persuade the owner to run it at our Brooklands Motorsport Day in October ...

Phil Ward
Editor

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NEWS & VIEWS

RM Sotheby's at Villa D'Este



The first European auction held by RM since it announced its strategic partnership with Sotheby's in February, the auction captured the attention of the global collector community with bidders hailing from 26 countries, including Russia, the United Arab Emirates and Hong Kong; 27 per cent of bidders represented first time clientele.

Proving that cars with exceptional history and unquestionable provenance continue to lead the market, top sales honours went to the 1952 Ferrari 212 Export Barchetta, chassis 0158ED (above). A spectacular early racing Ferrari, bidding on the Touring-bodied Barchetta opened at €3 million before

quickly climbing to an impressive final €6,720,000, smashing the previous auction record for the model. It led a string of 10 individual million-euro-plus sales recorded during the course of the evening.

Among other notable Italian car sales was a stunning 1949 Alfa Romeo 6C 2500 SS Villa d'Este Coupe (right), the epitome of sporting elegance and perfectly matched to the Villa d'Este weekend, sold for an above-estimate €784,000. Also sold was a Lancia Stratos HF Stradale at €431,200 and the fabulous 1959 Riva Florida 'Nounours', delivered new to screen siren Brigitte Bardot, which exceeded expectations at €146,250.

Full results available online at www.rmauctions.com





Historics at Brooklands Sale

Delightful weather, the unique Brooklands Museum backdrop, atmosphere and record attendance, provided the setting for a record Historics at Brooklands classic car and motorcycle sale.

Top billing went to Chris Lackner's Iso Grifo but this superb *Auto Italia*-featured car, owned for many years by the ISO Bizzarrini Club secretary, failed to sell. Other Italians did rather better with a left-hand drive 1970 Lamborghini Espada, also long term owned for 26 years, going well over estimate for £91,840. A 47,500 mile Ferrari Mondial T Cabriolet, best of the breed, fetched £43,120 and the Testa Rossa made £89,600. Just to prove that interesting classic Fiats are also achieving good prices, the 1962 Fiat 1200 Cabriolet – a model recently featured in this magazine – made £20,160. One of the additional attractions of the Historics at Brooklands auctions is that they also feature 'real world' cars. There was a trio of 916 series Alfa Romeos being sold without reserve. A one-owner silver GTV 2.0 Twin Spark showing just 57,957 mile was a steal at £2520. The very tidy black GTV6 with 74k miles – and a 'GTV' numberplate – made £3696, and the red 1998 Spider with just 64k miles made £2912. Really good cars at very tempting prices.

www.historics.co.uk



New Fiat Saloon Launched

The Fiat Aegea compact saloon made its debut at the Istanbul Motor Show, in recognition of Turkey's strategic importance to Fiat Chrysler Automobiles' global operations.

Conceived from the outset as a completely new three-volume saloon, rather than as a hatchback with a boot, the Aegea goes on sale from November in Turkey and it will gradually reach over 40 countries across Europe, the Middle East and Africa. The possibility of a UK version is under evaluation.

Designed in Italy at the Fiat Chrysler Automobiles Centro Stile, the car was developed in Turkey together with Tofa R&D, one of FCA's largest research and development centres. The new model will be manufactured in the Bursa plant in Turkey.

At 4.5m in length, 1.78m in width and 1.48m in height, with a wheelbase of 2.64m, the Fiat Aegea has been designed to accommodate five passengers in comfort and has a large boot for luggage.

Two MultiJet II turbo-diesel engines and two petrol units will be available with power outputs between 95 and 120hp. Available with manual and automatic transmissions (depending on engine) it is worth noting that the diesel engines are particularly fuel-efficient: upwards of 70 mpg is possible.



UPDATED ABARTH 595

A new level of performance and technology has just been introduced to Abarth's sporting 595 Competizione range with a boost in power to 180hp and a host of standard equipment.

Previously offering 160hp, the new 595 Competizione benefits from a 20hp boost in power. With 180hp now available and a maximum 250Nm of torque at 2500 rpm, the 595 Competizione has a 0-62 mph time of just 6.7 seconds and a top speed of 140 mph, yet it returns 48.7mpg fuel economy on the official Combined Cycle.

The Abarth 595 Competizione costs £19,890 OTR (£21,190 MTA version) for the hatchback, and £21,890 OTR (£23,190 MTA version) for the Cabriolet version.



FIAT 500 SIR STIRLING MOSS TRIBUTE

Carrying the registration number SM05 FAN this 2011 Fiat 500 TwinAir is a truly unique vehicle. The car is a 60th Anniversary tribute to Sir Stirling Moss' famous 1955 Mille Miglia victory in a Mercedes-Benz 300 SLR and was created by a close friend of the motor racing legend. The car has been signed by Sir Stirling on the dash and headrests and sports his famous 722 number on the doors, bonnet and boot lid.

Pictures in the history file show the great man sitting in the car and giving it his full blessing. The dash reads "1/1 2014. What a car!" The car also comes with a Mercedes 300 SLR Mille Miglia model car and a copy of the book '722' both signed by Sir Stirling Moss.

The car is for sale at County Classics. For details see www.countyclassics.net





RM Auctions Ltd. No. 84591

1958 FERRARI 250 GT CABRIOLET SERIES II PROTOTYPE Coachwork by Pinin Farina; Chassis no. 1213GT

1976 LAMBORGHINI COUNTACH LP 400 'PERISCOPIO' Chassis no. 1120172

1968 MASERATI GHIBLI SPYDER PROTOTYPE Coachwork by Ghia; Chassis no. AM115/S 1001

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'THE PINNACLE PORTFOLIO'

RM SOTHEBY'S AT MONTEREY

A private automobile collection of unprecedented value will cross the auction podium this summer as part of RM Sotheby's flagship Monterey, California sale on August 13-15. Dubbed 'The Pinnacle Portfolio: A rare collective of automotive distinction', the collection comprises an exceptional series of approximately 30 automobiles, each of which represent key milestones in automotive design, engineering and performance. From some of the most iconic and important sports and racing automobiles of the 1950s and '60s, to an incredible selection of cutting edge, high-performance contemporary supercars, the value of the offering comfortably exceeds all other private automobile collections sold at auction.

A selection of the cars include a Ferrari 250 LM, Ferrari 250 GT LWB California Spider, Ferrari Enzo, Ferrari F40LM, McLaren F1, Lamborghini Miura, Mercedes 300SL and Bugatti Veyrons Ch. 001 and Ch. 300. www.rmsothebys.com



Patrick Erzen © 2015 RM Sotheby's

HRABALEK LANCIA STRATOS COLLECTION

A High Court dispute between Ernst Hrabalek and his son Chris, over the ownership of a collection of four Lancia Stratos cars, went to trial in London recently. Ernst Hrabalek claimed that he had merely allowed his son to borrow the

cars over a 15-year period, whereas Chris Hrabalek – *Auto Italia's* design contributor – believed that his father had gifted the cars to him in 2000. The Court accepted that Ernst Hrabalek had led people to believe that he had made a gift

of the cars to Chris, but felt that Ernst had misled those people. Despite this the Court then went on to find in favour of Ernst Hrabalek that in fact no gift of the cars had been made to Chris.

Comments Chris Hrabalek, "The fact that the outcome was favourable to me in Austria and Germany makes this High Court ruling in England particularly hard. While my overriding feeling is one of deep, personal sadness over the rift this has caused with my father, I still believe that I am the rightful owner of these cars and will continue to pursue my claim – starting first by seeking permission to appeal against the High Court's decision and then with consideration of possible remedies abroad."

Chris Hrabalek is defended by solicitor Nigel Adams and barrister Carl Troman.





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Museo Storico Alfa Romeo

To record the reopening of the Alfa museum at Arese we take a look at one of the most important cars in the collection

Sixty-five years ago, on May 13th 1950, four Alfetta 158 race cars created history at Silverstone, with Giuseppe 'Nino' Farina, Luigi Fagioli, Juan Manuel Fangio and British driver Reg Parnell behind the wheel of their respective cars. It was the first race in the inaugural Formula One season and it set the stage for what is today amongst the world's most prestigious and popular global sporting entities.

Nino Farina not only claimed pole position and the fastest lap of the race, he also won the race outright (indeed, Alfa Romeo enjoyed a podium clean sweep), a pattern that was to continue for the rest of that seminal championship season as the trio of Farina, Fagioli and Fangio dominated race after race. King George VI himself waved the chequered flag to bring the British Grand Prix to a triumphant close for Alfa Romeo, and later personally congratulated all the drivers of the team for their exceptional achievements.

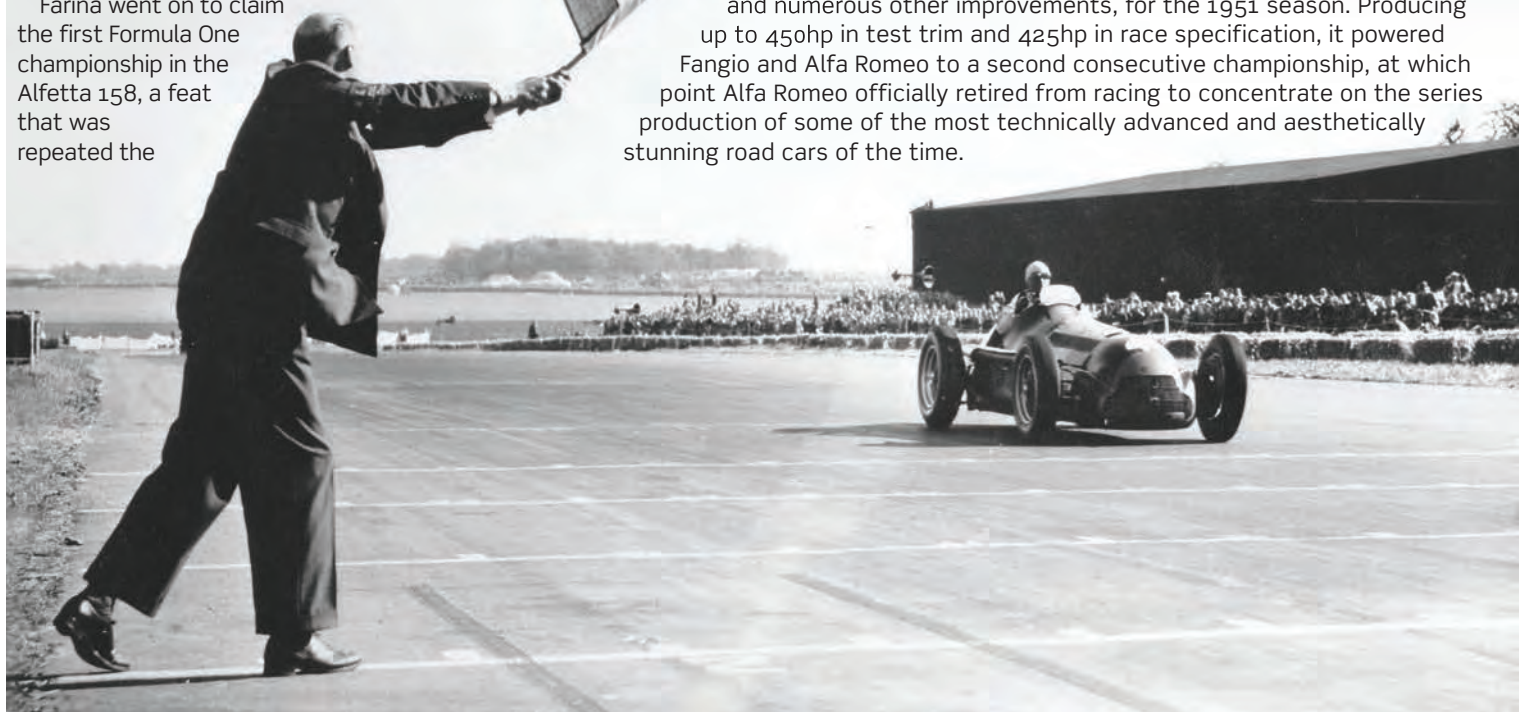
Farina went on to claim the first Formula One championship in the Alfetta 158, a feat that was repeated the



following year by Juan Manuel Fangio, and today the Alfetta 158 remains one of the most prestigious cars from the Museo Storico Alfa Romeo, not only for its important place in Alfa Romeo's history but for its global relevance in the world of motorsport.

Originally developed in 1938, the Alfetta had to wait for peace and prosperity to return to the world before it could prove itself on the world motorsport stage, evolving from its original 195hp output to close to 300hp by the time it took to the Silverstone racetrack – an impressive output from its supercharged, eight-cylinder, 1479cc in-line engine.

Uninhibited by fuel or weight limits, the 158 evolved into the equally dominant '159', with a new two-stage supercharger and numerous other improvements, for the 1951 season. Producing up to 450hp in test trim and 425hp in race specification, it powered Fangio and Alfa Romeo to a second consecutive championship, at which point Alfa Romeo officially retired from racing to concentrate on the series production of some of the most technically advanced and aesthetically stunning road cars of the time.





Ferrari 250 GT "Zagato"

Arguably one of the prettiest Berlinetta Ferraris ever created, this 250 GT Zagato is one of just six Ferrari 250 GT LWB motorcars to have been bodied by the famous Italian coachbuilder Zagato. Converted in the 1990's by Zagato under the direction of Elio Zagato himself, the car's design is full of stunning details including, of course, the fabled 'double bubble' roof. Maintained by DK Engineering for the last decade, this stunning example has been enjoyed greatly by its current owner on tours and rallies as well as at some of the world's most exclusive Concours D'Elegance. £POA

Additional Motorcars Available for Acquisition



Ferrari 288 GTO

This stunning Ferrari 288 GTO has formed part of a very well-known European collection for many years. It is presented in the more desirable specification having A/C, electric windows and Rosso inserts. Having just received a DK Engineering 30 year service including an engine overhaul the car is understandably presented in superb condition throughout.



Ferrari 250 GT Lusso

This Lusso is amongst the last examples of the model produced and 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.



Ferrari 330 GT "Shooting Brake"

The only 330 GT Vignale Shooting Brake. This spectacular example was the result of a collaboration between the legendary US importer Luigi Chinetti and the World Famous Vignale Coachbuilder. A very famous motor car, this is the last car to have been bodied by Vignale. Regularly invited to some of the World's most prestigious events including Salon Prive, Villa d'Este and the Cartier Style et Luxe at the Goodwood Festival of Speed.

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DESIGN

AUTO ITALIA'S DESIGN CONSULTANT CHRIS HRABALEK DISCUSSES THE FINER POINTS OF AUTOMOTIVE DESIGN

Zagato Maserati Mostro



The 2015 Zagato Mostro Concept became an instant classic at this year's Concorso d'Eleganza Villa d'Este; its world debut. Inspired by a 1950s Maserati race car original, it once again demonstrated the life left within Italian Carrozzerias, in creating something truly special amongst the run of the mill.

As with the Alfa Romeo TZ3 Corsa before it, Zagato once again opted for the technical package of a Maserati-powered Gillet Vertigo .5 race car, to enable them to create a concept in record time, as well as eliminate lengthy

chassis development and more importantly cutting costs. Unlike the 'piece unique' Alfa TZ3 Corsa, the new 'Mostro' is already communicated as a 'one of five', allocated to selected Zagato collectors with all deliveries completed before the end of Maserati's Centenary year.

Looking at the Zagato Mostro for the first time, it becomes obvious that Zagato's long-time Design Chief Norihiko Harada took the design brief literally; the principle stylistic target was to maintain the design identity of the original. The visual relation to 1957 Maserati 450 S Coupe Zagato 'Monster' is

undeniable. As with British aerodynamics specialist Frank Costin's original, the modern interpretation makes use of similar dramatic proportions.

A long bonnet with curvaceous wings and a distinct Maserati grille, create a characteristic 'face' and place the cabin right back to the car's short and stubby tail. This not only aids the Mostro's weight



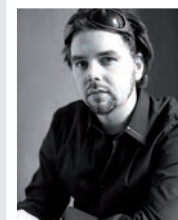
CHRIS HRABALEK

Age: 38

Born: Vienna, Austria

Design Education: MA at The Royal College of Art, London

Current Job: Director of Entence Design Group, a holistic design consultancy with studios in London and Berlin, working with OEMs from US, Europe and Russia, with sub-contracts for design houses with deliverables in China and Japan



distribution, but creates plenty of character. Many of the original's quirky detailing – such as characteristic rear three-quarter windows – found its way into Zagato's homage, which even devoid of its logos at Villa d'Este, the car is easily identified as a 'Zagato-Maserati' special.

The round, voluptuous volume and silver window frame teleports us straight back 60 years and were the car painted in a period pastel colour, rather than the sinister 'nero mostro', the possibility of time-travel would no longer be in doubt. As it is, a few concessions to the understanding of modern aerodynamics has led to the introduction of a super-sized rear spoiler, to keep the driving saucer firmly

planted to the ground.

Although not as 'white-paper' unique as some of its competitors in this year's 'Design Award for Concept Cars & Prototypes' class, it would also be unfair to dismiss the Zagato Mostro as yet another retro warm-up; it is rather a perfect example of a coachbuilt special that can turn heads wherever it appears.

Unlike the 1957 original, today's 'monster' was not created with competing in the 24 Hours of Le Mans in mind, and this is probably a good thing. One would rather imagine five proud owners at the helm – complete with vintage driving gloves – on the world's finest driving-roads, rather than a struggling race-car lagging behind true LMP-1 monsters.

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A MODERN MYSTERY

It is with much interest that I followed the speculations in the past issues on Malaysian and/or Australian bound Alfas that ended up in the UK. It was interesting enough for me to dig up the past through the friends that I have made in the past 20 years, especially those that have been involved in the distribution of the marque in the past 50 years. Perhaps a little clarification and further info and/or hearsay is in order with regards to the confused timeline but first and foremost, a little history on Alfa Romeo in Malaysia.

The first appointed distributor in Malaysia was a company called City Motors which started distribution here around 1965 until around mid-1980s. This company also undertook local assembly of 4-door Alfettas (1.8 & 2.0) and Alfasuds. This was the period when the Royal Malaysian Police Force used Alfettas amongst their fleet.

Due to a change in Government policy, a little known company took over the franchise after City Motors during the mid-'80s recession here. They were relatively unsuccessful with sales and only managed to sell some

series 2 33s. They also abandoned local assembly plans for the 33.

The third franchisee was a company called Milan Auto. They started distributing Alfa Romeo here in 1989. They lasted until about mid-2004 before they folded after a failed restructuring exercise involving a proposed reverse takeover of an ailing public listed company.

The next franchisee was a subsidiary of local conglomerate Sime Darby. They started in mid-2005 as Sime Darby Auto Italia (no pun intended) but under a later reorganisation exercise came under Sime Darby Auto Connexion, which saw several marques (Land Rover, Ford, Alfa Romeo) under one umbrella. Sime Darby gave up on Alfa Romeo in late 2013 and we have been without an official distributor since.

Now back to those cars that ended up in UK. However, this part could also be construed as hearsay. I asked a close friend who worked among management at Milan Auto from the time it started until it folded. He told me that there was indeed an Alfa shipment bound for Australia, where the ship caught fire. Most of the



cars were not severely damaged but for insurance purposes were deemed damaged because, apart from the smoke damage, the firefighting ships had used sea water to douse the burning ship and the stocks of cars within. Those cars that were salvageable were offered to Milan Auto at an attractive price but they turned down the offer. It is believed that it was those cars that made their way to the UK.

Before Milan Auto folded, they had already cleared their own stocks but towards the end of their days, they did take up limited stocks from the neighbouring Singapore's agent.

Later on, the subsequent agent Sime Darby Auto Italia did however export, they made a mistake by ordering too much stock of outgoing models (156 & 147s). We had no doubt that they had grand plans for Alfa Romeo in Malaysia when they launched here in 2005. However, they limited the Giugiaro version 156 and 147 2.0TS 16v to Selespeed guise only, as was the GTA (156 & 147) models and the sole GT variant here, the 2.0 JTS Selespeed. In short, the Alfa purists here were

(four years late) and even the sole variant, the 2.2 JTS was only in Selespeed (again no manual) Other variants, the 3.2 V6 Q4 were auto (only three units), the Brera and Spider here was, as expected in 2.2 JTS Selespeed guise.

They did, however, launch limited units of the MiTo 1.4 TB Veloce in 2009 which was in sole manual guise at the time. These were sold out but surprisingly, they didn't bring in any more MiTos after that. The sole Giulietta variant was launched here in 2012 in 1.4 MultiAir with TCT only.

From the above timeline, we can safely assume that your 156 v6 and Martin Hudson's 156 v6 auto were indeed from the Australia bound shipment while Clive Baker's '05 147 GTA Selespeed (pictured here) was from Sime Darby unsold stock.

**Tajul Azam
Malaysia**

I am grateful to Tajul for clearing up this modern mystery. Working through this it would appear that the Australian consignment were mainly 2002-built 156s UK registered in 2005/6. The Malaysian cars were various Selespeed models UK registered in 2008. Ed





CHESHIRE CLASSIC CARS



1983 Lamborghini LP500S

This stunning 1980's icon is a one-off. Only 23 RHD LP500S Countachs were built, and this is the only one factory delivered in yellow. The car has recently been totally restored to show condition in Italy, with a full photographic record. It is currently fitted with an "ANSA" sports exhaust which sounds awesome, but comes with an original factory system as well. Only 35,000 kms from new.

This is an extremely collectible car which ticks every box (1980's poster car looks, the ultimate supercar of its time, known history from new, stunning unique colour, perfect restoration), and is a piece of modern art which can only appreciate in value.

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Brooklands Museum 'Supercar Sunday'



SUNDAY JULY 19TH

Developed over the last three years, this exciting event will be repeated at Brooklands for 2015.

This is a rare opportunity for the public to get close to exclusive motor cars and also see them in action. At most venues, exotic cars are fenced off in secure enclosures but at Brooklands, with its friendly atmosphere, the visitor can inspect the cars at close quarters.

Historic Brooklands has easy access via London's arterial motorways and is conveniently located just within the orbital M25. It has excellent aviation and motoring exhibitions including the Concorde Experience and London Bus Museum.

The event has proved to be popular with car clubs that put on complementary displays for members and also take part in the Test Hill runs. Owners of supercars are invited to apply to take part in the on-track demo.

Pre-booking is advisable to benefit from fast track entry and to save on gate prices.

Advance ticket sales are now available for both Brooklands events at www.brooklandsmuseum.com



BROOKLANDS TICKET PRICES

Advance sales

Adults £11
Seniors & Students £10
Children (5-16) £6
Family £30

On the day prices

Adults £13
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Black Magic

Zagato launches its latest Maserati-powered creation at the newly reconstructed Arese test track

Story by Phil Ward
Photography by Michael Ward



Auto Italia was invited to an exclusive preview of Zagato's latest creation a few days before its public debut at Concorso d'Eleganza Villa d'Este. Now that doesn't happen every day but the icing on the cake was that the unveiling was held at the revamped test track at Arese.

Regular readers will be aware that there has been much speculation and very little reliable information about the redevelopment of the former Alfa Romeo factory site at Arese, the re-opening of Alfa museum or, indeed, the launch of the new Giulia. Well, at least now we know that the test track exists because Auto Italia was among the group of 'Zagato friends' and selected Italian journalists that were the first to enjoy the new facility.

Developed from what was the factory's test track, the completely resurfaced and realigned track is one mile long and features several demanding corners with long, slightly banked loops at either end. The infield has a couple of handling circles and a water fed skid strip in the centre. The reception centre has been designed to accommodate a large dining area, an upper level with conference rooms and roof access for panoramic viewing. Assuming that this facility is also intended for public use, I can see it being popular with car clubs as well as a useful venue for corporate car launches. With the Alfa Romeo museum being nearby it would not be unreasonable to see some cars from the collection being demonstrated although some plans indicate that the museum will have its own short track.

There was much speculation in the Auto Italia office as to what the new Zagato might be and, given that we were at Arese, then an Alfa Romeo 4C-based concept was a possibility. Attractive though this prospect might be it became clear that this was not

the case, for inside the reception area was an unclothed chassis fitted with a front mid-mounted Maserati V8 coupled to a semi-automatic 6-speed gearbox driving the rear axle.

Although it was not officially confirmed, the chassis is probably based on the Belgian Gillet Vertigo. The carbon-fibre tub is a superb piece of engineering and has all the hallmarks of racing car specification including dry sump, suspension and electronic instrumentation. Conveniently, in 2008 the Gillet Vertigo 5 was raced with a Maserati 4200 engine. Zagato also adapted the chassis for its Alfa Romeo TZ3 Corsa.

In recent years bespoke Zagatos have been based on production car chassis so the new car is a significant development for the carrozzeria. Using a ready made chassis makes engineering sense, reduces development costs and allows the coachbuilder the convenience of creating an enveloping body shell.

As we waited for the 'big reveal' transporters were arriving with the supporting cast. As the cars were offloaded the display area began to look like a Zagato toy box. A 1750 GS Zagato appeared complete with the three red Mille Miglia running lights, a TZ, then a TZ2, an OSCA 1600 Coupe and a rare 1935 6C 2300 Aerodinamica. More cars were arriving, some local classics including Alfa SZ ES30s, a shocking pink Lancia Hyena, an Alfa 2600 Zagato and Corrado Lopresto's stunning Lancia Flavia Super Sport prototype. Several travel stained cars arrived direct for the Mille Miglia; a Fiat 8V Zagato, Fiat 1100/103 EZ, an OSCA 1600 Coupe, Alfa 1900 SSZ and a 2600 SSZ. This Zagato-spotters' treat was topped off with more recent machinery in the form of the Aston Martin Virage Shooting brake, Virage Stradale, a pair of Alfa Romeo TZ3 Stradales and the TZ3 Corsa.

With all the cars in position the new car was released





ABOVE: Mostro poses on the reconstructed Arese test track in front of the superb new exhibition and reception centre



from its hidden trackside location and was driven slowly into the display area, the barking open pipes drowning out the applause from the gathered spectators. 'Mostro' had arrived. This name is more commonly recognised in association with the Costin bodied Maserati 450S and the Alfa Romeo ES30 SZ, more precisely Il Mostro. This was the unofficial name adopted with a derogatory reference to the SZ's controversial looks. The new Mostro is right up there in the wow category and the body panels fit!

Zagato has sensibly avoided any branding issues because the use of the trident logo is qualified by 'Powered by Maserati'. Some manufacturers are precious about coachbuilders rebodilying their cars in order to keep bespoke production in-house. Mostro is not based on a production car anyway, it just uses a Maserati engine. Mostro's capacity, power and weight are not specified. Given that the TZ3 Corsa has similar underpinnings, weighs 850kg and has an 'Alfa Romeo 8C' 4.2-litre V8, then with Mostro likely developing around 450bhp, the performance is likely to be substantial.

Clearly Mostro's styling is based on the 450S that Stirling Moss influenced Maserati to build for Le Mans in 1957. Aerodynamicist Frank Costin designed the streamlined Coupe on chassis 4506, which was re-designated 4501 (and later 4512), Zagato were given just two weeks to build the car. Sadly the car was a DNF at Le Mans. Painted black it was nicknamed 'Le



Maseratis by Zagato



TIPO 26M SPORT 1931

The first Maseratis produced by the factory, from 1926 with the 8-cylinder Tipo 26, were almost exclusively racing cars. The first version with a Zagato body was the Type 26M, produced between 1930-1932, and was also known as the 8C 2500. Chassis 2520 left the Maserati factory in December 1931 and was sent to the Carrozzeria Zagato in Milan, selected in order to become a 'Sport' version at the request of the customer, a well-known attorney of the Milan court.

TIPO 4CS 1100 1933

In the early 1930s Maserati began building smaller cars to compete in the lower racing categories and the Mille Miglia. The 4CTR, 4CM and 4CS models had 1088cc twin-cam engines with variable power from 90 to 115hp. Appearing for the first time in prototype form at the 1931 Mille Miglia, this model went on to win its class the following year.

The first chassis to receive a Zagato body was 1517, and was assembled in 1933. The tiny 1100cc motor with the now famous, lightweight Zagato body took part in various competitions, among them the 1936 Mille Miglia, where it finished tenth overall.



V4 ZAGATO SPYDER 1934

The third Zagato Maserati model was born in 1934 and was another example of the typical functionalist perspective and approach in crafting Zagato bodies. It was a car born for racing that had the potential to combine technical sophistication with an elegant and balanced volume. The V4 was the first race car with a 16-cylinder engine in the history of motor racing. Developed as a single-seater for Grand Prix racing, the car debuted in Monza in 1929 with Alfieri Maserati. The V4 achieved the fastest average lap speed, freezing the record for 25 years. Two weeks following with the same car, Baconin Borzacchini, reached a new world record of 246km/h during practice for the GP in Cremona.



A6 1500 COUPE PANORAMICA 1947

In 1919, Ugo Zagato founded his carrozzeria bringing his expertise in aviation to what, at the time, was a new automotive sector. In the 1920s, the lightweight, aircraft-inspired Zagato bodyworks imposed themselves leaders in competition. In the late 1940s, this focus created a new form called Panoramica, which was inspired by aircraft cockpits and influenced the innovative use of Plexiglas to model state-of-the-art glass surfaces for maximum visibility.



A6G/54 COUPE 1954

Maserati's post-war evolution began with the introduction of the A6G in 1950, with its 2-litre engine and barchetta sport and GT coupé body styles. In 1954, the climax in the development was the A6G/54, intended for Gran Turismo racing. Launched at the Turin Motor Show in 1954, the A6G/54 Zagato is considered to be one of the best examples of Italian Gran Turismo and a symbol of the era.

Of the 60 A6G/54's built, 20 were coachbuilt by Zagato, each one unique through personalised details.

A6G/54 SPYDER 1955

At the 1955 Geneva Motor Show, Maserati introduced an important variation of the A6G/54 coupe and had entrusted the specialists at Zagato with this task. In complete contrast to the deliberately spartan and essential character of Zagato, the Milanese coachbuilder created a handsome spyder body to dress Ch. 2101. The car was spotted by Juan Peron, then president of Argentina as well as husband of the legendary Eva (Evita).





450 S COUPÉ 'MOSTRO' 1957

Maserati commissioned Zagato to build a coupe body for chassis 450S Ch. 4501. The project was initiated by Stirling Moss in order to run the car at Le Mans. It was designed by aerodynamicist Frank Costin in collaboration with Zagato.

Zagato built the lightweight, aluminium body in record time, obtaining an extraordinary result in terms of weight. With respect to the barchetta, the coupe weighed only 65kg more. That special form was created, through rigorous design decisions based on functionality, and the power of an 8-cylinder, 4.5-litre, 400hp engine, contributed to the car's eloquent nickname – Mostro.

3500 GTZ 1959

At the Geneva Motor Show in March 1959, Maserati debuted the 3500 GT, a coupe more comfort-oriented, luxurious and better finished. A sketch of a Zagato version was presented as part of the manufacturer's stand and it had also been included in the official catalogue that year for the range.

The 3500 GTZ's simple and pure sports body was later chosen in 1959 to dress the chassis of an A6G/54 (Ch. 2155) following an accident.

ZAGATO AND OSCA

In 1951, the Milanese coachbuilder made a coupe body for a single-seater that was equipped with a 12-cylinder, 4.5 litre engine. In 1960, the small Bologna-based company, having grown in fame and authority in the category of sports cars, commissioned Zagato to make a limited-series of GT coupes. The first model traced by Ercole Spada, the Osca 1600 GT Zagato became one of the sportiest, most fascinating of its era, fast on the road and competitive in racing.



BITURBO SPYDER 1984

In 1984, Alejandro De Tomaso awarded Elio and Gianni Zagato the task of creating the design and production of the Biturbo Spyder. Distinguished by a shorter wheelbase of 11cm, compared to the 'closed' version (that was adjusted in order to strengthen the chassis and harmonise it with the body), the Biturbo Spyder retained the same six-cylinder, 2-litre, twin-turbo engine. In total, production reached nearly 7000 units.

MASERATI KARIF 1988

In 1988, along with the Biturbo Spyder, Maserati entrusted Zagato with the job of creating a special version. The Karif was a coupe developed on the chassis of the Spyder, though shorter and stronger than



the Biturbo, and was distinguished by its small, fixed hard-top. This two-door, slim lightweight, capable of 280hp was produced in just over 200 units. In the same period, Zagato was assembling the four-seater, coupe version for Maserati named 228.

GS ZAGATO 2007

In 2007, at the request of Maserati's CEO Karl-Heinz Kalbfell, Zagato prepared a V-Max Concept (prototype prepared and capable of reaching its maximum speed) as a preview of an imminent, limited series. The Maserati GS Zagato, which had been presented at the Concorso d'Eleganza Villa d'Este, celebrated the A6G/54 Coupé Zagato. To create this model, the Milanese atelier chose the mechanics of the production Maserati 4.2 Spyder.

The change in Maserati's management prevented the production of this model, which would have married the performance of the V8 engine to a lightweight, short-wheelbase and compact body in the best tradition of the two brands.





Andre Zagato with his latest creation



Gillet Vertigo-based 'Alfa 8C'-powered TZ3 Corsa



Full house! Alfa Romeo TZ3, TZ1 and TZ2



Dodge Viper-based TZ3 Stradale


Monstre' or 'Mostro'. While the Costin car had conventional doors, the new Mostro has 'gullwings' with fixed windows with a small hatch aperture.

Five Mostros are to be built in 2015, Maserati's centenary year, all of which were pre-sold direct from the drawing board for a cool €1.4m. This first black version has been sold to a Swiss collector while the remainder are going to the Middle East and Japan.

Following the presentation a number of guest Zagatos were led out onto the new track, the first time it has ever seen a group activity. The pace car was a white TZ3 Stradale, which I was lucky enough to ride in with Zagato's test driver. The TZ3 might look Italian but the car is certainly American in the way it sounds and drives. Based on the Dodge Viper V10, the TZ3 was a bit of a handful on the new track, which was drying after a morning shower. The gruff V10 with its heavy gearchange made for some interesting corner exits. The Mostro's sparkling V8 with its sequential 'box would surely runs rings round the TZ3.

THE ZAGATO TZ3

The Alfa Romeo TZ3 Corsa was unveiled in 2010 at the Villa d'Este concours. It is a one-off car built for a German collector. The car weighs 850kg thanks to its carbonfibre Gillet Vertigo chassis and hand beaten aluminium body. Power output of the 4.2-litre V8 is 420bhp driving through a 6-speed sequential gearbox. Top speed is estimated to be over 186mph (300km/h) and with 0-62mph acceleration in 3.5 seconds. Bodyweight is 875kg.

The TZ3 Stradale has little in common with the Corsa. Unveiled in 2011 the TZ3 Stradale is based on the Dodge Viper ACR-X and is powered by the Viper's 8.4-litre 640bhp V10. Body weight is 1530kg. Nine examples were made. 



Sun Seeker

Alfa Romeo returns to wind in the hair motoring with its new 4C Spider, but is it worth the extra cost over the Coupe?

Story by Richard Bremner
Photography Alfa Romeo



The grip is extraordinary. In fact, it's hard even to get close to the edge of the edge of adhesion in this car, despite the fact that we're travelling close to flat-out, we're using all the road and occasionally trying to provoke this Alfa Romeo into a slide. Instead, through tight, second gear turns you might get the rear wheels to slither a little, and in the middle of a long, hard-charged, faster curve, you can nudge the nose outwards with a throttle-prod, and rein it back in again by releasing it. Which is just how you want a high performance sports car to be.

Welcome to Alfa Romeo's new 4C Spider, and welcome too to the hill route of Fiat's Balocco test track, a long, wide, snaking, fast and occasionally bumpy circuit that is rarely aired to journalists. On this track, the open-roofed Spider is superb. Now if you've read much about Alfa's pretty, carbonfibre-tubbed, mid-engined turbocharged sports car, you'll know that this is a somewhat troubled machine. Despite having all the base ingredients to deliver a sensational drive, the

4C coupe has missed the mark on a number of counts.

Oddest, perhaps, is that its steering weight varies as you turn its wheel, sometimes to serve minimal resistance, at other times too much heft. And then there's its directional stability. On anything other than a paper smooth road, this car darts, weaves and redirects itself like a puppy chasing scents. That makes driving it hard work and not entirely satisfying, especially as there's a sizeable hole in the 1750 turbo's torque curve below 2200rpm. So while the coupe certainly has structural stiffness, rort, paddleshifts, go and size on its side, driving it is often a battle, and not always a satisfying one. The 4C Spider, however, feels a little different from this, even though Alfa says there is no difference in the mechanicals of the two cars or at least, chooses not to say so.

But on track, and road, the 4C Spider is a better mannered car, although it's still a long way from being cured of all its ills. The biggest gain is felt at the wheel. No longer does its resistance vary like the rudder of a yacht cutting through swirling currents. Weight builds





consistently as you swivel the unassisted wheel, the car's reactions mirrored with similar consistency. The only trade-off is a little bit of slackness as you first turn the wheel – a reasonable barter for the improvement. The car is also slightly more willing to follow the straight and narrow. But, only slightly. Camber changes, asymmetric swells in the surface of the Tarmac and sometimes, you think, even the running over of a leaf, are enough to have the Spider's nose suddenly search out a fresh heading.

Still, the spirit of adventure is what convertibles are all about, and the idea of an Alfa Romeo convertible is more romantic than most. It's the name, the beauty and the simple freedom of speed that do it. The 4C Spider isn't a full convertible like Alfa's past Spiders, but given its performance potential, most will be glad of the stout rollover bar neatly encased by the structure behind its occupants' heads. Its presence means that the square footage of removable fabric isn't so big, but it's certainly big enough to make a difference to your appreciation of the outside world. You remove it by undoing a pair of Alfa Romeo-branded fasteners in the header rail that are rather like Dzus clips – you can just about manage it without getting

into the car – before squeezing the latches in the substantial battens that lock the roof to the body and seal it against the doors.

You must stand beside either door of the car to remove the hood – which is why releasing those dzus clips from outside is useful – and once you have released one side of it you can roll it towards the other side. Once fully furled and released, the hood stows in a neat twin-zipped bag whose wide, long opening usefully eases the task. The bag stows in the boot, leaving just over half of it for luggage. To which you must therefore apply the same weight-saving zeal as the 4C's creators.

This roof system is much the same as that used on another mid-engined lightweight, but it improves on the Lotus Elise with its sealing, the forward edge of the hood properly tucking into a groove in the header rail, while the seals at its outer edges appear to sit very snugly against the door tops. There's some roof-up wind noise at speed, but not much, and what there is seems to stem from the door mirrors. More than that, the excision of the 4C's lid does not seem to significantly weaken its structure, ruts and bumps rarely provoking a giveaway shiver from the

ABOVE: The neat fabric roof rolls up and is stowed in a zipped bag ready to be placed in the boot



ABOVE: Spider headlights are more conventional than the elaborate units fitted to the Coupe

windscreen. When they do, it's slight. So you lose little for going roofless in a 4C and gain plenty, especially as the airflow around you is well managed.

What the car also gains, less desirably, is weight, though not much of it. Some neat and pleasingly visible carbonfibre reinforcing of the windscreen surround, a modified rollover hoop and an engine-bay strut brace are the modifications needed to support the 4C's alfresco mission, these and the 7kg of the roof itself adding 15.5kg to the car's weight. But the Spider's kerb weight is actually 45kg higher than the Coupe's because you get some extra kit with it, air conditioning, parking sensors, a leather-skinned dashboard and heftier, less ugly headlights taking the total to a still-light 940kg. Unfortunately the removable roof and the equipment add a stinging £14,500 to the 4C's price, taking it well into the territory of the Porsche Boxster which, old-school steel body or not, makes a far better fist of a challenging road than this Alfa.

Despite the good news that Alfa clearly seems to be working hard to improve the 4C, even if it isn't quite revealing how, it still has some way to go. But what about the way it goes around Balocco's hill route, you ask? Well, hilly or not, this road is a track, and not very

representative of the real world even when you find some of the fast, open roads and the hilly, twisting lanes that are to be found close by.

These roads were empty enough to allow occasional three-figure speeds, until our enthusiasm for this pace was dulled by the mouth-drying discovery that the occasional crest would substantially redirect the Alfa. And this was with two hands on the wheel, a state that you will doggedly maintain once you've learnt about this car's capricious approach to directional stability. It's a long time since a brisk drive in a fast car has become a literal white knuckle ride for me, but it did in this 4C, partly because of this stability issue, and partly because its steering wheel is a strangely difficult thing to grip.

It's the spokes that do it. Not only are they visibly broad but they're thick, too, because they carry the paddleshifters, the combination of this and a fat rim making the wheel a cumbersome thing. Ironic, given the need to maintain a firm grip on it, and the 4C's liking for a corner or three. Which it demonstrates on an entertainingly meandering back road that would make a fine hillclimb, near a village called Pray. Most of its relentless curves are second or third gear, and

TECHNICAL SPECIFICATIONS

ALFA ROMEO 4C SPIDER


ENGINE:	Four cylinder, DOHC turbo
CAPACITY:	1742cc
POWER:	237PS at 6000rpm
TORQUE:	258lb ft at 2200-4250rpm
TRANSMISSION:	6-speed dual dry clutch, paddleshift, launch control
BRAKES:	Brembo 4-piston callipers, ventilated discs
SUSPENSION:	Coil springs, double wishbone front, McPherson strut rear
STEERING:	Unassisted rack-and-pinion
WHEELS:	Alloy, 17in front, 18in rear
TYRES:	205/45 R17 front, 235/40 R18 rear
KERB WEIGHT:	940kg
FUEL CONSUMPTION:	Combined mpg: 40.9mpg
CO2 EMISSIONS:	161g/km
TOP SPEED:	160mph
0-62MPH:	4.5sec
PRICE:	£59,500

followed by short straights. So you're heavy on a throttle and brakes, and reliant on the 4C's terrific grip. Because you must also deal with the sub-2200rpm pause before the 1750 motor gives its substantial best, you need to think hard about the right gear, sink the accelerator before you normally would to eliminate the lag, and back off slightly earlier because once it's stoked, this engine goes like high-speed train. All of which makes it harder to achieve the instant fluency of a Boxster, although practice will get you there.

After all this criticism, some better news. We also tried the 4C with the standard suspension set-up, which provides smaller wheels, tyres with higher sidewalls and does without a rear anti-roll bar. That makes it slightly less eager to turn in, but the gain in ride comfort, another downside of the early Race Pack-

equipped 4C Coupe test cars, is considerable. And, there was a right-hand drive version to try, whose driving position and pedal layout are happily uncompromised by the conversion. The other good news is that the 4C is definitely getting better, its steering much improved, its brakes more consistent, its ride supple enough in standard form and its stability less wayward than it was, even if this aspect still needs work.

The Spider is also a good conversion, sacrificing very little dynamically and providing a roof that in the field of extreme sportscars, is well-designed and relatively easy to use, if unappealing for those used to seeing the sky seconds after stabbing a switch. Still on the to-do list, other than the aforementioned directional stability, are a redesign of the steering wheel, the extraction of more low rev torque and surprisingly for an Alfa engine, an attempt to turn the 1750's flat-tuned blare into something more tuneful. Right now the sound is too industrial to make the louder optional exhaust systems a good idea.

That's quite a long to do list, and it includes some significant issues. But this car is fundamentally right, and has the potential to be hugely desirable. With these things fixed, its exclusivity, and the appeal of its high carbonfibre content, might justify the Spider's over-ambitious price. 





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FERRARI



In 1951, Aurelio Lampredi readied Maranello's first 'four' and did so in as little as 100 days from conception to dyno testing. The resulting 2-litre engine was installed in what became the 1952/3 Ferrari Grand Prix car, as it had been decided that 2-litre F2 races would count towards the new World Championship. Alberto Ascari was the lead driver and over these two years he scored a total of 18 race wins, of which eleven were championship races. This was a devastatingly dominant record and inspired Lampredi to move ahead and produce other versions of the 'four' of larger capacity as well as adding two cylinders in order to create a 'six'.

Thoughts then turned to the possibilities afforded by the installation of a four cylinder engine in a sportscar. The first attempt at mating these two was produced by placing a prototype 2.5-litre four, which had been developed by Lampredi for the forthcoming 2.5-litre GP formula of 1954, into a 250MM chassis. Initial experiments were carried out with this car leading to the construction of two cars for the June 28th 1953 running of the Coppa Inter-Europa at Monza. One car, to be driven by Ascari, had a Lampredi designed, but

Autodromo built, body covering a 2941cc version of Lampredi's four, type numbered the Tipo 735. The second car was a 'standard' Vignale spyder fitted with the 2.5-litre prototype engine.

But this was a time of great variety and experimentation at Maranello and by early 1954 yet another version of the 4 cylinder had appeared, this being the Tipo 555 designed for the Supersqualo F1 car. Using this as a basis, Ferrari finally arrived at the engine for the 750 Monza. This was slightly larger than 1953's effort, being of 2999cc. It was also higher revving and produced 260bhp at 6000rpm. The chassis of the new car into which this engine was fitted was of ladder construction with double wishbones and coil springs at the front and a de Dion axle with transverse leaf at the rear.

Into 1955, Ferrari concentrated on running newly-developed six cylinder cars for the works, so the Monza became essentially a customer car. Described by various writers over the years as ill-handling or a brute, the car still racked up several results in 1955/6 with Phil Hill and Carroll Shelby second at the '55 Sebring 12 Hours.

Taming the Beast

The four-cylinder Ferrari 750 Monza had a loud bark but proved that it also had a hard bite

Stories by Ed McDonough and Roberto Giordanelli
Photography by Auto Italia





Although it would appear that the Monza was not the most auspicious of Enzo's racing sportscars, it helped to win the 1954 World Sportscar Championship and lost the 1955 championship to the all-conquering Mercedes team by only one point. On the same day as the 1955 Monza 1000kms race, 750 Monzas won at Chimay in Belgium with Johnny Claes at the wheel of a Garage Francorchamps car, won the Hyeres 12 Hours in the South of France with Munaron, and in Morocco won the Tangiers GP with Portuguese owner Nogueira-Pinto driving.

As it was predominantly a customer car, only two Monzas ever ran at Le Mans and those appeared at the fateful 1955 race. Over thirty were constructed and our featured yellow car is chassis number 0552 which was purchased new by Jack Swaters of Equipe Nationale Belge and was one of two, the other being 0518. It lived the life of a typical private entrant of the 1950s, appearing at events as far apart as Spa, Chimay, Bari, Dundrod and Agadir, where it was crashed, after which it was rebuilt and sold to Harry Schell.

FERRARI 750 MONZA ON TRACK Test by Ed McDonough

The 750 Monza was a real Ferrari workhorse, one of several variations on the sportscar theme in the mid-1950s, but it always had a reputation as a difficult to handle and dangerous race machine.

When it came time for me to try to find out whether the 750 Monza deserved its reputation, both good and evil, it very nearly didn't happen. The *Auto Italia* crowd, jolly lot that they are, were full of "Oh remember what happened to people who drove those", and, "what's today's date? . . . Ascari wouldn't drive that on a Wednesday . . .!"

As we pulled out to do the first laps, old Alberto's ghost might as well have been tucked in alongside me. The car was just unmanageable at low speed and I was close to giving up the idea as an enormous front end

vibration tried to pull the wheel out of my hands, but they didn't give up in the old days, and I thought I might as well try to 'drive through' this gremlin.

Sure enough, what turned out to be a wheel out of balance sorted itself out with a little shove on the throttle and that fabulous low and mid-range torque made it clear why the four cylinder device had such a strong following. Once I put the thought of a wheel falling off out of my mind, this was a car to really enjoy. Well, that and getting used to the stiffness of the clutch. While I managed not to stall an F1 car, I stalled this one . . . more than once. But it just needed some throttle and clear space so you let the clutch out and the car could go – definitely not a shopping car!

Once the vagaries of the clutch had been dealt with, it was time to get to grips with that racy transaxle. The gearshift was standard period Ferrari, with a lock-out for reverse up to the left, back to first, up for second, back to third, up for fourth and back for fifth. The noise was easy to get used to, part of the charm really, and the gears were oh-so-tight and precise. I confess I look at every gearchange in an unfamiliar car until it's no longer unfamiliar.

The controls are all functional, in racing car tradition, so you can focus on the prime function of driving fast. A passenger seat is hidden away under the cover, which reminds me that at least one Monza driver died because he couldn't duck down when the car went over.

Three characteristics of the Monza were clearly apparent during our test: the engine was the best that appeared in four cylinder form all through the 1950s, with endless pulling power and a vast amount of built-in 'hustle'; the handling was nervous and edgy, easy at medium speed but twitchy when pressed – the feature which made even Mike Hawthorn approach this car with some caution; and the sound – a difficult to describe thumping blast, not high pitch V12, but all Ferrari power and guts.

ABOVE: Unruly former Equipe Nationale Belge Ferrari 750 Monza Ch. 0552 driven by an apprehensive Ed McDonough



I found 0552 stuck to the road exceptionally well until you really pushed it. The Dunlop Racing CR48s mounted on lovely Borrani wire wheels were predictable and stable, with a touch of understeer, quick into a corner, and the rears sliding just perceptibly on the exit. After a few laps I held fourth through our bit of banking and kept the throttle all the way down on the exit, provoking the back to step out six to eight inches before that eternal torque dragged the car out of the corner and up the

straight to the next one.

Devoid of extras, this car is for driving and enjoying. This particular bright yellow car in Belgian colours is incredibly visual, and you are aware of that from the inside as well as from without.

I managed to touch just over 6000rpm in top, and took my time to do that, getting used to the gearbox's shrill voice. The gauges remained rock steady, the surge and power emanating from up front making this another addictive experience!





THE ICE RACER Test by Roberto Giordanelli

Racing cars, like boats, have personalities. Some are old friends with whom you feel comfortable, secure in the knowledge there will be no surprises. Others, you have to get to know before you feel at home – before you feel you can trust them. Then there are cars like the Ferrari 750 Monza. If Captain Dangerous drove a car it would be a 750 Monza. Just as there can only ever be one captain on a ship, there can only be one person controlling a racing car. The Finnish Ferrari is one of those cars that likes to wear the lederhosen and a Viking helmet. You have a battle on your hands even before you leave harbour – or in this case, Ferrari's Fiorano paddock at Maranello. If you give in to the 750 Monza, you can forget quick lap times at best, or run aground at worst. This is a real monster of a car. No wonder those hardy, no-fear Nordic types enjoyed it.

Hopping in over Scaglietti's beautifully unrestored aluminium, I was eager to have another run on the Holy test track. Buried in a shed in a Finnish back garden for 25 years, the car is a piece of history. Acquired by Talacrest, the car is now owned by Brazilian historic racer Carlos Monteverde. His engineers briefed me: "Switch on the ignition, pull the under-dash starter lever, and no need to go over 5000rpm". Fair enough. After all, this is my kind of car: front-engined, rear drive and heaps of torque to loosen the rear end. No surprises to come from this fabulous piece of history – these were my pre-test thoughts.

Even the thought of a three-litre, four-cylinder engine didn't worry me as my road-going wheels are thus equipped (Porsche 944). But this feast of blasé ended the second the motor started. The whole car shook. An exploratory blip became a bellow. The rumble went down through the chassis, through my body, down into the Fiorano black-top and up the designer shoes of those standing nearby.

At the very first corner the 750 Monza tried to take charge. I'd been driving too many modern cars.



ABOVE: Largely unrestored, Monza Ch 0568M has been raced extensively by its current owner Carlos Monteverde

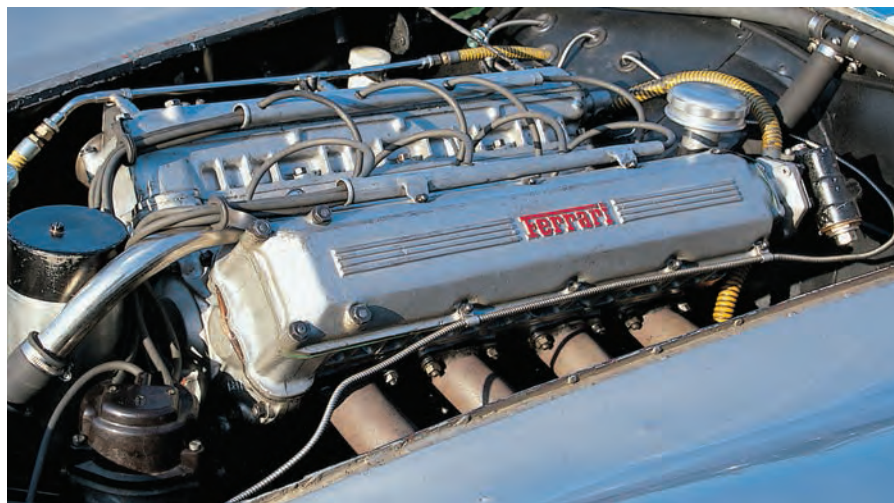
It's easy to forget how some old cars are as quick as new machinery in a straight line but without the grip or brakes that we have become used to. It weaved under braking (remember drum brakes?), it was reluctant to lose the considerable speed it had quickly attained and it was even more reluctant to change direction. Like a Norse funeral boat, this thing was carrying me off to Valhalla. It was after my blood. By turn two, I grabbed the Viking Ferrari by its horns and shouted, "Right you bastard, I'm in charge." You have to show a car who is boss. Once we had sorted that out, the hurdy-gurdy car settled down.

Modern racing cars are 'physical' as the driver battles with g-forces. Everything is happening so quickly that the driver thinks at a thousand-frames-per-second, hence the slow motion recall when required – a bit like time-lapse photography. Historic racers like this 750 Monza are also physical but in a very different way. The controls are heavy and the car has to be aimed rather than steered. This needs to be done very early on so you have to plan well ahead and not go to sleep on the straight bits. Corner approach


speeds, entry speeds and trajectories require accuracy despite sideways antics that imply chaos. Controlled chaos is the order of the day. The Dunlop historic rubber and suspension design are happy with slip angles. Indeed, if the machine is being navigated without the slip angles of a Viking boat on full tack, the Ice-Racer would be uncompetitive.

The Fiorano circuit is narrow since overtaking is not an issue for a test track. Fast sections lead into very tight turns with some quick flicks thrown in for good measure. While the track lacks nothing in the high-tech data acquisition department, it does lack a high-speed sweeper. Its crossover bridge ensures as many left-handers as right. Hauling the right-hand drive Ice-Racer through the turns fills you with eager anticipation because you know that in a second or two you are going hit the loud pedal. The five-speed straight-cut race 'box with its clever anti-miss-a-gear gubbins needs a firm hand.

The big tacho is red-lined at 6250rpm but 5000rpm is plenty as there is ice-breaking torque from below 4000rpm. This means twirling the heavy helm (a



modern 2.75 turns) to balance lateral g with wheelspin – the Holy Grail of piloting these things. Balance is superb as the gearbox sits in the rear transaxle, shifting some useful weight aft. I guess it has a near 50-50 weight distribution. The De Dion keeps the tyres upright for a reliable contact patch – a good car for one of those ‘sideways challenge’ events. With two plugs per cylinder, response is instant and crisp – no waiting for plug-fluffing to clear. Weighing just 760kg and with 260bhp at 6400rpm, we have a lively 342bhp per tonne.

The word ‘big’ figures a lot with the 750 Monza. Big character, big ‘four’, big Weber 58 twin chokes, big 16-inch Dunlops, big wooden steering wheel, big 150-litre petrol tank that completely fills the tail. Safety isn’t big, though: no seatbelts, no roll bar, no headrests, pointy things inside the car, zero crumple zones and not an airbag in sight. Nevertheless, it’s a dream car from my schooldays. From a time when motor racing was dangerous and sex was safe. Long live historic racing and the brave men that do battle – a tribute to the owner for keeping this fabulous Ice Racer on the track: the most original 750 Monza in the world. 

Both the tested Monzas have passed through the books at Talacrest, purveyors of fine motorcars. The red car is owned by Maurizio Colpani and was run in the Cicuito di Piacenza event organised by Claudio Casali.



LEFT: Maurizio Colpani's superb Ferrari 750 Monza running in the revived Piacenza street 'race'



1972 FERRARI 365 GTC/4 SPYDER



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Maserati on Land and Lake

Two very different machines both powered by
a Maserati 150S power unit

Story by Gérald Guétat
Photography by Henri Thibault and
Ermanno Cozza collection



During the winter of 1954-1955, the workshops of the Officine Alfieri Maserati in Modena were buzzing with the construction of the Tipo 53 project. Its objective was to produce a series of racing cars for their loyal gentlemen-driver customers committed to the Trident brand.

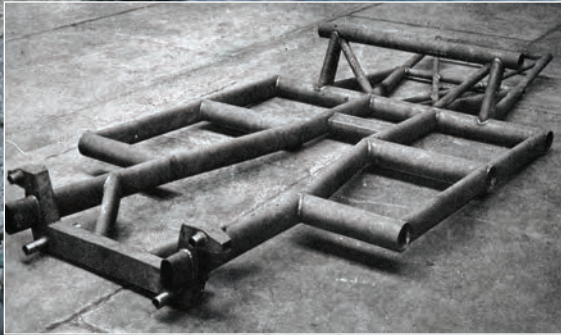
The first examples of the pretty Tipo 53 'barchetta', named the 150S, were delivered in the late spring of 1955. The amateur drivers, especially the intrepid American lady Isabelle Haskell, the future Mrs De Tomaso, impatiently waited as the season got underway. The 'competition-client' vocation of the new Maserati did not prevent the factory from closely following its development and promotion. Thus an official car was entrusted to the factory driver Jean

Behra, who, much to everyone's surprise, won the Nurburgring 500km on 28th August 1955, well ahead of a pack of Porsche 550s. Behra's 150S also broke the existing lap record by an impressive nine seconds.

Many competitors thought that the car must be powered by a 2-litre engine when they watched it crossing the finish line more than two minutes in the lead. This victory obviously increased the international reputation of the 150S and encouraged the company to actively pursue its development. At the same time, the ongoing projects for the 300S and 450S clearly showed the intentions of the factory during the Orsi era to strongly return to competition.

It should be remembered that at the time the Maserati engineering office had a wonderful collection





*ABOVE: The substantial
150S tubular chassis
CENTRE: Ch. 1658 starting
the 1958 Targa Florio
ABOVE RIGHT: Ch. 1651 -
the first 150S initially
tested by Jean Behra*





ABOVE: Ch. 1658 has been reunited with its original engine, which had once served as a reserve unit for the racing boat

of talent but with a rapid succession of management. These disruptions were mainly due to internal coups but quite often in exchanges of fire with close rival and neighbour Enzo Ferrari, as witnessed by the arrival of Gioachino Colombo at Maserati in 1952. His successor, the following year, was Vittorio Bellentani, who himself was to be replaced as head of the department in May 1955 by the famous Giulio Alfieri, who in turn became much involved with the evolution of the 150S. The 150S engine was clearly a creation of Bellentani, inspired by the 4-cylinder 4CLT/48 of the Maserati brothers.

From the beginning of the project, in the early days of 1954, the chief engineer of the Officina was confronted with the need to replace the A6GCS with which the constructor was to finish only fifth place in that year's Sportscars World Championship. The new car would be a barchetta based on a robust tubular chassis designed in-house by Vittorio Colotti, and specially engineered to be powered by a new four-cylinder 1500cc twin-cam.

The engine enjoyed the most advanced racing specifications of the time, such as dry sump lubrication, an aluminium block with cast iron liners, twin plug ignition and combustion chambers with valves at an angle of 80°. The engine block was initially designed so it could be transformed into a 2-litre to power the future 200S and 200Si. Its original output was 140hp but will be later to climb up to a healthy 170hp for the 1957 versions. This is also why the compression ratio was set up as high as 11.5:1 during its initial water world record attempt, the engine running on alcohol, allowing the power and revs to increase dramatically.

From the autumn of 1954 two of the engines were assembled and bench-tested in the traditional manner. But there's more. In early November before being installed in the new chassis for its road test, the first engine for the future 150S was installed in the hull of a small mahogany racing boat in the 350kg category, driven by a certain Liborio Guidotti. This 'three points'





racer came from the Timossi boatyard, one of the best competition boatbuilders at that time.

The ties that bound the powerboat champion and a wealthy entrepreneur to the Trident brand, in order to obtain the exclusivity of the latest Maserati racing engine, are not quite clear. What is certain is that friendships were formed around both the lakes and racing circuits between the drivers, mechanics, some powerboat builders and private automobile team leaders that gathered in a common passion for motor sports. In addition, Liborio Guidotti's project was very appealing: to break the world speed record in its class with the new 1.5-litre engine. Giulio Alfieri, who began his career as an engineer in a naval shipyard and then worked a stint at the Abbate boatyard, neighbouring that of Timossi on Lake Como, would have, without doubt, been directly related to the decision to entrust the new-born for its baptism on the water. And he was right to do so. On November 13th, Liborio Guidotti in the Maria Luisa IV took the record at nearly 150km/h on Lake Lugano in Switzerland, before significantly improving his performance at Sarnico on Italy's Lake Iseo, at more than 172km/h.

Thus Liborio Guidotti and his sons started a long association between Maserati and Timossi winning several Italian, European and World titles right through to the end of the next decade. By gaining the world powerboat record in 1954 they favourably demonstrated the potential qualities of the engine of the new Maserati which began trials on the Modena circuit in April 1955, a month before the delivery of the first models. The ten units produced that year featured bodies designed by Fiandri & Malagoli, two defectors from Carrozzeria Fantuzzi, which was far too busy with the factory car programmes.

The career of the 150S continued the following racing season, under the direction of Giulio Alfieri, with

a new, more aerodynamic body, wind tunnel tested in Milan shaped this time directly at Fantuzzi, with the chassis subcontracted to Gilco.

In 1956, the 150S of Claude Bourillot and Henri Perroud finished ninth overall at Le Mans 24 Hours and second in its class behind the Porsche 550A/4 RS Coupe driven by von Frankenberg/von Trips. The 150S model was finally abandoned in 1957, due to the need to concentrate on the development of the new 200S, after building 26 chassis and some additional engines, not to mention a handful of derivative versions.

150S REUNION

Back in 1955, a brand new 150S, number 1658, was delivered in Paris through John Horace Simone, known as The Colonel. He was an associate of Jean Thépenier, importer of Maserati in France. It was sold to the amateur racing driver Jean-Pierre Clément who used the car in some trials before they separated. The car then returned to its home country and we follow its trail through the second half of the 1950s between Paris and Sicily where it competed in the Targa Florio and the Tour of Sicily with Mennato Boffa at the wheel, an excellent driver from Benevento, Campania. Subsequently, the car appeared on the roads of southern Italy and was involved in many regional events before being transferred to Milan and eventually acquired by its current owner in 1986.

In recognising the history and origins of this very special Maserati model, it seems that one of the spare engines mounted in the 150S during its racing career was precisely the reserve four cylinder intended for the Maria Luisa IV powerboat, during its record-breaking attempts during the winter 1954-1955. Therefore, the extraordinary meeting of the two machines on Lake Como was all the more meaningful 60 years after the exploits that heralded the successful debut of the 150S.

ABOVE: Maria Luisa IV is a 'three-pointer' craft meaning that it is supported on each side by sponsons and a small patch of hull at the stern



TECHNICAL SPECIFICATIONS

MASERATI 150S CAR

ENGINE:	4cyl. DOHC, inline
CAPACITY:	1484cc
BORE X STROKE:	81mm x 72mm
COMPRESSION RATIO:	9.0:1
IGNITION SYSTEM:	Twin magnetos, twin plug per cylinder
FUEL SYSTEM:	2 Weber 45DC003 Carburetors
MAX POWER:	140 bhp@ 7500rpm
TRANSMISSION:	4-speed (5-speed from 1956)
SUSPENSION:	Double wishbones (f), De Dion-type, tube axle, transverse leaf spring (r)
DIMENSIONS:	Length: 3800mm (l), 1500mm (w), 980mm (h)
KERB WEIGHT:	680kg
TOP SPEED:	230km/h (143 mph)
PRODUCTION:	26 chassis + 2 engines (as listed by the factory records)



TECHNICAL SPECIFICATIONS

MASERATI 150S BOAT

ENGINE:	4cyl. DOHC, in-line
CAPACITY:	1484cc
BORE X STROKE:	81mm x 72mm
MAX RPM:	9000
COMPRESSION RATIO:	11.5:1
BUILDER:	Timossi, Lake Como
DATE:	1954
PRODUCTION:	1
MATERIALS:	Mahogany, body in aluminium
DIMENSIONS:	4500mm (l), 1800mm (w)
TOP SPEED:	200km/h (124mph)
WEIGHT:	350kg



Ch. 1658 in as found condition in the 1980s



DRIVING IMPRESSIONS

It is quite unique in racing history that a car engine was tested in a boat. The Maserati 150S unit generates very different impressions to the drivers of both the car and the boat. Stirling Moss is quoted to have said that: "The 150S was sweet-handling and predictable but overbodied and gutless". Today, the barchetta's driver feels quite the same even if its sturdy chassis is very reassuring when pushing the car near to its limit in terms of road handling. It has to be said that the 1.5-litre engine running at very high revs certainly makes a very exciting sound but lacks some more torque when needed to exit narrow curves. In a way, the same applies to the boat as the present owner of Maria Luisa IV and an expert in raceboats says: "You have to remember that there is no clutch. The drive is direct from the engine to the propshaft. The 150S is a rather small engine so you have to search for the torque in the high rev zones, say between 4500 and 9000rpm. You really need to get the revs high to get the boat climbing on the water's surface and, above all, to avoid the back of the hull plunging in when attacking a curve, as turning the wheel acts as a strong brake. So the game is to enter a curve at the highest regime possible to keep the boat flat on the water. Keeping in mind that the hull is quite small, Stirling Moss may have said that the engine was 'gutless' but I can assure you that the same word may certainly not apply to champion Liborio Guidotti back in 1954 as you need plenty of 'guts' to get the best from this light and fast racer". 🇮🇹

Maria Luisa IV was built by Timossi in 1954. In 1955 it set a world record at 172Km/h on Lake Iseo



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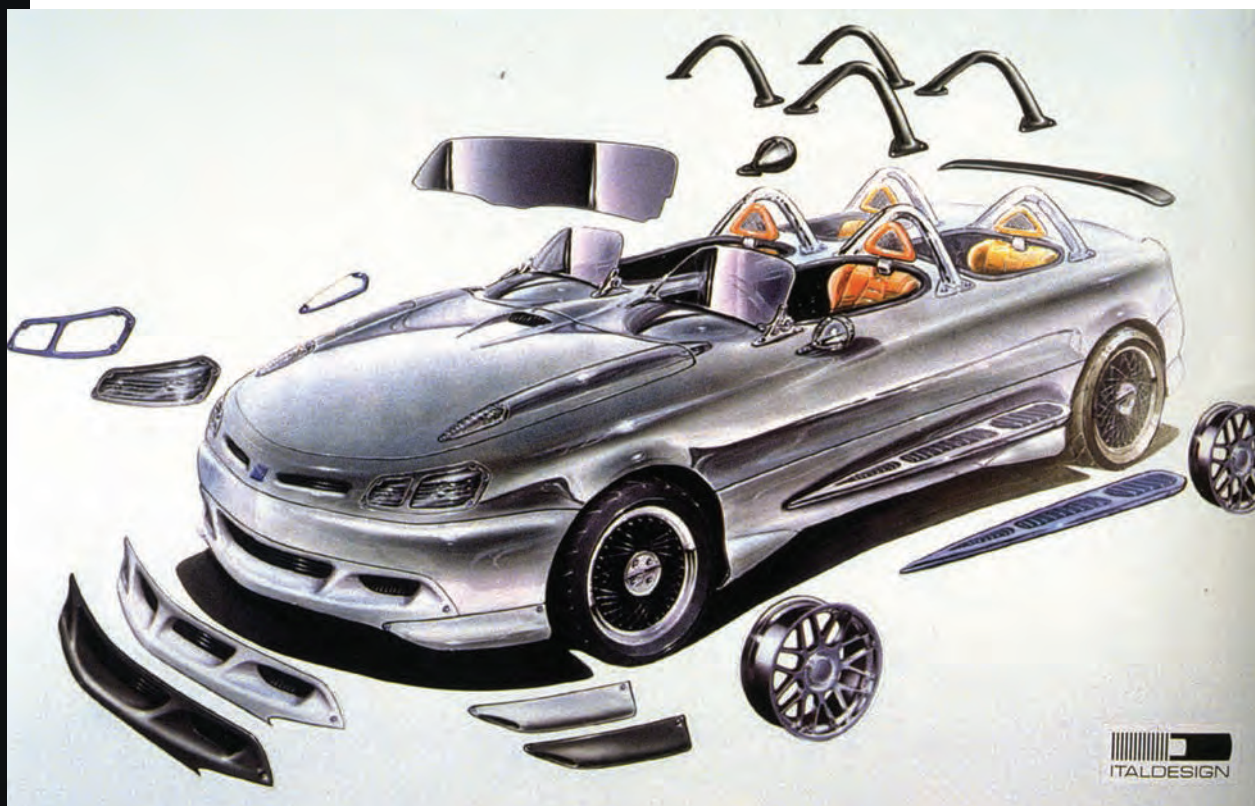
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Italdesign Giugiaro

The second part of our story on Giorgetto Giugiaro highlights his achievements from the 1990s to the present day

Story by Elvio Deganello
Photography by Italdesign





Giorgetto Giugiaro was very busy in the 1990s creating a series of project cars for the industry, but he still found time to present concepts at motor shows, which were the unique vehicles that were the tradition of Italdesign from the onset of the company.

These show cars were not intended to represent the ideal car. According to Giugiaro: "A car cannot be ideal for all people and for all occasions. A young man, a woman and a family have different needs and expectations, which depend on their ambitions and on the side of their personality they want to see moved in their cars. As a designer I think it's important to have the consistency between the content that the appearance of a car promises and the content that it actually provides."

The show cars are not gifts that Giugiaro awards to himself, but they are dreams that for various reasons he could not accomplish: "I never had time to think of something for me, customers have always been more important. Every idea came from customer requests, we have never done anything for the sheer pleasure

of it, there was no time. With the show car it was different, it had to project an emotion that would show the ability of the company and demonstrate ideas that would attract potential customers. In these cases, and only in these cases, the search was devoid of conditions. It was a situation that was even embarrassing because no one knew what to do and were sometimes afraid to propose solutions that could not be understood."

'FIX ON BODY' CONCEPT

A typical case of ideas that were not understood was the architecture 'fix on body' of the Formula 4, the Hammer and the Fiat Bravo in 1996. They shared a platform equipped to receive different superstructures. The multi-purpose platform idea is dear to Giugiaro, who adopted it for the first time in 1982 with the Capsula. He wanted to suggest that car manufacturers could create a common base, as do manufacturers of trucks and buses, and to leave fitters the task of completing it with bodies that meet specific needs.

Giugiaro repeated the theme of the equipped

TOP: 1996 Formula 4 Fiat Bravo
 LEFT: 2015 Electric powered Gea
 BELOW: 1997 Alfa Romeo Scighera





1997 Volkswagen W12 Syncro



2001 Aston Martin Twenty Twenty



1998 Giugiaro Structura



1999 Bugatti EB218

platform in 1988 with the Aztec/Asgard/Aspid, bodied roadster, coupe and MPV on common platforms, but car manufacturers did not take the hint and did not accept his proposals even with Formula 4/Hammer.

ALFA ROMEO TO ASTON MARTIN

In 1998 Giugiaro suggested the Alfa Romeo Scighera, a GT that interpreted both modern and some classic styles, like the low nose, the lights placed on the top of the wings and the wraparound windshield. In the same year for the Volkswagen Group Giorgetto provided elegance to efficient forms of the W12 Syncro Roadster, a version of the record-breaking 2002 car that established the 24 hour record at Nardo at an average of 322.891 km/h. Also in 1998, the Volkswagen Group built the Giugiaro Structura, a large sedan fitted with the W12 engine, with pillarless cabinet opening doors and glazed panels below the waistline.

Giorgetto Giugiaro, on the suggestion of his son Fabrizio, later returned for another take on exposed external structure in 2001 with the Aston Martin Twenty Twenty. When the management at Aston Martin viewed the car, they said that perhaps the style could be understood in 2020, hence the Twenty Twenty name was born.

PROJECTS FROM 1998-2007

Between 1998 and 1999, Giugiaro proposed three different scenarios for the Bugatti marque. Firstly the EB 118 coupe with a continuous dorsal ridge on the bonnet, boot and roof reminiscent of the Bugatti Atlantic; secondly the EB 218 four door, with the



1998 Bugatti EB118



1999 Bugatti EB18-3 Chiron



2000 Giugiaro Touareg



2000 Maserati Buran



2002 Alfa Romeo Brera Concept



2002 Giugiaro Brera Concept

characteristic post-modern style interior and finally the 18-cylinder Bugatti 18/3 Chiron, which at a few strokes beautifully recorded the spirit of Bugatti's great past. These concepts were very beautiful and talking with Giugiaro you know he is disappointed that none of the three cars were built in series.

In 2000 Giugiaro went from the luxury of Bugatti to the minimalist off-road Touareg, where the body was made by strong panels bolted to a tubular structure and mechanics were without complicated electronics in order to simplify repairs in the most remote areas of the world. In the same year Giugiaro proposed the Maserati Buran, a roomy sedan with a flat floor and sliding rear doors. The flat floor was another idea close to Giugiaro. The proposal for the New York Taxi in 1976 was revived in 1978 with the Lancia Megagamma, but no manufacturers welcomed the suggestion. Unfortunately Buran production did not follow, even though the flat floor increased the space for passengers and allowed much freedom of movement. For example, the driver or the passenger could easily get out from the opposite door if a wall or other obstacle prevented the opening of the door on their own side.

In 2002 Giugiaro had more luck with the style of the Brera. In fact, its classic elegance was made to last by those who loved Alfa Romeo, although it was put into production it was deprived of some of its show car parts, in particular the very original scissor doors.

In 2003 Giugiaro built three one off cars: the Volkswagen Tarek, a dune buggy for the Paris-Dakar rally, the Chevrolet Corvette Moray with its clear dome that gives it the appearance of a closed



2003 Corvette Moray



2003 Maserati Kubang GT



2004 Toyota Alessandro Volta



2004 Mitsubishi Nessie Concept



2004 Alfa Romeo Visconti

roadster, and the Maserati Kubang, which invented a new type of GT Wagon.

The hybrid supercar arrived with the Toyota Alessandro Volta in 2004. Giugiaro had redeveloped the original hybrid theme by turning it into a supercar. Here he returned to the flat floor theme, which, thanks to the four electric motors on either side, allowed habitability for three people in the front seat, while the pedals, steering wheel and controls could slide from centre, left or right.

In 2004, with the Alfa Romeo Visconti, Giugiaro suggested a luxury sedan with the lines of a coupe, but the proposal was not welcomed.

In 2005 he celebrated his 50-year career with the GG50 that emphasised comfort and versatility of use, two issues very dear to Giugiaro: "I designed a Ferrari to use with the family," explained the designer, stressing that the sharp fast back hides a tailgate and the fuel tank. The redesigned rear seatbacks folded down to form a large load floor. Also in 2005 Giugiaro proposed the hydrogen powered Mitsubishi Nessie, a coupe with its rear volume enlarged to provide more space. It had a third door on the right side for easy access to the second row of seats. The theme of hydrogen power was back in 2007 with the VAD.HO, an extreme sportscar, exploring the potential to design the most flexible deployment of a new equipment motor, mechanical and electronic equipment. The following year, on the occasion of the 40th anniversary of Italdesign, the Quaranta presented a continuous line from nose to tail as in the Bizzarrini Manta of 1968, but using modern technologies, such as a carbon shell and traction shared between the small electric motor in the front and a system heat powered engine and electric motor in the centre-rear.

ENVIRONMENTAL CONSIDERATION

The low environmental impact became a new theme to be explored by Giugiaro and in 2009 the Namir set a new development in the performance of a car with hybrid drive, in fact, the coupe reached 300km/h and accelerated from 0-200km/h in 10.4 seconds.

In 2010 Giugiaro developed the theme of hybrid cars with EMAS (Eco Mobility Advanced Solution). In this family of cars he sought the comfort of the D-segment saloon with the external dimensions of the city-car from segment A. For EMAS Giugiaro used a common platform for three body configurations: standard, city and country. The design theme used the lessons learned that Ing. Hruska planned with the Alfasud. Giugiaro said: "From Hruska I learned a rigorous design that emphasizes function and industrial feasibility, forcing the creative to find solutions that respect aesthetically valid techniques instead of proposing forms that then require compromises in terms of engineering."

The EMAS was the last car designed by Italdesign Giugiaro before the Volkswagen Group acquired 90.1% of the share capital (25 May 2010). Italian fans welcomed the intervention of Volkswagen, firstly because it would avoid the possible future closure of Italdesign Giugiaro like Bertone and Pininfarina and secondly because the Germans have shown that with Lamborghini they have respected and protected the identity of brand. Italdesign Giugiaro has therefore been able to maintain its tradition of presenting show cars.

TOP: 2012 Giugiaro Brividio
BELOW LEFT: 2007 Vad.Ho Concept
BELOW RIGHT: 2011 VW Azzurra Sailing Team
BOTTOM: 2009 Frazer-Nash Namir





2011 Volkswagen Tex



MODULAR QUER-BAUKASTE

In 2011, Giugiaro presented three show cars: the VW-based Go!, the Tex and the Up Azzurra Sailing Team beach car. The first two show cars used the Volkswagen MQB platform (Modularer Quer-Baukasten) developed by the German company to host either an electrical plug-in, a hybrid system, a classical internal combustion engine or even a hydrogen motor. The stylistic peculiarities of the Go! are the system for opening the rear doors and the side windows that extend below the belt line to allow the driver to see the ground, as in Asgard of 1988. The Tex uses the same platform as the Go! and anticipates ideas for a sports Volkswagen of tomorrow. The Up Azzurra Sailing Team renews the theme of the car from the beach or marina, which obtained great success in the 1960s as a tender for the big yachts.

The show car by Giugiaro for 2012 was called Brivido (Thrill) – a sports coupe with sinuous lines and aerodynamics enhanced by the pearlescent red body colour.

“This is a research study for a true four-seater,” said Giugiaro, “that offers comfort and great visibility, including the rear passengers that usually, in this kind of car, are sacrificed. The car could be put into production tomorrow, the exotic gull-wing doors being the only concession.”

MULTI-FUNCTIONAL CONCEPTS

The 2013 show car was called Parcour Coupe and Parcour Roadster and refers to the urban sport called parkour where people move unconventionally over public infrastructure – the Parcour is designed to tackle all terrains with equal aplomb. Fabrizio

Giugiaro explained: “With practical control on the dashboard, the driver can adjust the car to the context in which it moves by choosing between four different settings: a comfortable ride, one for the off-road, one for winter conditions and finally, another for high-speed track”.

The electronic system operates the structure, the height from the ground and position the engine. The Parcour features a Lamborghini 5.2-litre V10 engine that produces 550bhp and is capable of accelerating from 0-100km/h in 3.6 seconds.

The show car for 2014 was called Clipper and is a sports van with core technology and an ecological heart. It has two electric motors of 110Kw, four-wheel drive and batteries placed in the floor for maximum protection against bumps during road travel. The peculiarity of the body is that all the passengers can simultaneously access the cockpit thanks to the vertical opening of the doors and pillarless aperture.

Giugiaro’s latest show car is the Gea, which was presented in March 2015 at the Geneva Motor Show. Here the designer’s attention has moved from the driving position, around which he usually developed the architectural philosophy of the car, to that of the rear passengers. Giugiaro’s philosophy was based on how much time people spend in the car. The interior can be placed in three configurations, selectable through the sphere of control between the two rear seats. The passenger space could become a travelling office, a fitness or a fantasy area.

By necessity, Giorgetto Giugiaro accepted the security of working under the supervision of the Volkswagen group. While the future of Italdesign Giugiaro as a company is assured it is a loss to the Italian car design network. 🇮🇹

ABOVE: The Emas plug-in electric car. Giugiaro’s designs continue to be fresh and vibrant, sadly no longer a benefit to the Italian car industry



2013 Parcour Coupe



2015 Giugiaro Clipper



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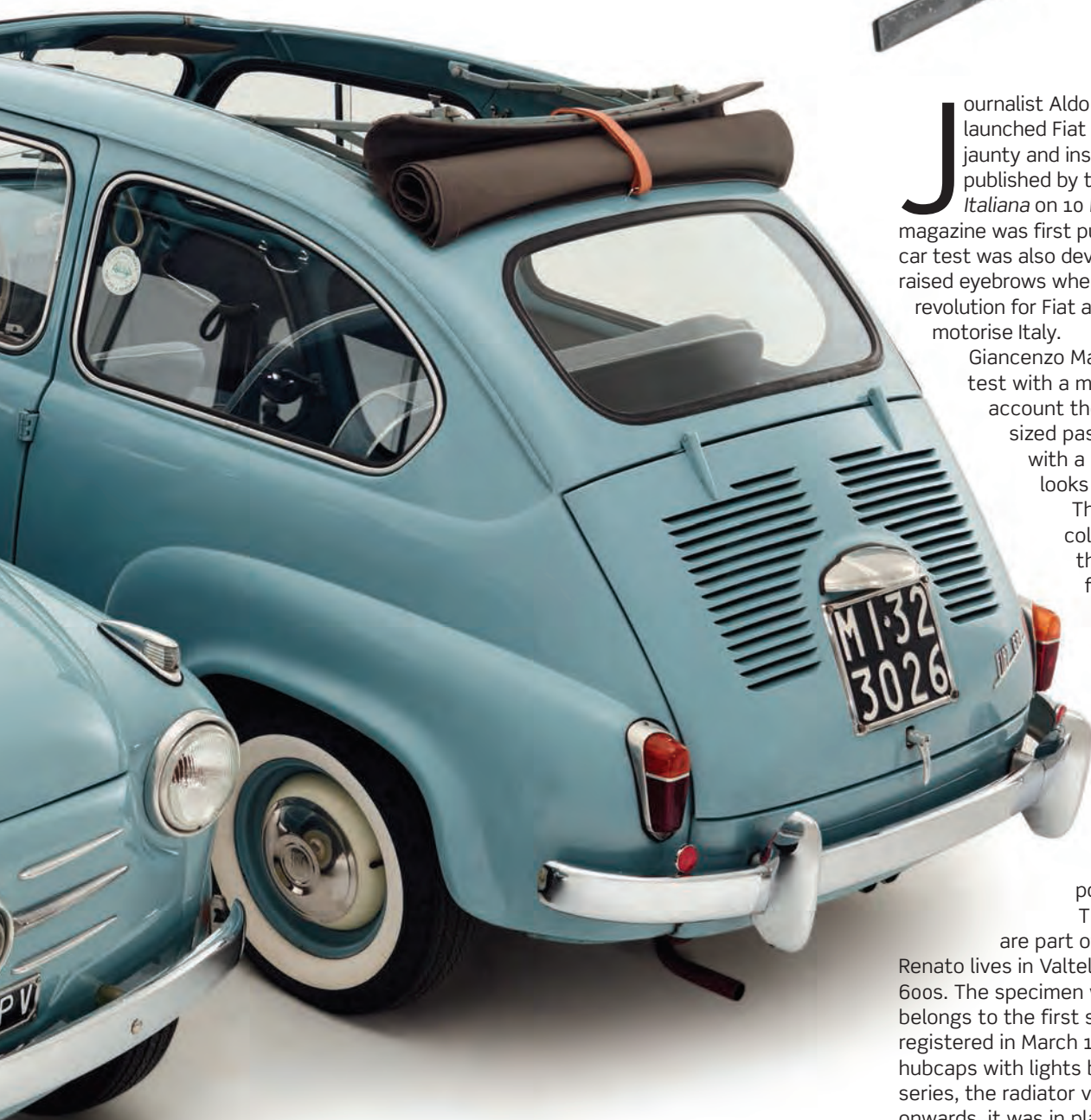
Obsessive Behaviour

One man's passion for the Fiat 600 and its derivatives

Story by Ruoteclassiche/Maurizio Schifano
Photography by Ruoteclassiche/Paolo Carlini



FIAT 600



Journalist Aldo Farinelli described the newly launched Fiat 600 as: “A small jewel with a jaunty and insinuating look” in the road test published by the Italian car magazine *Auto Italiana* on 10 March 1955. When *Quattroruote* magazine was first published in March 1956, its first car test was also devoted to the Fiat 600. The car raised eyebrows when it was presented as it was a real revolution for Fiat and in a few years it would motorise Italy.

Gianceno Madaro signed *Quattroruote*'s car test with a more prudent verdict: “Taking into account the fact that the almost standard-sized passenger compartment coexists with a small-sized car body, the 600 looks nice and well-made...”

The wonderful Azzurro Cenere colour and the white-walled tires of the two examples shown in this feature help us recall Farinelli's verdict, and the perhaps idealised but reassuring 1950s. Soft pastel colours were very trendy in the mid-'50s, and the 600's paint options went from pale blue and pale green to bolder colours such as dark green, or the more austere medium grey, dark grey and dark blue. The wide paint range certainly contributed to the popularity of the 600.

The two specimens shown here are part of Renato Mingardi's collection. Renato lives in Valtellina and owns no less than eight 600s. The specimen with the Pavia numberplate belongs to the first series (1955), and although it was registered in March 1956, it features small wheel hubcaps with lights below the rear bumper. In the first series, the radiator vent is in aluminium, and from 1956 onwards, it was in plastic. It is a 'standard' saloon version, the only one available in the first series; no sunroof, clean bumpers and checkered fabric upholstery. It is a right-hand drive car because the first owner, born in 1903, was used to right-hand driving, as was still rather customary in Italy in those years. Fiat, in fact, offered both options.

The example with the Milan number plate belongs to the second series and was registered in October 1956.



The second series featured larger hubcaps, larger rear lights, indicators (not available on the first series) and a sunroof. It is a 'Trasformabile', which is the convertible version typical of the second series presented in 1956 featuring overriders on the bumpers, aluminium framed rear windows, white-walled tyres (also available as an option on the 'standard' version), dual colour wheel rims and solid colour or patterned fabric upholstery.

At a closer look, these two 600s look endearing and sturdy. Dante Giacosa had not indulged himself too much in sturdiness, to comply with Fiat's request for an almost unattainable lightness. However, when opening the doors the sheet metal does not bend when pushed by the hand, which is typical of today's cars. The roof of the convertible version is reinforced by extra metal work.

Accessing the front and rear seats is surprisingly easy, thanks to the large sized 'suicide' doors hinged to the front. Far from claustrophobic, the passenger compartment features a very low chassis and quite a high roof. You could easily drive with your hat on (as you would in the mid '50s) or with an open roof without noticing the wind. In Auto Italiana's story the simplified and slender seats were described as "very different from those highly popular and bewildering French solutions". Once again, Giacosa had confined the most daring interior designs to the prototyping stage. In the end, the production series seats were considered comfortable, and we do agree. The sliding windows are equipped with adjustable plexiglass quarter lights that allow fresh air to flow freely into the passenger compartment when the car is in motion. Although old-

ABOVE: First series Fiat 600s are now very rare. Over 4.9 million 600s were built in six countries throughout Europe and South America





1



2



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6

FIAT 600 EVOLUTION

The 600 already started changing from the second production year. Alterations were needed to adjust the car to new street regulations, to improve performance and to make the car more competitive. The Multipla was launched in 1956.

1: 600 third series 1957

Windows slide down with a handle. The power is up 2.2HP thanks to a Weber 22 IM carburettor.

2: 600 fourth series 1957

Bumpers equipped with overriders and, side trims, moulding below the doors, lid headlight frames. Framed rear windows.

3: 600 D 1960

Front lights below the headlights, larger air intakes on the bonnet, silver wheel rims, 767cc and 29HP

4: 600 D second series 1964

Launched alongside the 850 series, doors are now hinged to the front.

5: 600 D third series 1965

Larger headlights, single front trim bar, side trims profiles removed, bumpers equipped with rubber overriders, 850-type wheel hubcaps.

6: 600 Multipla 1956

Driver seat is moved forward, four doors, same wheelbase as the saloon version. 4- 5- and 6-seat options plus taxi cab version available.

7: 600 D Multipla 1960

As the D saloon, it has silver wheel rims and a new 767cc engine delivering 29HP.



7

AN ENTHUSIAST'S COLLECTION

"Probably my passion for the 600 was born from the fact that when I was a child my father owned one," explains Renato Mingardi, now 48 years of age. Renato is the indefatigable owner of the two 600s featured here, but he also owns another six examples, carefully chosen among the most interesting versions and in the best condition anywhere in Italy. All of them retain their original registrations of origin.

In 1999 his first acquisition was a 1964 600D, but with non original plates, so for this reason he sold it after a few years. In 2009, Renato had a fateful meeting with the featured Trasformabile. It had been owned for many years by a refined Japanese lady resident in Milan, and it was a truly great find. Renato had no doubts, this was the right example, to care for forever. But one thing led to another and by 2010 he had obtained a 1959 Multipla in bianca celeste, a 1969 600 D 'fanalone' in red, ordered by the Vigili del Fuoco but never delivered and a 1963 Abarth 850 TC Nürburgring in right-hand drive in carta da zucchero.

In 2011 the Francis Lombardi Lucciola arrived, a 4-door car in light grey. In 2012 he bought the 1959 grey and blue sedan and the 1956 Francis Lombardi Trasformabile in blue.

Finally in 2013, Renato found the first series car in this feature, these cars are now very rare and difficult to find in such perfect condition. His favourites are the first series car and also the rare right-hand drive Nürburgring.



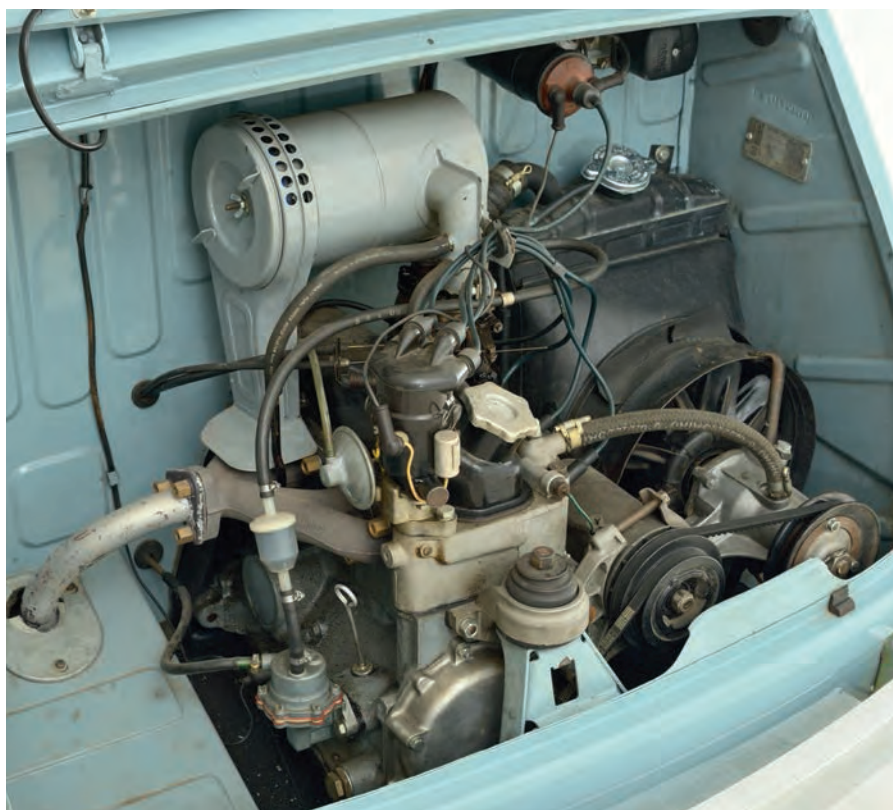




fashioned and not so easy to slide, they prove to be an efficient solution.

On the first prototypes, the engine went from 570cc and approximately 16HP to 633cc and 19HP, and finally to 633cc and 21.5HP. The four-cylinder engine of the first series is fairly quiet. *Auto Italiana* wrote, perhaps exaggerating, that: "The engine is so quiet that passengers can hear each other even when speaking at a very low tone..." But only in third or fourth gear we would add. *Quattroruote*, in fact, complained about the noise produced by the first gear. Actually, we found the transmission to be quite noisy in both first and second gear in the two examples described here.

While the cars were considered to be snappy in the mid-'50s, their performance could be judged as fair only on flat roads in view of today's standards. On the steep road leading from Chiuro to Teglio our two 600s



never exceeded 25-30km/h which is indeed an embarrassing speed nowadays. Although slow, they clambered up the cobbled ground of the historic centre of Ponte without slipping. The stable behaviour must have been a further impressive quality of the 600, compared to the Balilla and the Topolino of the same period and the suspension is efficient and noiseless on uneven ground. In terms of traction, Giacosa actively worked on the steering wheel and the rear suspension setup during prototype testing and managed to considerably reduce the car's tendency to oversteer. In fact the 600 behaves well around bends and progressively wags its tail only when you really press down firmly on the accelerator pedal (which would be hard on the first series). Far from scary though, this is only part of the fun. 🇮🇹

TECHNICAL SPECIFICATIONS

FIAT 600

ENGINE:	4 cylinders in-line
CAPACITY:	633cc
LOCATION:	Rear longitudinal
BORE X STROKE:	60mm x 56mm
COMPRESSION RATIO:	7: 1
FUEL SYSTEM:	Weber 22 DRA 1
POWER:	21.5bhp @ 4600rpm
TORQUE:	4kgm @ 2800rpm
TRANSMISSION:	4-speed. RWD
FINAL DRIVE:	5.375: 1
SUSPENSION:	Upper wishbones. Lower transverse leaf spring (f), offset wishbones, coil springs (r)
DIMENSIONS:	(L) 3215mm (3255 mm*) (W) 1380mm (H) 1405mm (1415mm*)
KERB WEIGHT:	585 kg (595 kg*)
TOP SPEED:	100km/h
* Transformable	



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Class Acts

We track-test three cars from the BRSCC Alfashop Alfa Romeo Championship and find out what's new in Alfa racing

Test by Chris Rees
Photography by Michael Ward



Exhilarating, accessible and popular, the Alfa Romeo Championship is a favourite not just here at *Auto Italia*, but in the whole British racing community. This BRSCC-backed championship is now in its 34th year, having started as far back as 1982. And with some 30 cars competing so far this year, the series seems to be in rude health.

2015 has been a year of big changes, with a major shake-up in the class structure, which is now much simpler. The previous six classes have been cut down to just three: Modified class (replacing the old A1/A2), Power Trophy (succeeding the old B/C & D classes) and Twin Spark Cup (formerly Class E)

We decided to bring together three front-running steeds from each of the new classes and give 'em a good going over at Bruntingthorpe test track. We also had a chance to catch up with Michael Lindsay, the 'Don' of the series, who may have relinquished his role as co-ordinator some years ago, but continues to be

very active in the current co-operative set-up, for instance writing the regulations and race reports, and commentating at events.

"I believe we've had about 730 drivers in all competing in ARC over the years," says Michael. "I'm delighted that we have a record number of entries this year in the Twin Spark Cup, which is certainly the most competitive of the three classes on track. As well as Dave Messenger [who we have at today's track test] and James Bishop [last year's Class E champion], a notable star this year is Tom Hill, an ex-karter who's just 18 years old.

"We continue to boast some excellent machinery in the Modified class, too, such as Andy Robinson's 3.8-litre 24V 156, Anthony George's 156 2.0 16V Turbo (which is very quick indeed and a potential championship-winning car) and Vincent Dubois' 155 Q4 Turbo-powered 156."

ARC is all sounding very healthy, then. But what are the cars themselves like?





DAVE MESSENGER'S 156 TWINSARK

It's not hard to see why the Twin Spark Cup is proving so popular. 156s and 147s can be bought for peanuts, making this an inexpensive way to go racing, while the standard spec means the cars are reliable. Also there's always a big grid with plenty of close action and (usually) no serious dramas to contend with.

The regulations call for a 2.0-litre TS powerplant that's pretty much standard except for a free-flow exhaust aft of the manifold. The springs and dampers can be uprated, within limits, and the 15in wheels can be fitted with spacers to widen the track slightly. Dave has fitted 25mm front and 27mm rear spacers because he reckons they provide the optimum grip.

Dave started out racing an ex-trackday Alfa 75 3.0-litre four years ago, but quickly moved on to 156 racing. He was second in his class in 2013, then did only half a season last year, but he's hoping to have a good crack at a full season in 2015. He's doing pretty well so far – second in his class and third overall in the championship.



The fact that his car is prepared by friends and colleagues at Darnells Plumbing & Heating shows that the regulations really do work, as it's right up there with cars prepared by seasoned race garages.

To drive, it's pretty close to a roadgoing 156. It's very chuckable on its regulation Toyo R888 tyres, with instant grip on turn-in and a very neutral cornering attitude, with just a hint of understeer. It's very far from being an intimidating experience for the novice racer, and you can see why the TS class offers such great racing.

RAY FOLEY'S 156 GTA

The last time we caught up with Ray, who is one of the doyens of the championship (having been competing since 1994), he was successfully campaigning his 3.2-litre GTV in the ARC production class (the old class 'C'). He's now racing another 3.2 V6 – a 156 GTA. And at the time of writing, he tops the 2015 championship overall points table.

His car wears a 'P' signifying it's competing in the 'Power Trophy', which slots in between the Twin Spark and Modified classes. It's so named because cars are based on a power-to-weight formula of 220bhp (at the flywheel) per 1000kg. Ray has been able to keep his engine pretty standard: his 156 GTA produces 250bhp at the hubs on the rolling road (equating to 280bhp at the flywheel) so it's a good fit with the formula.

The brakes are also of the standard GTA size, albeit with racing pads. Slick tyres are probably the biggest single change, alongside all the race preparation – which was done by Roger Evans, from whom Ray bought the 156 at the end of last season.

At the time of our photo shoot, Ray's 156 was actually the only car competing in the P class, which does makes him a rather lonely figure on the track – he's around three seconds a lap quicker than Twin Spark racers, but three seconds slower than the Mods. But with around half a dozen other P class racers potentially joining him this season, he'll hopefully start enjoying some close battles soon.

So what's the 156 like to drive? Actually very easy, since this is effectively a pretty standard machine. The Busso V6 is a fantastic unit in almost any application, and it's perfectly at home in a racer like this. There's no real issue with torque steer and you can very happily deploy full power, using the full rev range.



The most striking aspects are the brakes and the tyres. Those race pads really haul the car up with tremendous bite – surprisingly so considering the discs remain the standard 300mm ones – and the feel through the pedal is crisp and easy to modulate. The slick tyres, meanwhile, make the car very chuckable through corners. Yes, there is quite a bit of body roll, but you can always feel what's going on under you, which is definitely what you want in a racer.



GRAHAM SEAGER'S GTV

The undoubted beast of our gathering is Graham Seager's GTV V6. This is another ex-Roger Evans car, with plenty of race success behind it. In its original guise, it ran a 3.8-litre V6, which Roger took as far as he could with a 3.8. It's now been returned to a capacity of 3.2 litres and boasts uprated internals, a free-flow exhaust and, most significant of all, a Rotrex supercharger with a front-mounted intercooler and an oil cooler. The exact spec of the engine – and the exact power output – aren't being disclosed, but I think we can assume it's developing comfortably over 400bhp, and quite possibly edging its way towards the 500bhp mark.

Intimidating is probably the best way to describe the driving experience. With so much power and an overall weight of just 1100kg, this is a very, very quick machine. Since that power's going through the front wheels, it needs some help to put it all down, and a Gripper limited-slip diff has been fitted to rein in the mighty flow of torque available. The diff means you can apply full power at the apex, so that competitor cars need a huge slug of power if they're ever going to pass it on the straight.

I get the feeling that almost every aspect of this car is barely tamed and dancing at the ragged edge of the regulations to eke out every advantage. The power curve provided by the supercharger is wonderfully consistent: you can feel its effects from very low revs and it just keeps going throughout the rev range. That's in sharp contrast to the peaky power delivery associated with turbochargers, which Graham doesn't like nearly as much as his supercharger.

In the regulations, the bulkhead, screen and engine must all remain in the same place and the monocoque must remain original. But Graham's g16 looks quite different, and pretty darned mean. Its doors, bonnet and boot are all carbonfibre, and the wings and spoilers really help with the aerodynamics, which play a big part at the speeds this car runs. Those wide rear wheelarches, created to cover the 10 x 18 wheels,



can be removed for tracking.

The brakes are huge, too. Up front are Alcon six-pots and to the rear are Brembo four-pots, with a hydraulic brake balance bar allowing in-car adjustment. Initially, the bite doesn't feel quite as sharp as Ray's 156 but after a few applications the brakes quickly get into their stride and offer the awesome stopping power they're designed to bring.

Overall, in fact, this is a car that definitely needs warming up. As much can be gleaned from the fact that, off the start line at races, Twin Spark cars are often competing for the same piece of tarmac as they go into the first corner. The issue is that it's just so easy to light up the tyres with so much power on tap, and it's only after two or three





ABOVE: Graham Seager's brutal-looking overbored 3.8-litre GTV pushes out nearly 500bhp thanks to the Rotrex supercharger



laps that the slick tyres are truly warmed up. Those tyres, by the way, are second-hand BTCC 18-inchers and as I soon discover, they offer scant grip from cold. I'm going to blame cool slicks (as opposed to the other possibility, driver incompetence) for my, er, 'moment'. Tackling the tightest corner around Bruntingthorpe's relatively new twisty infield section on my first lap, I succeed in spinning the sodding thing. But as the tyres warm up, so does my confidence, and by the end of my run, I'm revelling in the grip, ultra-communicative steering feel and sheer adjustability in bends.

As for Graham's prowess behind the wheel, it's fair to conclude he's a very talented helmsman. Of his 14 races so far, he's only had two DNFs, both due to drivetrain issues. He won the first race of the 2015 season at Silverstone in this car (getting pole and fastest lap, as well as the win). He was then forced to miss Rockingham but emerged the victor in the next round at Oulton Park. At the time of writing, he's second in his class, only one point behind the leader, which is remarkable given his no-show at Silverstone. Clearly the combination of raw talent and a beautifully prepared thoroughbred of a car is a winning one.

JEREMY CHILTON 156 TS

Jeremy Chilton is new to the Alfa Championship having gained some experience with a Westfield at track days. Last autumn he bought a 1999 Alfa 2.0 Twin Spark from a used car dealer for £200. Seeing the 156 as an ideal candidate to go racing he spent the winter building up the car to enter the 2015 Twin Spark Cup. Having stripped the interior and removed any unnecessary bits under the bonnet he had a roll cage welded in. Realising he was running out of time and know-how he approached Paul Plant's team at Bianco Auto Developments to have the brakes, suspension and safety equipment installed.

Jeremy passed his ARDS test in February and the car was back with him to be painted and finished off inside. At the time of writing he had entered five races and have even collected a few championship points. The car still needs a little development, but Jeremy admits that the driver needs more!

RUSSELL ANDERSON 146 TI

Russell Anderson is also in his first year of racing and decided to compete in a race ready car. Russell's 146 TI was built by David Thomas from a courtesy car that was used to support his garage business. The well prepared car proved to be successful in the Alfa Romeo Championship over several seasons and it has been featured before on these pages. The 146 is currently sponsored by Mayfield Farm Bakery and School.

Russell is following in the footsteps of his father Nick who has been racing in the Alfa Romeo Championship on and off for over 30 years. Nick currently runs an Alfa Romeo 33 1.7 in the Power Trophy. 🇮🇹

Our thanks to Paul Plant and Michael Lindsay for their help in preparing this feature. For information of the Alfashop Alfa Romeo Championship visit www.alfaracer.com



2015 CALENDAR

Snetterton - 27/28 June

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Amelia Island Concoures

Florida's early season event for concours classics

Story and pictures by Keith Bluemel



The 20th annual Amelia Island Concours d'Elegance was held at its traditional location on the 10th and 18th fairways of The Golf Club of Amelia Island, adjacent to the Ritz Carlton Hotel. For this 20th anniversary edition, Bill Warner, the founder and Chairman of the concours committee, assembled a truly spectacular array of over 300 cars and motorcycles for everybody's delectation. Within the number there were several unique examples, together with some exquisite cars from collections rarely seen in public. Each year I never cease to be amazed at the diversity and quality of the entries, a real tribute to the efforts of the selection committee.

The 2015 Honouree was Sir Stirling Moss OBE, along with his wife Lady Susie, who was fittingly the Honouree of the very first Amelia Island Concours in 1996. How the show has evolved and grown since then! Equally, as its profile has grown, so has the endorsement of motor manufacturers worldwide, with many of the major brands, like Alfa Romeo, BMW, Bentley, Buick, Ferrari, Infiniti, Jaguar, Lamborghini, Maserati, Porsche and more, together with long time stalwart Mercedes-Benz, having displays and test drive facilities at this year's event.

The stature of the show for the manufacturers as a tool for promoting their products was highlighted this year by Alfa Romeo having an example of the new 4C Spider, and Lamborghini one of their Aventador Pirelli Special Edition models on display, both of which had only been publicly announced at the Geneva Salon the previous week.

The success of the show has meant that it has had to expand its space for trade display areas without encroaching on the concours field space, thus this year an additional display area was created across the road from the main driveway to the Ritz Carlton, on the 1st fairway of the Golf Club at Amelia Island. This was named MotorXpo, with free public entry, and here there were additional displays and trade stands, including a great array of classic cars on offer from The Boulevard Motorcar Co.

The concours day is actually the pinnacle of four days of activity in and around the Ritz Carlton with seminars, a silent auction, manufacturer test drives, art gallery, road tour, DuPont Registry Airport Reception, the free to all "Cars & Coffee" on the main show field on Saturday morning, and much more for participants to enjoy. Then there is the official auction of the concours by RM Sothebys, on the Saturday in the ballroom at the Ritz Carlton, together with a Gooding & Company auction just down the road at The Omni Amelia Island Plantation on the Friday, while this year Bonhams added to the auction activity with another close by on the Thursday. Hollywood Wheels presented a further auction at the Omni Amelia Island Plantation Ballroom on the Saturday.

The classes in the concours ring the changes each year depending on different themes or anniversaries. This year there were 38 classes, and as part of the 20th anniversary celebration including the original Honouree, Sir Stirling Moss OBE, there was a class for the cars driven by him during his career, these included the Ferrari 250 GTO which he used in practice for the GT race at Goodwood, on the weekend in 1962 that he suffered his career ending





accident. There was also the OSCA MT4 in which he won the 12 Hours of Sebring in 1954, plus Aston Martins, Maseratis and Mercedes-Benz models which formed part of an impressive 20 car display.

There was a class for Ferrari F1 cars, featuring seven examples spanning the period 1951 to 1991, which included the post-restoration debut of the spectacular pale blue 375 Indy car which, it was discovered during restoration, had started life as a 375 F1 car.

There was a class for 'Orphan Concepts', essentially cars that had no other purpose than to display the designer's capabilities and to capture the public's imagination for the manufacturer. Yet another 'novelty' class was 'East meets West', with an array of east and west coast built hot rods, showing the differences between the two geographically different cultures, although each group had individual class awards.

There was also a nice selection of cars in the 'World Rally Cars' class, including a quartet of desirable Lancia models, a Fulvia HF, a Stratos, an 037 and an integrale, the latter two in the iconic Martini striped livery.

There was further strong Italian car presence in the four post-war Sport & GT Car classes, including Lamborghini 350 GT, 400 GT, Espada and Miura, Fiat 8Vs, an Alfa Romeo SZ Coda Tronca, an ASA 1000 GT and a Lancia Flaminia Sport Zagato, to name but a few.

A further class was devoted to Porsche's "ugly duckling", the 914 series, with a colourful display of

road, race and rally variants, whilst the BMW 328 model was honoured with a class of its own, as was the Stutz marque. At the end of the day the Best of Show Concours de Sport award went to the elegant 1932 Alfa Romeo 8C 2300 Zagato Spider entered by David Sydorick, from Beverly Hills, California, while the Best of Show Concours d'Elegance award was taken by the 1930 Cord L29 Brook Stevens Speedster, from the Ed & Judy Schoenthaler Collection in Oak Brook, Illinois.

ABOVE: Rare 1942 Alfa Romeo 6C 2500 by Bertone
BELOW LEFT: Car of the Show, 1932 Alfa Romeo 8C 2300 Zagato Spider



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Lynne@Lamborghiniclub.co.uk
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Contact: Sarah Heath-Brook
31 Creffield Road, Colchester, CO3 3HY
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Lancia Montecarlo Consortium

www.montecarlo.org.uk

International Association of Lancia Clubs

www.viva-lancia.com

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BUYERS GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING A TOP END CLASSIC

Ferrari 308 GT4

Unloved for decades, the 308 GT4 is finally being recognised as one of Maranello's mid-engined greats

Report by Chris Rees

Photography Michael Ward

Feature sponsored by Superformance

Gawky, rust-prone and – until recently – entirely unfancied, the 308 GT4 has long been the runt of Ferrari's mid-engined litter. Famously the only regular production Ferrari ever designed by Bertone (Marcello Gandini, in actual fact), the GT4 has always been viewed as the ugly duckling to Pininfarina's 308 GTB swan.

But enthusiasts – especially those with fond memories of the 1970s – have recently been flocking to the GT4, appreciating its shape and its super-sweet drive afresh, and finally recognising it as one of the greatest overlooked Ferraris of all time. As a result, prices have truly skyrocketed from 'Mondeo money' just a few years ago – one example is currently up for sale for £75,000.

Launched in 1973 as a Dino, but soon rebadged as a Ferrari, the 308 GT4 was positioned as a 2+2 sister model for the Dino 246. The 246's wheelbase therefore was stretched by 21cm, but the GT4 kept its all-independent suspension, consisting of wishbones, coil springs, dampers and anti-roll bars.

The GT4 was the first model ever to be fitted with Ferrari's all-new and utterly fabulous 3.0-litre V8 engine. The spec still sounds gorgeous today: all-alloy, two overhead camshafts per bank, four Weber carbs and 255bhp of power. It was mounted transversely in the middle of the car, in situ with the five-speed gearbox.

Another first: this was the first mid-engined Ferrari with 2+2 seating. And unlike many mid-engined rivals,





the GT4 can genuinely seat four, also boasting more generous front-seat accommodation than the two-seater 308, and a very decent-sized boot behind the engine.

This was a popular Ferrari in its day. Of the 2826 308 GT4s made, a fairly high percentage came to the UK (547 examples were right-hand drive). An additional 840 examples of the Italian tax-break 208 GT4 were also sold.

ON THE ROAD

You may be surprised at just how comfortable the 308 GT4 is. Yes, the driving position is a little odd with its offset pedals and low-set steering wheel, but it feels airy and you're greeted by a glorious-looking aluminium-and-chrome dashboard featuring ideally positioned dials and controls.

Crank up the carb-fed engine and its charisma makes an immediate impact: peppy, rev-happy and guttural, with a whole host of pops and bangs from the exhaust as you rev it. It's lively, too, with strong mid-range pull and a scintillating redline of 7600rpm. You can blissfully move up and down the gearbox, the exposed gate with dogleg first delivering superbly slick changes, albeit with a pretty heavy clutch action. The GT4's at its best when you short-shift through the 'box and let the wave of torque carry you onwards, but it's equally great as a cruising machine on the motorway. For the record, the GT4's top speed is 155mph and the 0-60mph sprint takes 6.4 seconds.

What about handling? Here's the great news: the GT4 is one of the sweetest and best balanced mid-engined cars of its era, and arguably the best-handling mid-engined Ferrari until the F355. It's very much at home on twisty A-roads, and totally trustworthy on the limit. The high profile of the 205/70 VR14 tyres makes the initial turn-in a little indistinct, but once you've settled into a corner, you really feel what's happening, thanks to excellent feedback through the steering wheel. Any loss of grip mid-corner can be countered with throttle adjustment to correct the line, and the

GT4 actually makes a surprisingly accomplished track machine.

ENGINE & TRANSMISSION

The V8 is robust as long as it's treated well and used regularly. The engine bay does get very hot, causing problems for the hoses, headers and sodium-filled valves. Overheating is a definite issue if the radiators clog up, while the electric fans are frequent victims to Ferrari's less-than-reliable wiring.

It's vital that the engine has good oil pressure and that there's no blue smoke (indicating piston ring wear). The two-valve-per-cylinder engine can suffer valve guide wear which leads to high oil consumption, but this is a relatively easy fix. The plugs are also prone to fouling. As for the four Weber carbs, these need proper and careful adjustment, which does take time (and therefore expense, if you're not skilled yourself).

Prompt cambelt replacements are essential, because if the cam belts snap, expect a bill of perhaps £10,000 for a full engine rebuild. Leaking head gaskets can be identified by white emulsion under the oil filler cap. A stainless steel exhaust system is a common (and desirable) fitment.

Check the transmission carefully, too, as there are big bills awaiting if it needs attention (budget £5000 for a full rebuild). The gearbox is often notchy and reluctant to engage, so make sure all the synchromesh works – there should be no crunching through the gears.

CHASSIS & BODY

The tubular space frame chassis does rust, so check this carefully. The suspension should be greased every two or three years to avoid wear in the ball joints. The rubber bushes tend to wear, so polyurethane ones are popular as replacements. Brakes tend to seize if the car is left unused for a long time, and you should check the brake discs for wear – a replacement set is around £750. Chassis upgrades are generally frowned upon, but modern tyres improve the handling, and uprated brake pads are recommended.

The bodywork is one of the most important things to



TECHNICAL SPECIFICATIONS

FERRARI 308GT4

ENGINE:	V8
CAPACITY:	2927cc
POWER:	255bhp at 7600rpm
TORQUE:	210lb ft (285Nm) at 5000rpm
TRANSMISSION:	Five-speed manual
TOP SPEED:	155mph
0-62MPH:	6.4sec
WEIGHT:	1150kg



check on any GT4. While the bonnet and boot lid are aluminium, everything else is steel, so there's plenty of opportunity for rust to take hold. Pay special attention to the A-posts, rear wheelarches, sills and valances, but don't ignore the front wings, door hinge surrounds and the rear window top edge.

The doors should open and shut cleanly with a solid clunk, and there should be no corrosion around their edges. Make sure that the pop-up headlamps do actually pop up, too. The two fuel tanks are positioned just ahead of the rear wheels and, if rusty, they cost around £1200 each to replace.

Most cars will have had some paintwork done in the past, but take care that such work doesn't mask major issues underneath. Check that the body lines are all crisp and sharp. And if you see evidence that a rollcage has been previously fitted, walk away: it's probably been abused as a circuit toy or hillclimb racer.

INTERIOR

The GT4's standard factory trim was vinyl and cloth, although a full leather interior was optional. The 308's electrics are hardly what you'd call the strongest, with a poorly designed fusebox causing lots of problems (probably best replaced with an upgraded item). The electric windows are normally sticky, and if the car has air-conditioning, expect it to be pretty ineffective.

RUNNING COSTS

It's definitely better to spend more money buying a really good car than to buy a poor car cheaply, as refurbishment costs are very high. As a result, many GT4 owners have restored their cars piecemeal rather than in one hit – not a problem, but you always need good documentation.

If you use the car regularly, rather than merely storing it, it'll be cheaper in the long run to keep going. Penny-pinching previous owners may well have skimped on servicing, so beware. By Ferrari standards, though, this isn't an expensive car to service. Expect a major service to cost in the region of £2000, including replacement of the toothed rubber cam belts (which need changing at least every 25,000 miles or two years – ideally more frequently). If the clutch is worn (a typical lifespan is 20,000 miles), the parts cost isn't huge, but you'll be charged up to two days' labour to do it.

The parts situation for the GT4 is surprisingly good. Many items are shared with other cars (such as Fiat X1/g door strike plates), Maranello carries lots of classic parts, and many items are now being remanufactured.

VALUES

The days of bargain basement GT4s at £10k are now well and truly over. It's still possible to find cars needing work at around the £20,000 mark but you're much better off with a properly sorted example, and these tend to go for at least £40,000 in today's market. Prices for top-end cars continue to increase, with the very best going for more than £70,000. 🇮🇹

Price Guide

308 GT4, 1980,	50k miles, red, £44,000
308 GT4, 1979,	73k miles, red, £49,980
308 GT4, 1980,	14k miles, red, £75,000



■ Many thanks to Ferrari specialist Foskers for helping to prepare this buying guide. Contact Foskers at Unit 5 Brands Hatch Park, Kent. Tel: 01474 874777. Web: www.foskers.com


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**1987 Ferrari 412 GTi
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ALFA ROMEO



Alfa Romeo S4 Spider 2.0. 1990, metallic burgundy, black leather and mohair hood with tonneau. Rare high specification, imported from Germany December 1996. Converted to RHD by Bell & Colville. Comprehensive service history. Fine original condition, low mileage, MOT to March 2016, £14,750. For further details call, AROC member. Tel: 01935 816822 (Dorset). A234/020



1982 Alfa GTV. 42,000 miles, red. Owned by one family for most of its life. Waxoiled from new, garaged throughout its life. Serviced with additional work carried out: gearbox overhaul with synchromesh replacements, clutch bearing replaced, clutch slave cylinder replaced, rear brake calipers replaced, new front tyres. Bodywork and interior are in beautiful condition. Full service history with MOTs to confirm mileage, low genuine mileage. Club member, £5700. Email: its_syd@hotmail.com (Dublin). A234/010



Alfa Romeo Spider 2.0 S4. RHD, '91 reg, Rosso Red with crema leather, full service history, 58,000 miles, MOT till Oct, taxed till Feb '16, has been fully restored to a high standard, lots of receipts, £6995 ono. Tel: 01256 840915 or 07775 942601. A234/039



1991 Alfa Spider S4. Black, tan interior, LHD, Californian car for restoration. Last used Feb 2013 been standing since MOT failure sills (£300 welding quoted), body and mechanics in good condition when taken off road. Could be a good project? Car in Brighton, £2000 ono. Please contact Nathan on 07974 017375 or Simon on 07973 868478. A234/038



1980 Alfa Romeo Spider 2000 Series 2. Beautiful cond. Last of the series 2, imported into the UK in 1993 (originally sold in France). Has an extensive file of French/UK history and MOTs. Mileage 97K km (approx 60,000 miles). Looks and sounds fantastic. LHD. Was owned and lovingly restored in 2012 by Alfa specialist restorer Nino De Luca of Park Royal, North London. Including: new rear wings, new sills to both sides, floor pans, rear valance and front quarter panels. It was finished off with a fresh coat of paint in Bianco Pininfarina. The interior was recarpeted and replacement seat covers and a new hood fitted. The wheels were refurbished and have good tyres. Mechanically it has had a replacement gearbox and clutch and it has undergone a recent oil/filter service. No leaks from the engine and it runs and drives very well. It has MOT until May this year but it will be sold with a brand new MOT, £12,995 ovno. Email for more info. Email: cirogtv@hotmail.com. Tel: 07956 182455. A234/035



1972 Alfa Giulia 2000 Berlina. Pale green metallic. Fitted with reliable 1750 engine, manual 5-speed gearbox. Had lots of new metalwork, sills were done by the previous owner/MGS Coachworks. Red leather interior, Webasto sunroof, modern CD/radio installation. Campanatura alloys. Large history file. Car known to the 105 Register. Large supply of spares available at extra cost if buyer is interested. Email for further details, £7500. Email: stuart.alfa@virgin.net. A234/036



1991 Alfa 33 Sportwagon 1.7 Boxer 16v. 44,500 miles. Extremely rare 33 Pininfarina-design Sportwagon with the fabulous Boxer 1.7 16v engine. Champagne silver metallic, unmarked contrasting cloth interior. Very low mileage, AR dealer and specialist history, £2500. Email: stuart.alfa@virgin.net. A234/037

2000 Alfa Romeo 145 TS 1750. Rosso Red, previously owned by Fiat UK as company car. Log book says 2000 first registered. My ownership since April 2002, complete list of services, MOT, reluctant sale, £750. Tel: 01477 500607. A234/041

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2006 Alfa Romeo 156 1.9 JTD MultiJet. 145,000 miles, red, 6-speed gearbox. Comprehensive history. Cambelt changed at 102K. Leather interior, radio/CD, air conditioning, alloy wheels. MOT Sept 2015, straight car, good condition for year, £1395. View in SE Essex, email me for owner's contact details. Email: stuart.alfa@virgin.net. A234/034



2002 Alfa Romeo 156 2.5 V6 24V Veloce. 109,791 miles, red, two owners (friend/myself). History, receipts, MOTs, manuals, codes, two keys. MOT Jan 2016, £2750. Tel: 01883 627387 or 07885 066473. A234/033

2000 Alfa Romeo 156 Selespeed 1970cc. 59,800 miles, silver. Owned since new, FSH, serviced and loved last 8 years by Gonnella Bros Catford. Red leather seats, new battery, MOT due 25 Feb 2016, photos upon interest. Tel: James, 07901 528605 (Bromley Kent). A234/042



2011 Alfa Romeo 159 Ti Sportwagon 2.0 16v JTDm. Probably the best 159 SW Ti for sale in the country! Very late 2011 model. Genuine Ti model with optional chrome roof bars and parking sensors. One owner from new. Low mileage only 28.5K with FSH. Just been serviced and MOT'd with new front tyres and rear brakes. Professional valeted every few months with gleaming white paintwork. It's in near mint condition and extremely well looked after by an Alfa enthusiast. Auto Lusso have fitted uprated adjustable suspension bushes and done the steering alignment. This 159 drives beautifully without any running issues at all. I've never had a problem with it and it's been a superb car for me. Very reluctant sale. Remapped by Alfa Tune, now has 200bhp+ and 300lbs+ torque. Massive improvement to the performance and fuel economy, absolutely transformed the driving experience. Now does 37mpg around town and 50mpg on long runs, £13,995. Email: mark@whybee.co.uk to arrange a viewing and for full description and lots more photos (Burnley, Lancs). A234/032



2007 Alfa Romeo 159 Ti 2.4JTM. 40,600 miles, Stromboli Grey, immaculate black leather interior. Maintained at Veloces of London, major service at Veloces at 40,000 miles. Timing belt and water pump changed at 32,000 miles, brand new Bosch battery with 5 year guarantee. MOT due November. Continental Sport 3 tyres all round, front brand new, rear nearly new. Totally unmarked immaculate alloy wheels. Apart from the usual Ti refinements, this car has power heated seats, cruise control, electric, heated, power folding mirrors, auto wipers and lights. First registered 24 December 2007, lots of history, I am the second owner of this extremely well cared for car as an Alfa Romeo enthusiast, £8500 ono. Tel: 07940 715445. Email: markcrawley1209@live.co.uk. A234/017

2003 Alfa Romeo 156 Sportwagon 2.5 V6 24V Veloce. 74,000 miles, metallic silver. One lady owner from new. Momo full black sports leather interior, cruise control, CD changer. Good service history, maintained locally by Alfanatic. Fair condition, needs tidying with a few supermarket car park dings, £1500. Tel: 01252 726950. Email: jenny@bellamanda.co.uk (Farnham, Surrey). A234/013



2005 Alfa Romeo 166 2.0 TS Lusso Ti. 80,000 miles, silver. Job loss forces the sale of this car, which is MOT'd until December 2015. Together with the usual refinements to be found on a 166, the Ti pack specifications add lowered sports suspension, Ti badges at side and rear, Ti engraved sill kicker plates, exclusive 18" alloy wheels, embossed black leather upholstery with Alfa Romeo logo and red dashboard instrument and switch lighting. The car is generally in very good condition, although the air con may need regassing, £2650 ovno. Contact for viewing or further information. Tel: 07510 444024. Email: alfa@virgin.net. A234/014



2005 Alfa Romeo GT 3.2 V6. 44,000 miles, metallic grey. Low mileage, new MOT and service including new discs, very good tan leather interior. FSH, excellent bodywork and general condition. Well cared for car, maintained by Rusper Alfa. Last of the true V6s. £5950 ono, reduced for a realistic price. Tel: 01444 483116 or 07845 117898 (Sussex). A234/015



2005 Alfa Romeo 916 GTV 2.0 JTS Lusso. 48,600 miles, silver, black leather interior. Full service + second cambelt change last year, ECU replaced. Pirelli tyres, all 4 original keys + code card. Call for more info, £4200 ono. Tel: 01460 220211 (East Devon). A234/011

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<p>1971 Alfa Romeo Junior Zagato LHD, 2 litre tuned engine, alloys, no rust - £29,995</p>	<p>1984 Alfa Romeo GTV6 LHD, low mileage perfect original - £19,995</p>
<p>1968 Fiat 2300S Coupe LHD, one owner car £POA</p>	<p>1978 Ferrari 308GTB LHD, steel body/carb and dry sump, perfect - £79,995</p>

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2004 Alfa Romeo 156 1.8TS Berlina. 96,000 miles, Grigio Lipari. Purchased new by us in Holland and imported to UK 2012. LHD, full red leather interior, full service history, dual zone climate control, cruise control, great condition for age. Original and sound. Lovely looking car which still turns heads. AROC member. All work by Alfa specialists. Will need MOT but no foreseen issues, would prefer it went to an Alfa enthusiast, must sell as need more space, £600 ono. Tel: Warren, 07880 253416 (Norwich). A234/043



2008 Alfa Romeo Spider 2.2 JTS LE. 7658 miles. Excellent condition inside and out, always garaged and only had dry weather use. Recent annual low mileage service and new wiper blades. Lifeshine finish in Alfa Red. MOT until August 2015, tan leather seats, Spider mats, 18" 5 hole titanium wheels and bluetooth handsfree and USB port. £13,000, genuine reason for sale - have downsized and need the garage space. Please call Jeremy: 07961 339607. A234/018

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Alfa Romeo GTV 3.0. 1997, 94,500 miles, red. Had the car for 13 years, part service history, have all MOTs. Drives well, bodywork faded in parts because of the sun. Had new clutch, radiator and ball joint to front. Orange leather seats, interior in good condition. Have loved driving the car but need to sell because I am moving to London, hopefully somebody will enjoy it as much as I have, offers. Tel: 01954 231450. A234/021



Due to impending company car will have to sell my Alfa Romeo Giulietta. First registered 24/12/2010 she has just ticked over 53,000 miles, is in Etna Black and in very good overall condition - any blemishes are commensurate with age ie the odd stone chip here and there. She has been my daily driver, and mechanically she is tip top, having full service history plus oil changes in between, all receipts and MOTs present too. Been run primarily on vPower, has 4 new tyres (fitted just under 2 months/2000 miles ago), early car problem spots like the tailgate wiring loom, radio aerial and the leaky wiper seal have been rectified. New uprated HD drop links have just been fitted to the front along with Eibach Pro Sport springs which in my opinion make her the car she should have been from the factory - however these springs can be removed and originals put back on if the buyer prefers. No outstanding finance, no accidents, and interior excellent. Call me on 0141 578 6966. Email: steven.paula@ntlworld.com. A234/008



2005 Alfa Romeo GT1.9 diesel. 51,000 miles, red. I am located 4 miles from Jct 23 of the M1, £3495. Tel: 07818 220414. A234/016



Alfa Romeo Brera 2.2TS. Petrol, 69,000, FSH, MOT to 04/16, blue panoramic roof, leather, cruise, park sensor, nice condition throughout, £4650. Tel: 07771 821540 or 01531 660600 (Herefordshire). A234/031



Alfa Romeo 916 Spider 3.0 V6 Lusso. Alfa Red, 2002, 67,000 miles. Owned from new, mainly used on European touring holidays, always garaged and covered when not in use. MOT until March 2016, full Alfa Romeo service/maintenance history with all bills and MOTs, cambelts and peripherals changed at 30,490 miles and at 53,281 miles, £5000. Tel: 07803 231878. Email: imarsden@btconnect.com. A234/019



2008 (October) Alfa Romeo 916 GTV 2.0 TS. 98,300 miles, Sargassi Green. A great early Phase 2 example in a rare and very beautiful colour. All original apart from full stainless steel exhaust from cat back. CD multi-changer. Full Alfa dealer and specialist service history with cam belt changed at 78K. Bodywork, paintwork and interior in very good condition and tyres have plenty of wear left. MOT'd until March 2016 and just serviced. Only one previous owner and I bought it in Feb 2002 with 6500 miles and have loved driving it ever since, £1700 ono. Tel: 02380 760043 or 07979 050947 (Southampton). A234/054

FIAT

Fiat Panda 100HP. 2007, 89,000, 6-speed, 1.4, red, good all round condition, reliable and fun, £2650. Tel: 07771 821548 (Herefordshire). A234/044

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Fiat X1/9 Serie A/a. 1973, LHD. Restored in 2012 to factory specification. Colour code 258 with black interior, low chassis number. The car has been in Denmark since 1974, very rare model. Email for more information and photos, price £8500 ono. Tel: 0045 4097 4406. Email: x19@toco.dk. A234/006

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Lancia Delta 2.0 HF Turbo HPE 16 Valve. 1999, 70,000 miles (112,700km). Excellent condition, recently serviced, timing belt, tensioner, water pump, suspension arms and drop links. All parts OE and car drives perfect. MOT'd Dec '15 with full history file from new. Lancia Owner's Club concours winner in 2008. Will be sold with registration 'A2 OHF', £7750. Tel: 07799 473341 for more details. A234/056

Lancia Fulvia Zagato Series 1. 1.3S, 1970. Superb condition in all respects, £24K, please tel for full details. Tel: 01932 953435 or 07710 393864 (Surrey). A234/029



1972 Lancia Fulvia Berlina Sedan S2. Dark green, cream interior, 2 previous owners, nice original condition, right hand drive, will be sold with new MOT, email for more pictures, £4250. Email: porsche-don@hotmail.co.uk. A234/055

MASERATI



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1971 Maserati Indy America 4700. Having bought the car just over 10 years ago I had the bodywork restored which included new front and rear valances and new metal being let into the door bottoms. Since then it has only seen summer use and is dry stored in my barn every winter. An unfortunate consequence of the body restoration was that the headlight regulator was damaged, hence the lights are permanently raised. I didn't bother having the interior redone as I like the patina and sometimes you can over restore a car. There are no tears in the leather so an annual clean and cream does the job. The tachometer needs calibrating but other than that all the gauges work though alas the air-conditioning doesn't. The car is currently on UK plates but there is no other documented history with the car, the odometer reads 12,968km but it is probably 112,968km. The engine runs well with good compression on all cylinders, even after its winter lay up as long as the battery is charged it starts second turn of the key, I don't push it on the first turn to allow the oil to circulate. I've used it every year I've owned it and it's more economical than my QP3, the only problem is that it is too low for Polish roads. As for reliability when I bought it after an oil and filter change I drove it from Bristol to Warsaw in a day, it is, after all, a grand tourer and it didn't miss a beat. The car is just outside Warsaw, Poland but I'll deliver anywhere in Europe. I'm asking Euro 45,000 for what is an honest car from which I'll deduct reasonable travel costs incurred in seeing the car. If you want more pictures or mechanical details (compression figures, oil temp and pressure etc), please contact me on either 0048 602 368 355 or email: crook.neil@yahoo.com. A234/009



2000 Maserati 3200 GT. Neptune Blue with cream interior. 2000-reg with full service history, running like a dream after recent overhaul at Emblem in Poole (thanks guys!), extras include V8 plates. MOT until September 2015, sadly for sale due to other priorities, £16,000 ono. Tel: 07967 641483 after 7pm or weekends. A234/002

PARTS



4x Delta integrale Evo1 7.5J 15" wheels, good condition, 205/50R 15 Avon tyres, one new, 3 used. 2x Delta integrale Evo2 7.5J 16" wheels, Dunlop 205/45R 16 tyres. Email: eastbury.lancia@gmail.com (Berkshire). A234/001



Alfa GTV four five-hole alloy wheels, fitted good treaded tyres, 205/50/16, oiro £200. Alfa GTV speedo/rev counter module, black, vgc, oiro £50. Tel: 01564 772714 (Solihull). A234/058



Original Abarth exhausts (NOS). Also Fiat-Abarth 1000 TC and all makes A-Z, sixties and seventies, www.abarth-exhausts.com. Email: info@abarth-exhausts.com. A234/057



Sold my Lancia Fulvia. No longer need these spares. Study the pic, or email me for list. Will sell the lot for £250 or will sell separate. Email: porsche-don@hotmail.co.uk. A234/059

Alfa 2000GTV parts. Complete exhaust, manifolds, rear suspension 'T' piece, anti-roll bar, 4 discs, rear bumper, complete air cleaner, rear light lenses, wheels 5"/x14, rear springs. Tel: 01962 772049 (Hampshire). A234/022

Fiat Panda complete driver's door, Pasadoble Red; breaking N-reg Fiat Cinquecento, Sporting Yellow, most parts available, offers. Tel: Eric, 07539 967937 (West Sussex). A234/045

1978 Alfa Romeo Alfetta 1.6GT gearbox and differential, £100 collect in person. Tel: Joe, 01228 522226 (Carlisle). A234/046

Lancia Delta HF Turbo parts. F&R bumpers, PAS, rack, ECU, distributor coils, relays, wiper motors, front doors, interior and exterior trim, dash clocks, lights, £150 job lot, may split, collection only. Tel: 07902 038232 (Cams). A234/030

Passenger door for Alfa GTV. Bought for my 1981 2ltr coupe, may fit others but I don't know. In good condition, no evidence of rust, but in the end I didn't need it. No glass or trim. Prefer this is collected from Watford or London E14, £45, please call for any details. Tel: 07843 074700. A234/047

MISCELLANEOUS

Original documents for Maserati Quattroporte Mark 1 Series 1. Driving and maintenance instructions, bound into grey paper covers. Workshop manual and Before taking the wheel. Copies supplied with the car, promotional brochure, private sale, call for more details: 02392 815037. A234/004

Back copies of Auto Italia dating from 1995 to present day, total of 215 copies. Also 8 copies of *Italian Cars & Bikes* 1991 - 1993. 2 copies of *Alfa Romeo World* 1991. POA. For further information please contact: 01691 682588. A234/048

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No. plate 'J13 YNG'. On retention certificate, transfer fee paid. Special interest to members of the Byng family, offers over £750. Tel: 07926 761458. A234/023

Fiat Panda '81-'95 Haynes manual, offers. Tel: Eric, 07539 967937 (West Sussex). A234/049

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Alfa Romeo Historical Document for sale. Signed letter from Vittorio Jano dated Nov 1929 to a Mr Crepaldi discussing establishing a motor racing stabilimenti (stable). Provenance available. Offers invited, please contact Dominic: 07954 192579. Email: dom.coupe@ntlworld.com. A234/060

WANTED

Wanted: early 105 15" wheels. Any condition considered. Tel: Mat, 07980 976717. Email: matwilson@mail.org. A234/024

Wanted: Maserati 3500, Mistral or Sebring? Anyone wish to sell their 3500, Mistral or Sebring? I am a long-standing Club member. All things considered from restoration project to concours. Please help. I would also like to add a Bora or Merak to my collection. Tel: 07968 094741. A234/005

Brera manual wanted. Owner's manual package for Brera. Tel: Peter Ramsden, 01253 893350. Email: peter.julie.ramsden@talktalk.net. A234/025

Alfa Romeo GT 3.2 litre V6 wanted. AROC private buyer looking for low mileage car in South or Midlands. Initially please contact Mario at Avanti Autos, 01473 211123. A234/026

Giulia Sprints, Bertones etc wanted. Giulia Sprints, Bertones 1300/1600 Juniors, 1750/2000 GTVs wanted for cash. Condition not important. Best price paid for abandoned projects, parts and breakers. Please contact Mick, 07731 179991. Email: vintagealfa@btinternet.com. A234/027

Wanted magazine. 'Motor Italia', November 1934. Email: tcicchello@hotmail.com. A234/028
Wanted car mags from 1960 onwards. Any country + anything Lambo and GT40; swap 4 USA trucks, cars, hearses, firearms etc, books/mags/brochures etc. Email: dcian@fastemail.us (Essex). A234/051

Cars wanted: S3 Espada LHD, also S1/2-Miura wheels etc, swap 4 pro photography equipment and collectables + wildlife cammo equip and literature. Email: dcian@fastemail.us (Essex). A234/052

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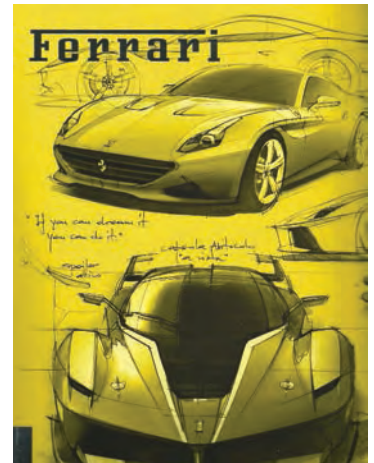
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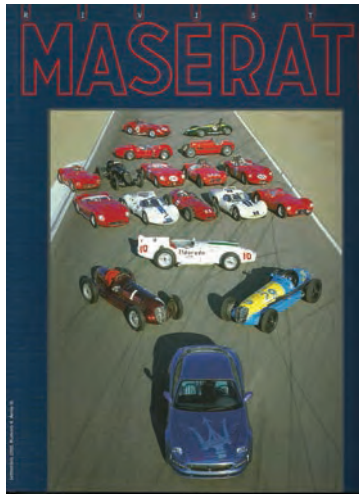
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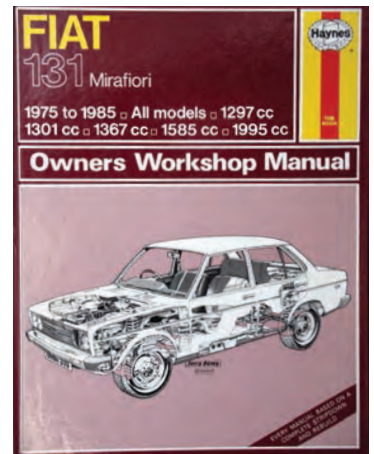
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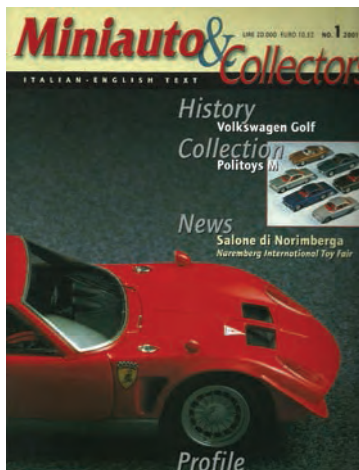
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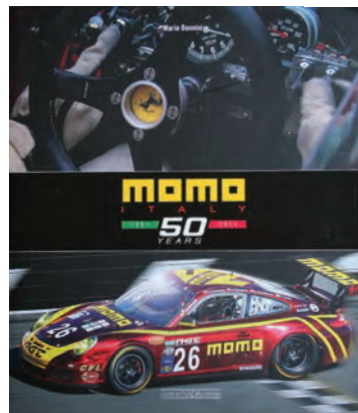
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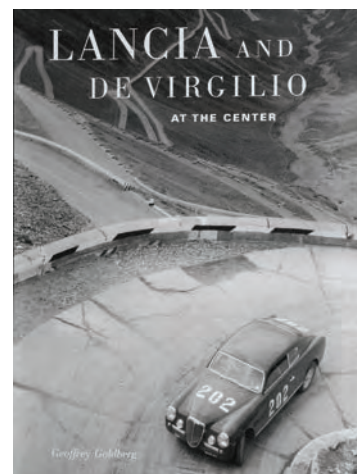
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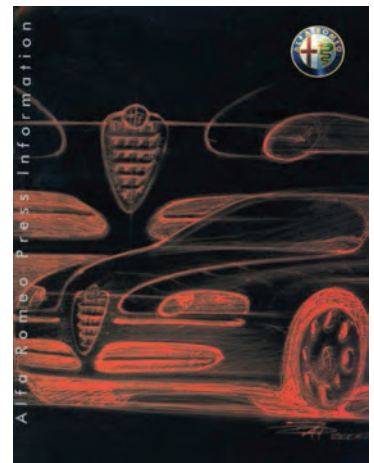
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OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Momo Mirage

Story by Richard Heseltine

The union of Detroit firepower and Latin styling sorcery has spawned countless landmark classics over the years, with names such as ISO, Bizzarrini and De Tomaso to the fore. For a brief, tantalising moment, however, the car pictured here could have joined their number. The Momo Mirage lacked for nothing, least of all finance, but outside forces rather hobbled its chances. It deserved better.

The car was conceived by New Yorker Peter Kalikow who, during the 1960s, befriended former Cunningham race team manager Alfredo Momo. Kalikow, whose family had made its fortune in real estate, already owned a Jaguar XK-SS but became interested in buying something newer, something suitably exotic. In 1967, he travelled to Italy with Momo who introduced him to his many contacts. It was at this juncture that the seed of an idea began germinating: Kalikow wouldn't buy a car, he would instead create a four-seater GT that would be sold exclusively in the United States.



An outline was mapped out by Kalikow and designer/artist Gene Garfinkle with the Tom Tjaard-penned, Ghia-built Lancia Marica acting as inspiration, but the definite design was the work of Pietro Frua. The prolific pen for hire was also engaged to manufacture 25 production car bodysells. Stanguellini, meanwhile, was roped in to design the chassis which employed all-round independent suspension and 5.7-litre LT1-spec

Chevrolet V8 power allied to a five-speed ZF manual 'box (a GM Turbo Hydramatic auto was to have been an option). Stanguellini may not have been an obvious choice of subcontractor, but Momo and the Turin firm had history: he had imported the firm's Formula Juniors into North America during the late 1950s and early '60s and, as such, had become close friends with company principal, Vittorio Stanguellini. That said, there is an unsubstantiated rumour that the chassis was in fact designed by Maserati legend, Giulio Alfieri, who was presumably moonlighting.

Fast-forward to 1971 and the prototype was displayed under the Momo Corp banner at the New York International Motor Show. The burgundy-coloured coupe also appeared on the front cover of *Road & Track*, journalist Peter Coltrin being highly complementary despite not being able to drive the

Mirage. "In almost every detail, the car is perfect..." he raved before adding: "US regulations are still to be overcome. The builders plan to meet all the safety and emission rules rather than seek exemptions. This will of course involve extra calculations, crash-tests with attendant cost in time, money and equipment and elaborate rituals required by the emission standard, even if the engine is fitted in exactly the form already certified by Chevrolet."

It wouldn't come to that. Exchange rate fluctuations allied to Italy's political and social unrest saw Kalikow pull the plug shortly thereafter. He had already sunk \$500,000 into the scheme and wasn't prepared to spend any more. Just five cars were reputedly made (this is debatable), Kalikow sticking to Ferraris thereafter. He currently owns one of the finest collections of Maranello products in the world.





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