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AUTO **Italia**



Issue 246 August 2016 £4.80 US\$10.50

FIAT 124 SPIDER FIRST DRIVE!

NEW ROADSTER FOR SUMMER FUN



ALFA ROMEO GT4C – MAKING THE GREAT GREATER

ISO GRIFO 5.7 GL 365

Italian style – American muscle

ITALIAN SCOOTERS

Two-wheeled Italian icons reviewed

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Our cover story for this issue is the new Fiat 124 Spider and I can report that it is a worthy successor to the original car that carried the same title. Although the original Spider sold almost 200,000 examples it was never produced in right-hand drive form, so unless you lived in mainland Europe or the USA you would be unaware of its delights. I have owned three Spiders, two I imported from Germany when I was serving in the RAF and the other was a former USA car that I restored and uprated. All of them were used as everyday cars and proved to be very versatile, one of them even towed a caravan! Although the new car has retro features carried over from the original 124, it does more than pay homage to its looks. The new car has the Fiat sportscar DNA that was so rich in the 1970s right across the range, we are talking 124, 850, X1/9 and Dino. In reality the new 124 is an evolution of the species, stylish, sporting and easy to operate - right down to the hood that can be flipped up and down from the driver's seat.

The performance and design purity of the original 124 was gradually compromised over time due to USA emissions legislation, so the tamed Spider became a cruiser. The only uncompromised, high performance 124 was the Abarth version built for one year only in 1972 to homologate the model for rallying. This is the car that enthusiasts lust after but the surviving cars are rare and expensive. Fiat has obviously done its homework and decided to launch an Abarth version of the new 124 so we can all have free access to a high performance version that will be on general sale. Everyone is a winner here and Fiat dealerships can expect a significant footfall with both versions of the new 124 posing in the shop window.

I hope that you put the mouse mat to good use that comes with this issue as part of our cover promotion. We also have a great offer for Festival Italia at Brands Hatch on August 14th. If you arrive in a pre-booked Italian car you will enjoy free entry to the event and access to a dedicated display area. See page 18 for full details.

We have a new name on our masthead. We welcome Claire Prior who joins us as General Manager and will be taking over Auto Italia's administration and accounting duties from Josie Ward. Josie, also our Managing Director, will be working with Claire during a period of transition and development within the company. Interesting times.

Phil Ward
Editor
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AUGUST 2016



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NEWS & VIEWS

FERRARI 458MM SPECIALE



Ferrari has unveiled its latest one-off creation during the car's first shakedown on the Fiorano circuit in the hands of Ferrari's chief test driver Dario Benuzzi.

Designed in-house by the Ferrari Styling Centre, the 458 MM Speciale was built on the chassis and running gear of the 458 Speciale for its British owner. Finished in Bianco Italia and complete with a livery that pays homage to the Italian flag, this unique coupe features all-new bodywork handcrafted in aluminium with composite carbonfibre bumpers front and rear. The 458 MM Speciale also boasts a new side air scoop, one of the most distinctive elements in an extensive revision of the aerodynamic package.

The radically modified aerodynamic shape is evident on the front of the car, where the bodywork hugs the coolant radiators, which are more steeply inclined and mounted closer together than on the 458 Speciale. The side intakes were devised to allow direct additional cooling of the engine bay to compensate for the different rake of the rear. The tail features a spoiler which balances the downforce evenly and also completes the theoretical beltline that sweeps back along the side from the front wheelarch, giving the car a powerful and athletic stance.

The 458 MM Speciale sits on wheels exclusive to this unique car. Inside the cockpit upgrades include Cioccolato leather upholstery with white stitching and an enhanced audio system.





MASERATI LEVANTE IN THE UK

The much anticipated Maserati SUV was unveiled in May to celebrity guests at an event in London. The Levante is the brand's first luxury SUV, encompassing the design, performance and exclusivity central to all Maserati vehicles. It is the ideal complement to the existing Maserati range.

Featuring active air suspension as standard, which offers five varying ride heights, the Levante boasts the lowest centre of gravity in its class, a 3.0-litre V6 Turbo Diesel engine, and a luxury ride comfort synonymous with the Italian brand.

In the UK, the Levante Diesel will start at £54,335 OTR and can be upgraded to include either a Luxury or Sport pack at £60,285 OTR. The Levante can also be equipped with the Luxury Pack Zegna Edition at £61,185 OTR, featuring bespoke Zegna Mulberry Silk.

The car went on sale in the UK in June, with first customer deliveries expected in the autumn.

FIRST UK APPEARANCE FOR ABARTH 124 SPIDER

Rain and clouds failed to detract from the UK launch of the brand new Abarth 124 Spider at Woodcote Park, the home of the Royal Automobile Club.

Some 350 notables from British and international motorsport were on hand for the 2016 Motor Sport Hall of Fame inductions at the park in Epsom, and they had the first look at the new Abarth Spider. The 124 spider was unveiled at the Geneva Motor Show in March, reviving the memory of the 1970s two-seater which had numerous wins including Markku Alen's victory in the Rally of Portugal in 1975.

The attractive new car weighs just over a ton, and produces 170bhp, reminiscent of Abarth's skill with 'pocket rockets'. The Spider will appear in rally form in 2017 to take on the Porsche 911 GT3 in the FIA R-GT cup. Ed McDonough



NEW ABARTH 595

Available as a hatchback or convertible, the new Abarth 595 is offered with three trim levels: 595, 595 Turismo and 595 Competizione, and three power levels to satisfy the requirements of increasingly demanding and competent customers.

Many of the upgrades are the result of experience gained with the development of the 695 Biposto, dubbed the 'smallest supercar', which implements real racing thrills and technology on a street-legal car.

The distinctive yet affordable 595 version is the Abarth entry level model and offers all the standard equipment needed to ensure typical Scorpion enjoyment and driving pleasure. The 595 is the ideal base for drivers who want to tune their car over time and make it unique.

The starting price is just £15,090 OTR for the 1.4 TJet 145hp Manual, which represents outstanding value for money.

CONCORSO D'ELEGANZA VILLA D'ESTE

TOURING DISCO VOLANTE

The latest creation from Touring Superleggera was awarded the Design Award at Concorso d'Eleganza Villa d'Este by public referendum in one of the fiercest competitions of the recent years. Touring received the same award in 2013 with the Coupe version of its Alfa Romeo Disco Volante.

Piero Mancardi, CEO of Touring, announced: "In the 90th anniversary of Touring I wish to dedicate the prize to the founder Felice Bianchi Anderloni, whose philosophy still inspires us every day, and mostly to each member of our team who designed, developed and manufactured this extraordinary motor car. We wouldn't be here without their passion and dedication."

The Villa d'Este award is excellent news for the lucky owners (the series is almost sold out) who can expect a rise in the value of their investment if their cars win the most coveted concours prizes worldwide.



LAMBORGHINI MIURA SV

The Lamborghini Miura P400 SV, chassis 4846, won the Trofeo BMW Group Italia award at Villa D'Este. The Trofeo is one of the event's most prestigious awards was decided by public vote on Sunday at Villa Erba.

The subject of a full restoration by Lamborghini PoloStorico, the green Miura SV was built and launched at Geneva Motor Show in 1971. The car is the first full restoration by Lamborghini PoloStorico since it was officially established in spring 2015, and the year-long project has seen the car comprehensively and accurately restored to its original state.



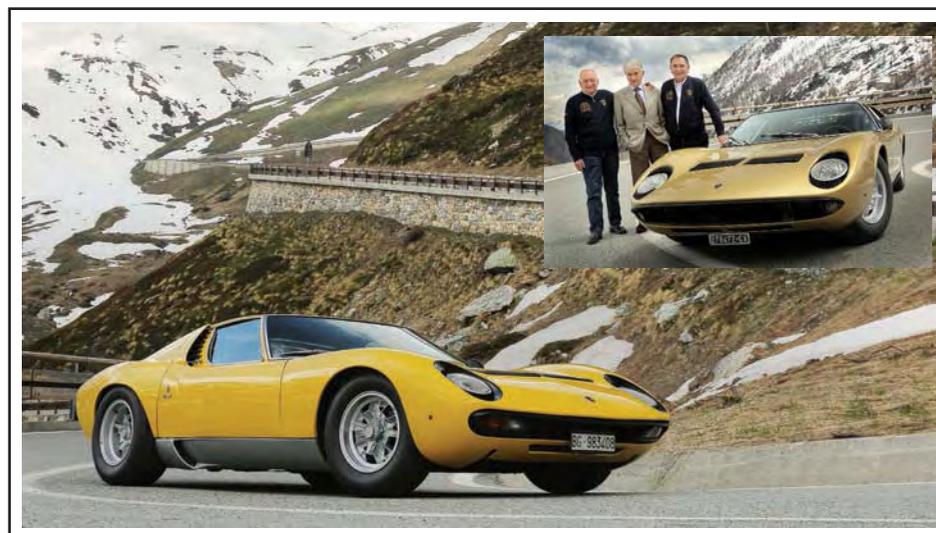
ALFA ROMEO GIULIETTA SZ

The second FIVA preservation award for 2016, presented at top historic car events around the world, was given to Corrado Lopresto at Villa d'Este for his spectacular 'half-and-half' Alfa Romeo Giulietta SZ Zagato. One half of the car is cleaned but not restored, while the other is in as-found condition.

Corrado Lopresto treated the Coda Tronca prototype as a work of art, saving as much as possible of the amazingly well-preserved original. But he also drew on archaeological techniques, in that he decided to clean only half the car, leaving the other half frozen in time. In the uncleaned half, Lopresto preserved everything (including the dust) under a thin layer of transparent matt lacquer.

The FIVA awards are one of the ways in which FIVA (the Fédération Internationale des Véhicules Anciens or international federation of historic vehicles) is marking World Motoring Heritage Year 2016.

FIVA established the preservation awards to recognise vehicles that retain such a high degree of their original components, materials and finishes that they can be seen as important cultural artefacts. The awards will be followed by an end-of-year invitation for the winning cars to assemble in Paris. The plan is then to put the cars on display at UNESCO's international headquarters in the heart of the French Capital.



'ITALIAN JOB' RECREATED

The Lamborghini Miura celebrated its 50th anniversary on the roads of 'The Italian Job'. As part of the celebrations Automobili Lamborghini sent two Miuras from its museum down the same route used in the film. In the opening sequence of the 1969 cult film, a Miura travelled up the hairpin curves of state road 27 around Great St. Bernard mountain, in the heart of the Italian Alps.

During the event, the 'fathers' of the Miura met in a warm reunion. Gathering together were engineers Gian Paolo Dallara and Paolo Stanzani, who were in charge of the technical side, and Marcello Gandini, who designed the car for Carrozzeria Bertone.

Vehicles from ANAS and Polizia Stradale escorted the Miuras up to the Great St. Bernard Pass, which was opened on a one-time only basis for the event.



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RM SOTHEBY'S MONACO AUCTION

While classic competition cars roared around the principality for the Monaco Historic Grand Prix, the RM Sotheby's team gathered at Le Sporting Monte Carlo for the biennial Monaco event. The day began with the Quattroruote auction in the morning, an event which saw the sale of numerous European classics. While some cars sold well, like the 1930 Fiat 525N at €70,560 and the 1937 Fiat 1500A at €40,000, there were bargains to be had like the 1972 Fiat 130 Coupe at €15,680 and the Editor's favourite, the 'new' Fiat Spider 2000 at just €8400. In the evening, the auction room filled and a buzz was in the air. Thousands watched in person and online as the 1951 Ferrari 340 America Touring Barchetta crossed the block and ultimately sold for a respectable €7,280,000. In addition, the 1997 Porsche 911 GT1 Evolution achieved an impressive €2,772,000. Quite a few top end Ferraris were unsold suggesting a change in the market, although other lots sold well including the 1977 MV Agusta 750S America at €103,300.



BEST OF ITALY FESTIVAL

Revvng into action, for the first time ever this September, is the inaugural Best of Italy Festival – a unique celebration of Italian supercars, motorbikes and racing bicycles. On Saturday 17th and Sunday 18th September 150+ supercars and motorbikes will drive an exclusive, scenic, and fast 26km route in the heart of the stunning Italian countryside.

Italian supercar owners from all over the world are invited to take part in the experience which includes:

- Registration and Friday cocktail party in Castell'Arquato (Friday 16th September)
- Entry to hill climb on Saturday 17th and Sunday 18th September
- Special prize for best supercar by Guy Portelli
- Saturday and Sunday lunch for two people
- 2 VIP Paddock Passes for the weekend
- Commemorative medal 'Best of Italy Race'
- 10% off all 'Best of Italy Race' merchandise and accessories
- 10% off the 'Best of Italy Tour' 2017 ticket

From the starting point in picturesque Castell'Arquato, a quarter mile drag will lead to the River Arda in Emilia-Romagna, before the route continues past the Mignano Dam, and climaxes in a hill climb to Morfasso, 750m above sea level. Prizes will be awarded across a range of categories including fastest quarter mile.

Entry to the Italian supercar event is €450 for a two person car or you could simply soak up the atmosphere with a Weekend Paddock Pass for just €15. The paddock will showcase the very best Italian cars from world-renowned marques including Ferrari, Maserati and Lamborghini, alongside a collection of superbikes including MV Augusta, Ducati and more. Weekend Paddock passes offer an opportunity to enjoy these phenomenal machines up close. Paddock pass holders are also eligible to be entered into the 'ticket to ride' competition which will see two lucky winners offered the opportunity to be a passenger in a supercar as it tackles the course.

To book a space to enter your supercar, motorbike or bicycle, sign up online at www.bestofitalyrace.com

To request information regarding vehicle transport options or ask questions about the event contact: info@bestofitalyrace.com

MOTORCYCLE HIRE FROM HP MOTORRAD

The Best of Italy Festival 2016 have teamed-up with HP Motorrad, to offer motorcyclists who don't wish to ride to the event an opportunity to enter by hiring one of their Italian motorbikes for the weekend.

Motorcycle rental can be arranged from Friday 16th until Sunday 18th of September, giving you an opportunity to ride the closed-road, 26km hill climb on both days as well as enjoy many of the other fantastic roads in Emilia-Romagna. Both Ducati and MV Agusta are available to hire. The prices range from €200 to €320 depending on your choice of bike and insurance is included. HP Motorrad will have a stand in Castell'Arquato close to the festival paddock, so it will be possible to hire the bike at the event and choose how long to keep it, while stocks last. Helmet and jacket hire is available at the event for €15 and €30 respectively.

For a full list of Italian motorcycles available, full terms and conditions and to pre-book your ride, visit: www.noleggiohpmotorrad.it.



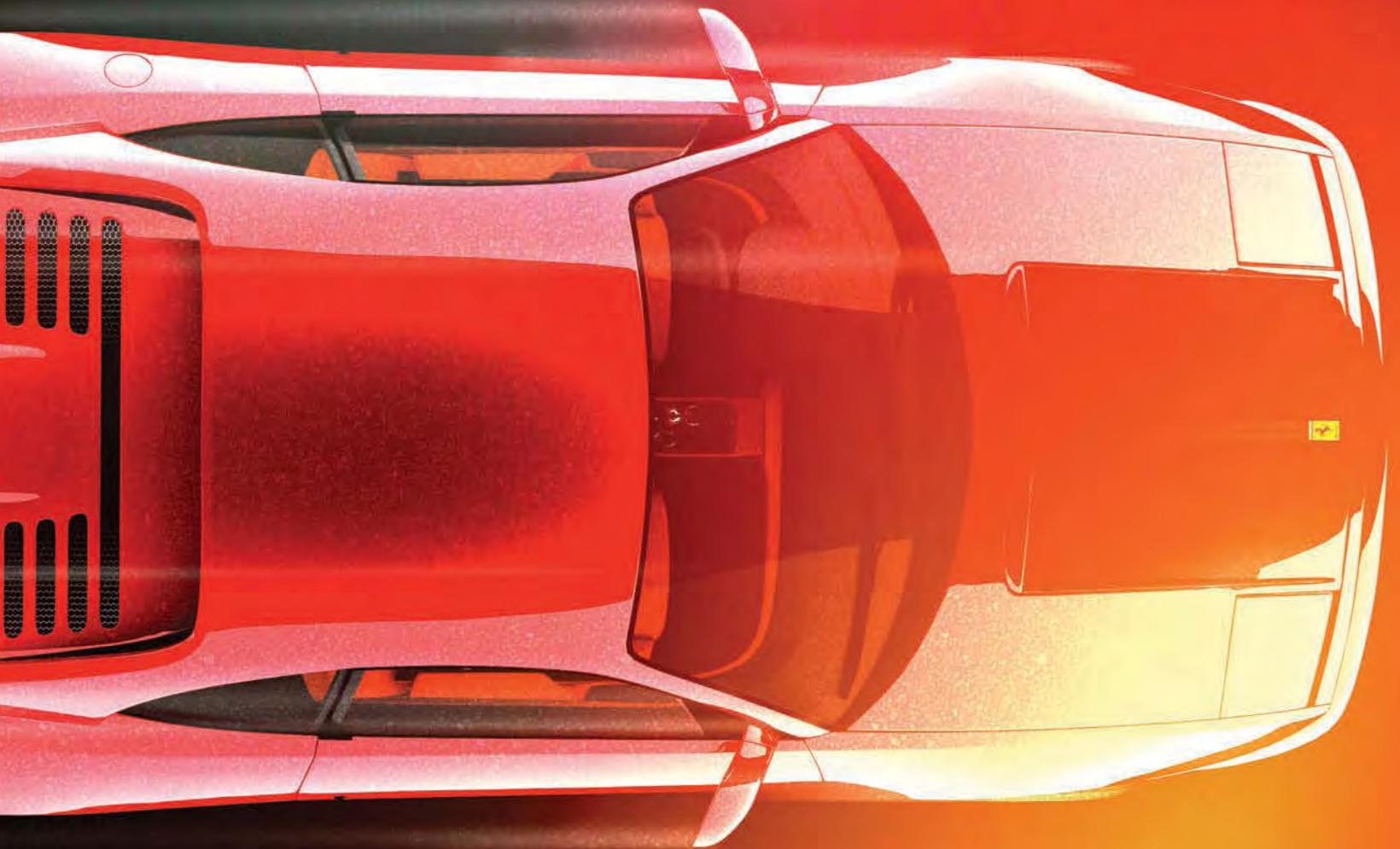
MASERATI BARCHETTA

The Best of Italy Festival will be promoted at Auto Italia's Supercar Sunday to be held at Brooklands on July 17th. Booking information will be available and the Best of Italy Festival stand will be unveiling their newly created race car, inspired by the Maserati 'Candini' 320S.





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LAMBORGHINI BY NOVITEC TORADO



Making the thrilling sportscars from Lamborghini even more powerful, faster and more custom is the speciality of Novitec Torado. The company now offers a sophisticated racing-look refinement programme for the Aventador LP 750-4 Superveloce lightweight model. The product lineup ranges from carbon aerodynamic enhancement components developed in the wind tunnel and hi-tech centre-lock forged wheels co-developed with American manufacturer Vossen, and a performance upgrade to an output of 786hp with 738Nm of torque.

In addition, Novitec Torado offers various sport exhaust systems for the Aventador

that not only optimises the exhaust note and performance, but also represents weight savings of up to 21kg.

Sport springs and exclusive options for an even more custom cockpit design round out the product range, which is also available for the coupe and roadster versions.

Novitec Torado also offer a supercharged version of the Lamborghini Huracán. The German tuner's engine specialists are currently at work on the 5.2-litre V10 engine to achieve an output of around 860hp and a peak torque in the 960Nm range.

Already available for the Huracán (above) are high-performance exhaust systems, which come in two especially lightweight

versions made from Inconel, a material used in Formula 1 racing. The exhaust systems are precisely calibrated to the engine and are available with or without sound management by means of controlled butterfly valves.

The company has developed styled flares for the rear wings seamlessly bonded to the production body. The widebody version permits an extremely concave wheel with five delicately shaped double spokes. The 12.5J x 21in wheels make full use of the newly created space and are mounted with Pirelli P Zero high-performance tyres.

For the full range of Novitec products visit: www.novitecgroup.com

LIBERTY WALK BODYKITS FOR FERRARI

Liberty Walk UK has announced full details and pricing of its aggressively styled bodykits for the Ferrari 360 and 430. The design house has set out to create a true 'love it or hate it' design statement that will truly divide enthusiasts. This is not tuning for the shy or retiring! As the ultimate styling enhancement for these cars, Liberty Walk's unique style will appeal to enthusiasts looking to create the perfect show car – or indeed, a road car with unrivalled presence and aggression. Once fitted and painted, this has to be one of the most exclusive looks for Maranello's much-loved models, with immediate scene-status and traffic stopping ability coming as part of the package.

Kits are available in either carbonfibre or GRP depending on the owner's budget and preference. Both are identical in appearance, although some may prefer to paint the carbon version with a shaded lacquer to create a truly stunning effect.

The quality of the hand-finished mouldings is exceptional, making for a relatively straightforward fit for any accomplished bodyshop. Once fitted, the end result is something truly spectacular, and particularly well augmented by a set of AirREX digitally adjustable air suspension to really get the big 360 and 430 appropriately stanced.

For more information on Liberty Walk UK products, please click to www.libertywalk-eu.com



GARAGE ITALIA ALFA ROMEO 4C

The day before the Champions League final, Garage Italia Customs, Lapo Elkann and Italia Independent revealed an Alfa Romeo 4C on social media. Its reptile-like livery was created to celebrate the launch of the Adidas Football Deadly Focus Pack.

The Alfa Romeo 4C's bodywork has been covered with a tailor-made film reproducing the same pattern printed on the upper of the limited edition X15 and Ace 16 football shoes, included in the Adidas pack.

The result is a car with an extremely aggressive look that impresses and generates immediate surprise. The printed pattern is usually to be found on luxury goods and accessories, but surely not expected on a car?

Take a look at Garage Italia's range of outrageous custom treatments at: www.garageitaliacustoms.it



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DESIGN

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

Ferrari 458 MM Speciale



Ferrari is simply the most powerful automotive brand in the world. The significance of this statement became obvious to anyone following the media resonance on Maranello's latest one-off customer project, the Ferrari 458 MM Speciale, which was digitally unveiled on a random day in May. It created more media interest than most world debuts at A-level motorshows; from Bloomberg to

blogger, everybody feels the need to become a part of it.

In the past five years the serious automotive collector has evolved from an individual reliant on dealer advice to a highly self-educated connoisseur; one that has now outgrown 20 years of professional expertise. This development has seen the high demand for limited-edition automobiles in an effort 'to replace penny stock with blue-chip'; so let's

make one thing very clear: it does not get more blue-chip than the Ferrari 458 MM Speciale.

Based on the already iconic Ferrari 458 Speciale – the last of the naturally aspirated mid-engine V8 Ferraris – the foundation could not be any better; comparable to a chef creating a Michelin Star signature meal and starting with the very best of produce. The result is custom bodied perfection and to many the only answer of what the contemporary Ferrari 488 should have looked like, featuring authentic styling derived from an elaborate aerodynamic development.

Handcrafted from sheets of aluminium and tailored carbonfibre and with countless unique features, the in-house styling took

CHRIS HRABALEK

Age: 39

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



inspiration from the first and last of Maranello's F-car milestones, the Ferrari 288 GTO and the Ferrari La Ferrari, respectively. A more dynamically raked rear leads into a visor-like wrap-around DLO and continues towards more steeply inclined radiators to help communicate that some Speciales are more special than others. Never has it been more apt to ignore powertrain details in an official press release, for in this case, they truly do not matter.

Arguably, some might recognise a scent of Ford GT or Lotus Evora in the MM's profile, but not

significant enough to detract from the signature Ferrari flavour. The Bianco Italia paint is ideal to show off the hypermodern crease-line surfacing and the war-paint – in form of an Italian-themed 'go-faster' stripe – was probably chosen to emphasise purpose and underline the impressive piece of kit hiding beneath the bodywork.

We are told that the Ferrari 458 MM Speciale belongs to an enthusiastic British owner. Enthusiastic no doubt, but also highly intelligent, for he or she was not distracted by this investment comparable to the price of a new Ferrari FXX K, but instead had the vision to understand that only once you possess something truly sensational, there will always be someone that wants you to part with it. For this reason, I have no doubt, that come Villa d'Este 2066, the Ferrari 458 MM Speciale will be awarded Best of Show and will grow to become one of the most valuable automobiles in the world.





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ALFA-ROMEO GIULIETTA TB Multiair Business Edition Tct 5dr 11608 miles. Finished in Ghiaccio White with cloth upholstery. £14,995.

FIAT ABARTH 595 TURISMO 3dr. Our own Abarth is now for sale. Red with black leather. 4357 miles. Price £14,495

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Auto Italia Events

More Brooklands events for our readers to enjoy



BROOKLANDS 'SUPERCAR SUNDAY' SUNDAY JULY 17TH

Developed over the last four years, this exciting event will be repeated at Brooklands in 2016.

This is a rare opportunity for the public to get close to exclusive motorcars and also see them in action. 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, 4D cinema and London Bus Museum.

Highlight of the day will be a Formula 1 demonstration featuring the ex-Nelson Piquet Benetton, winner of the 1990 Japanese Grand Prix.

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 contact the organisers for an opportunity to take part in the track demonstration and the hillclimb.



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All areas of the Brands Hatch venue will be filled with Italian cars, with dedicated display areas and privileged parking for club members and owners. Spectators will be further entertained with fun fairs, air displays, live



music and rally displays/demonstrations. Every Italian car attending the event will have the opportunity to participate in parade laps on circuit.

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BRANDS HATCH SUNDAY AUGUST 14TH

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* Passengers will need a valid ticket that can be purchased at: www.festivalitalia.com.

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Cento Venti Quattro

124 – magic numbers that recall one of the most successful model ranges in Fiat's history. Now we drive the new 124 Spider, an evolution of the species

Story by Phil Ward
Photography by Michael Ward





Fiat has a long history of wind in the hair sportscars, but the trail went cold in 2005 when the last Fiat Barchetta was built in the Maggiore plant at Chivasso; and after it rolled out of the factory they closed the doors.

Fiat's approach to sportscar production was to farm out the construction to specialist coachbuilders, its huge plants at Mirafiori and elsewhere reserved for the mass production of its high volume tin top models. Pininfarina and Bertone were the major players but the decline of these companies as designer/manufacturers left Fiat with nowhere to go when both of them were wound up, Bertone completely and the Pininfarina company was sold outside of Italy. There followed a lean time for Fiat sportscar enthusiasts until the launch of the new 124 Spider this year and, true to form, Fiat engaged an external manufacturer to build the cars. But, with the absence of Italian coachbuilders, Fiat went to Japan for its new car.

Historically building Fiats beyond Italian shores is nothing new, with many countries across the globe either manufacturing under license or assembling knocked down kits. Currently, Fiats for the European market are built in Poland, Romania and Turkey as a matter of convenience and economics.

Creating a new chassis from scratch is costly and involves years of research and development, crash testing and type approval. So why not benefit from someone else's hard work and expense? Fiat chose this route with the General Motors tie-up and later with Chrysler. Now they have done it with the Japanese. This is a shrewd move because the respected Mazda MX5 set the standard for a small, rear-wheel drive sportscar and it makes good sense to capitalise on the sales success and well proven engineering base.

While the new Fiat 124 Spider is based on the Mazda chassis it is far from being a Japanese car. The styling is unmistakably Italian and the engine is the excellent Fiat/Alfa MultiAir 1.4T-Jet. The transmission is Mazda-based, although the gearbox has Italian internals.

DESIGN

The original 124 Spider was a masterpiece of Pininfarina design and, like its Alfa Romeo Duetto contemporary, very pretty although the looks were eventually compromised by USA legislation. The front end of the new 124 Spider ably demonstrates its heritage, with the scalloped headlights, honeycomb grille and bonnet bulges. The latter are not actually bulges at all. Instead of being raised like those of the





Spider 2000, necessary to accommodate the tall twin-cam engine, they are an illusion created by their edges being let into the bonnet surface, and the kicked up rear wings pay homage to the original. The bulk of the rear end is unique to the new car and cleverly designed as a Kamm tail with a built in spoiler.

INTERIOR

There are fors and againts in this department. Some journalists have remarked that the interior is too Mazda, but since I have not investigated this claim I don't know if this is good or bad, I can only comment on what I have experienced with the Fiat. There is a general air of quality and the seats are beautifully trimmed and are very supportive, the tan leather being a favourite. It's a pity that the fine leather was not extended to covering the sides of the transmission tunnel as the unyielding plastic is hard on the right leg, even more so for the passenger's left limb. And while we are in the jump seat the actual seating space has been limited in favour of the driver's side. Not only that

but there is a transmission bulge that encroaches on the footwell space. I can only hope that these issues can be addressed for the right-hand drive version. And, not that it affects the driving experience, the hard plastic sun visors are concave on the back, almost as if the trimmers forgot to fit the padding.

The steering wheel is just the right thickness, and adjustable for height but not for rake. The driving position is very good and the pedals are well spaced, although I did feel closer to the dashboard than I would have preferred. While the tachometer and speedometer are perfectly designed the temperature and fuel gauges are not clearly defined and the graduations require significant scrutiny.

ON THE ROAD

Start up is keyless via a push button on the dash (more on this later). The clutch pedal is light and gear selection smooth. Moving off you become aware of some scuttle shake, commendably slight and it soon disappears on the move, a tribute to good chassis

ABOVE LEFT: Clever bonnet design gives the illusion of twin-cam power bulges - they are actually flat



design. The exhaust note is subdued and lacks the classic throb of the Lampredi twin-cam. The power doesn't come in until the turbo spools up so the car is quite docile at low speed. On a normally aspirated car you can trickle along in third gear and accelerate with ease when required, the 1.4 T-Jet won't let you do this and you need to change down to second in order to make progress. With the top down on the open road the Spider comes alive, the exhaust note rises and the fun begins. The power delivery is smooth and progressive, the gearchanges quick and positive. The engine mapping keeps the revs going between changes, almost an overrun, and it doesn't come off the throttle as quickly as I would prefer but you soon adjust your driving technique accordingly.

We headed for the foothills of the Alps above Verona and sought out a well graded road with lots of hairpins, the ultimate test for a sports car. The handling was a revelation, the car being surefooted with superb grip on even the tightest of corners. Even with daringly high entry speeds (for me, anyway), when deep into the corner the rear axle stayed planted, the 50:50 weight distribution contributing to the Spider's neutral handling. The brakes have a nice feel and pretty faultless. As a package the Spider's performance is very satisfying, docile around town but quick on the open road. If you want more drama then the Abarth version is on the horizon.

I found it almost impossible to find something I didn't like about this car, it ticked all the right boxes. The only slight annoyance was that it was easy to stall the engine during manoeuvring, the clutch/gearbox coordination requiring care. Recovering from a stall required some patience while the ECU had worked out what had happened. I am sure that familiarity with the car will take care of this issue.

Having owned three classic 124 Spiders I can say that the new car is definitely a natural and very welcome successor. I'll have a blue one please.



BELOW: The Fiat 124 Spider's road manners are impeccable with superb handling and huge grip in tight corners





THE CLASSIC FIAT 124 SPIDER - A TOUGH ACT TO FOLLOW

Named after its internal project number, allocated by Fiat's Chief Designer Dante Giacosa, the 124 Saloon was launched at the Geneva Show in March 1966. The Spider was launched in the November at the Turin Show alongside the 124 Station Wagon. The Range was extended when the 124 Coupe arrived in 1967 to complete a family of cars that eventually proved to be extremely successful.

Almost 175,000 of the Tom Tjaarda-designed Spiders were built by Pininfarina up until 1985, while the in-house Coupe production ran out in 1975 with just under 270,000 cars completed. Meanwhile 124 Saloon production went global with cars built under license in many countries, notably in Russia where the Lada/Vaz soldiered on until 2012. Production eventually reached 17,332,954 cars, which is the second largest production volume of any car in automotive history.

While the 124 Saloon was launched with a simple

overhead valve 1197cc power unit, the Spider arrived with a revolutionary 1438cc, 90bhp, belt driven twin-cam. Designed by Aurelio Lampredi this superb engine was developed over the years to feature in many Fiat, Lancia, Abarth and Alfa Romeo (164 Turbo) models. Its ultimate accolade was winning the World Rally Championship several times by powering the 131 Abarth, Lancia 037 and Lancia Delta integrale.

Over its 29-year lifespan, there were four different series of 124 Spider, which were prefixed AS, BS, CS and DS. 'S' is for Spider while the Coupes were designated AC, BC and CC. Each series had its own sub-derivatives according to engine capacity, of which there were nine, ten if you included the supercharged Volumex version.

The European specification 124 Spiders were the most desirable having purity of appearance and unmolested performance. Power was gradually



BELOW: Perfection! A very rare 1968 first series Fiat 124 Sport Spider in concours condition

increased from the 1.4-litre's 90bhp, to 110bhp for the 1.6, and 118bhp for the 1.8. The ultimate specification was the 124 Abarth Rally, which boasted 128bhp. The Abarth is the most desirable, and currently most valuable, 124 Spider. Just 1013 examples were built to homologate the model for international rallying. It had the benefit of twin carburetors, independent rear suspension, a hard top and lightweight body panels.

Seventy-five per cent of 124 Spider production went to the USA, and it was the American market that influenced the car's development. From 1975, increasingly stringent regulations would see the purity of the sports car compromised by asthmatic engines, ungainly high impact bumpers and soft suspension. With its fine Italian styling and brio becoming diluted and the engine's performance ever decreasing (down to 75bhp), Fiat decided to redress the situation in 1979 by introducing the Spider 2000. In many ways this version was a complete revamp of the 124 with its revised styling, improved build quality and a new 2-litre engine. The Spider 2000 was further enhanced in 1980 when electronic ignition and fuel injection were installed. The power, a healthier 102bhp, offered a much more rewarding driving experience providing increased torque, fuel efficiency and simpler maintenance.

Although the Spider 2000 was undoubtedly a good car, Fiat decided to abandon the model and concentrated on the Alfa Romeo Spider, which maintained the company's sports car presence in the USA until 1994. However, Pininfarina took up the challenge and in 1982 the round Fiat logo was replaced with the coachbuilder's own vertical 'F'. The 124 received the somewhat extended title of 'Pininfarina Spidereuropa' – 'Spider Azzura' for the USA.

In 1983 Pininfarina announced a high performance version of the Spidereuropa called the Volumex. This was the first attempt to exploit the 124's sporting DNA since the Abarth Rally in 1972. The main feature was a supercharger that had been developed for the Lancia 037 rally car. Breathing through a single carburettor, the supercharged engine produced 135bhp. Other features of the car included an uprated clutch, closer ratio gearbox, gas shock absorbers and bigger brakes. Only 500 were built, which makes the Volumex a desirable and sought after collectors car.

To coincide with the launch of the Volumex,

Pininfarina also presented an Abarth version. This exciting prospect carried matt red livery to commemorate the original Group 4 rally car, in a similar way to the competition version of new 124 Spider Rally unveiled at the 2016 Geneva Show. While the Volumex 'Stradale' made it to the showrooms, the Abarth didn't and it is believed that it remained a one-off. But where is it now?

Pininfarina's valiant attempt to keep the Spidereuropa in production was shortlived as the last one rolled off the production line in 1985. The most likely reason for the model's demise could be a decision by Fiat to end the supply of mechanical components for rear-wheel drive cars, made obsolete by the incoming front-wheel drive Fiat Strada and assorted Lancias.

Despite its international appeal, the 124 Spider was never officially produced in right-hand drive form. To some extent this was due to the misguided popularity of the considerably less sophisticated MGB, in the UK at least. Given the swingeing import duties during the 1960s and 1970s, the much higher sales price of Italian cars would have been another significant factor. However, the enterprising Radbourne Racing dealership in London did import some 124s and converted them to right-hand drive. Another company, Simon Hands in Basingstoke, also converted some Spidereuropas in 1985. The only known right-hand drive, factory-built 124 was the silver Spidereuropa shown on the Pininfarina stand at the UK Motor Show in 1982. It was created to tempt the UK dealers, sadly it failed in its objective and the sports car world could have been a better place in many respects – but now we have the new 124 . . .





THE NEW FIAT 124 SPIDER - SPECIFICATIONS & COLOURS

The new Fiat 124 Spider will be available to eight colours, with two pastel finishes (Passione Red and Ice White), five metallic shades (Volcano Black, Argento Grey, Fashion Grey, Magnetic Bronze and Italia Blue) and one tri-coat pearlescent finish: Urban White.

Three trim levels will be offered in the UK: Classica, Lusso and Lusso Plus. Standard equipment on the entry-level Classica version includes an impressive array of features including four airbags, air-conditioning, a leather-trimmed steering wheel with audio controls, a leather-trimmed gear knob, cruise control with speed limiter, 16-inch alloy wheels, keyless engine start and a powerful infotainment system with USB, AUX and Bluetooth connectivity. A seven-inch touchscreen infotainment system with DAB, WiFi, two USB ports and a multimedia control knob is available as a £500 option.

The mid-range Lusso version is equipped with the seven-inch infotainment system as standard, but adds satellite navigation with 3D maps and the Parkview rear parking camera as well. It is also equipped with 17-inch alloy wheels, heated leather upholstery, automatic climate control, front fog lamps, keyless entry, chrome exhaust tips and a premium silver finish on the windscreen frame and rollover bars.

The top Lusso Plus model builds on the excellent specification of the Lusso model by adding adaptive LED headlamps, LED DRLs, automatic lights and wipers and a nine-speaker BOSE sound system (including stereo headrest speakers on both seats).

Prices for the Fiat 124 Spider start at £19,545 OTR for the Classica version, with the Lusso model priced at £22,295 and the top Lusso Plus trim just £1000 more at £23,295. 🇮🇹



TECHNICAL SPECIFICATIONS

FIAT 124 SPIDER

ENGINE:	4-cylinder 16-valve
CAPACITY:	1368 cc
FUEL SYSTEM:	Sequential, multiport, electronic
BORE X STROKE:	72.0mm x 84.0mm
COMPRESSION RATIO:	9.8 : 1
POWER:	140hp (138bhp) @ 5000rpm
TORQUE:	240Nm (177lb ft) @ 2250rpm
MAX TURBO BOOST:	2.49 bar
FRONT SUSPENSION:	Double wishbone with anti-roll bar
REAR SUSPENSION:	Multilink with anti-roll bar
TRANSMISSION:	Manual 6-speed, RWD
STEERING:	Rack & pinion. Electric power assist
BRAKES:	Ventilated discs 280mm (f), solid 280mm (r)
TYRES:	195/50 R16 or 205/45 R17
DIMENSIONS:	4054mm (L), 1740 (W), 1233mm (H)
KERB WEIGHT:	1050kg
TOP SPEED:	134mph
0-62MPH:	7.5sec
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Sharp Shooter

The Alfa Romeo 4C dances on the verge of greatness. Jamie Porter's Alfa Workshop is the place to go to make the 4C truly great. Enter the AlfaWorks GT4C

Story by Chris Rees
Photography by Michael Ward



Jitter, dart, skippety-skip. This way – that way – which way? If you've ever driven an Alfa Romeo 4C you'll be familiar with this feeling. A sense that the car has a mind of its own, and not an entirely stable one, either.

The 4C is a fantastic car in so many areas, but come across a bumpy corner, rutted surface or tramline and all too often the 4C simply ignores your inputs. Don't get me wrong. I love the 4C. It's simply frustrating that a car that's so near to being wonderful veers off at the last minute and heads for the trees. Small wonder that there's a huge latent demand for a cure. Jamie Porter might just be the doctor who's found the remedy.

AlfaWorks is the name of the performance arm of

Jamie's well-known Royston-based Alfa Workshop. With the 4C, Jamie realised he had a tremendous opportunity: "I see the excellent 4C chassis as just a starting point. By adding higher quality parts, we can put the 4C truly into the supercar bracket, which is why we made a fast road/track version."

There's no other way of establishing the 'supercar' claim than to drive a car with the full package of AlfaWorks modifications. This is a project we've been involved with at *Auto Italia* for some months now, adding our own thoughts in terms of steering and handling. It's been evolving on an almost daily basis, to the point where the finished package – dubbed GT4C – is pretty much ready for the market.



ON THE TWISTIES

The suspension should be the first port of call for any 4C owner. AlfaWorks offers a £300 set of spacers for the front suspension, which are a pretty straightforward fit. You can also add shims both front and rear to alter the camber if you wish, and within a few hours you can have the car ready to go. The rear end can be upgraded, too. AlfaWorks describes its cross-axis bushed rear wishbone as “probably the best suspension modification you can do on a 4C” as it improves turn-in and high-speed cornering stability. Cost? £864 for both sides.

The GT4C as we drove it has both front and rear suspension kits fitted, plus a set of Öhlins dampers

(adjustable for compression, rebound and ride height). Also on the car were bespoke OZ Alleggerita HLT wheels (7½ x 17 front, 8½ x 18 rear) – weighing 10kg less than standard – and Toyo Proxes R888R tyres.

So how does it feel on the road? With road settings dialled in, I’m amazed by just how different the GT4C feels to the standard car. Pretty much all the steering twitchiness and kick-back has been dialled out. No longer do bumpy roads cause the steering to fidget, the tendency to tram-line is massively reined in, and no longer is there nervousness under braking. Dare I say it, this actually feels relaxing, for the simple reason that you have confidence in how it’s going to behave.

It’s also much more satisfying through corners.

You're able to turn in with increased confidence, the grip levels are nothing short of sensational and the steering wheel communicates far more of what it's doing. Even the choice of tyres can make a huge difference to the steering: lower-profile tyres are more direct, while standard-profile tyres make the steering feel more inert at the dead-ahead.

The 4C does still understeer, yes, but it can be coaxed into performing some beautifully controlled oversteer angles. It's remarkably stable, too. Jamie encouraged me to give the steering wheel a huge heave at speed on the dual carriageway. And it simply changed direction instantaneously: no lurch, no nervousness, no twitching.

Another moment: exiting a roundabout on a large sweeping bend on to a dual carriageway, it just sticks and sticks. I won't say what speed we were doing on the corner exit but it was eyebrow-raising. Jamie tells me that with a clear run at the corner, he can add about 10mph to the cornering speed I was pulling.

We've now driven four iterations of the AlfaWorks handling package, and one thing is really striking: small adjustments make a huge difference. Jamie assures me that the maximum geometry change he's made to the front suspension is four millimetres. That may be tiny, but even a change of one millimetre can make a dramatic difference.

The point was really rammed home when Jamie spent about one minute adjusting all four Öhlins from 'road' set-up to 'race' and... wow, what a change. Every minor road imperfection, every grain of gravel can now be felt. The steering feel is transformed: immediate, ultra-direct and supremely pointy. Frankly this is too extreme for regular road use, but hey, this is 'race' mode: how it hunkers down in bends is just what you want on the track. This thing would be utterly awesome on a circuit.

In fact, it is. At the recent Scuderia Auto Italia event at Chobham Test Track, I was tasked with piloting the Ferrari 488 GTB pace car around the sinuous circuit (I know, tough job...). I could hardly take my eyes off Jamie's GT4C in the rear-view mirror. The way the car was able to turn in with such speed and assurance; to push incredibly hard through the sometimes bumpy bends; and to fire out on to the straights with utter



*ABOVE: Bodykit is offered in a choice of finishes
BELOW RIGHT: The jury is still out on ideal front numberplate location*





TECHNICAL SPECIFICATIONS

ALFAWORKS GT4C

ENGINE:	Stage 1 remap, high-flow air filter, Quicksilver stainless steel exhaust, Helmholtz resonator, carbonfibre exhaust tips
MAX POWER:	280bhp at 5600rpm
MAX TORQUE:	310lb ft at 2700rpm
CHASSIS:	Front suspension geometry upgrade, rear wishbone upgrade with cross-axis joints, Öhlins dampers,
WHEELS:	OZ Alleggerita wheels (7½ x 17 front, 8½ x 18 rear)
TYRES:	Toyo Proxes R888R tyres
BODYWORK:	Carbonfibre front bumper/splitter, carbon side skirts, carbon rear bumper/diffuser. Overall weight saving (body & wheels): 30kg
PRICE (UK):	Approx £30,000 for the conversion



confidence was trance-like. In fact, the GT4C proved perfectly capable of sticking with the 488 in the twisty stuff. Only on the long straights did the 488's power advantage start to show. That's some recommendation – and a ringing endorsement of the claim that's the GT4C is a genuine supercar.

ON THE STRAIGHTS

There's another side to the AlfaWorks GT4C 'supercar' coin. It's not just the handling that's been upgraded, it's the power too. The AlfaWorks philosophy is an interesting one: "make it light, make it fast." Since the standard 4C has a power-to-weight ratio of 250bhp per tonne, or 1:4, that's the ratio that Jamie applies to every performance mod. So if an outlay of X amount doesn't either give you an extra 1bhp of power or lose 4kg, it doesn't get the nod, unless it can be justified on aesthetic grounds or practicality.

The engine ECU has been Stage 1 remapped to increase power from 240bhp to 280bhp, and torque from 258lb ft to 310lb ft. Not only is throttle response





ABOVE: Alfaworkshop offer OZ Alleggerita wheels although 'teledials' were fitted for the photoshoot

notably improved, the car becomes deceptively fast. On my first run in it, I glanced down at the speedo and thought, "That can't be right." I asked Jamie if the speedo was accurate and he assured me it was. Conclusion: it's blindingly fast.

Another plus is the absence of exhaust drone at motorway speeds, which has always compromised the car's usability. A new Quicksilver/AlfaWorks straight-through stainless steel exhaust has two different-diameter pipes, boasting a much deeper and more resonant exhaust note, especially at idle. A Helmholtz resonator eliminates the dreaded drone; you can remove this resonator – say for a track day – and fit a noisier pipe if you wish. The whole system weighs a mere 6kg and comes with carbon tips to allow you to angle the tailpipes to your taste.

Oh, and the brakes are epic, too, thanks to Ferodo

DS2500 pads and Goodridge Aeroquip hoses. And one final footnote: AlfaWorks is developing a hybrid turbo with a higher-flow compressor that could take power as high as 335bhp. Mmmm...

SPLASH OF CARBON

The GT4C you see here sports a host of carbonfibre body mods. It looks pretty dramatic, with much of the new carbon panelwork picked out in gloss black paint.

So what does the carbon body kit consist of? The front bumper/splitter juts forwards slightly to increase downforce. New side sills incorporate a cool air intake for the gearbox on the left-hand side and for the engine on the other side. The rear bumper is also new, with a much bigger diffuser to boost ground-effect aerodynamics.

The carbon is all zoogsm stuff. OK, it's not cheap at





around £8000 for the full kit, but you can't argue that it makes a dramatic difference to the look, and the weight saving is a substantial 20kg.

Also in development is a lightweight carbonfibre bootlid and a carbon rear spoiler. And Jamie is also considering painting the roof black to reproduce the Alfa Romeo designers' original sketches for the 4C.

Oh and as a teaser, some even more extreme upgrades are in the pipeline, which AlfaWorks is planning to bundle together in a track/motorsport version of the GT4C – things like a full rollcage, hybrid turbo, race seats, carbon-ceramic brakes and a 2.0-litre Touring Car-spec engine with a promised 400bhp. It won't be cheap, but it will undoubtedly be dramatic. Shame we'll have to wait until 2017 for that...

VERDICT

That the Alfa Romeo 4C is a brilliant car has never been in question for me. Its so-nearly-perfect mid-engined set-up is compromised on UK roads.

Those issues can be transformed by a few simple Alfa Workshop mods. Handling that was previously tense and nervous has been turned into confident, easy-to-control predictability. As any good driver will



tell you, knowing how a car will react to your inputs is what makes it truly fast.

For UK drivers frustrated by having to rein in the 4C over bumpy B-road blasts, the AlfaWorks mods are the answer to their prayers. They transform the 4C into a confident, adjustable, enjoyable-handling machine. No question: anyone with a 4C should beat a path to AlfaWorks and at the very least, upgrade the front suspension.

But after driving AlfaWorks GT4C conversion, you realise what potential that fabulous Alfa Romeo carbon chassis has. The GT4C has the pace, stopping power and looks to rival genuine supercars. Each conversion will come with its own AlfaWorks GT4C chassis plate, and customers will be invited to fine-tune the handling to suit their driving style. Personally I'd be inclined to err on the side of an edgier, harder set-up, just because that's the type of car the 4C is. I guess you could make it feel like a Porsche Cayman if you really wanted (thinks: doesn't Porsche also offer a GT4...?).

One recent AlfaWorks 4C customer testimonial put it rather succinctly: "Fear factor – gone." I'd add: "Fun factor – doubled." Yes, the GT4C is just what the doctor ordered. 🇮🇹

ABOVE: The GT4C demonstrates its superb capability and composure during high speed cornering

Contact

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Fast Lady

Everyone knows that driving classic cars is not exclusively a male activity, but Jane Weitzmann is an exceptional woman – she runs an ISO Grifo

Story by Mike Taylor
Photography by Michael Ward



The ISO story begins with Renzo Rivolta. Born in Desio, Lombardy in 1908 he had a passion for racing motorcycles, cars and boats winning many awards. In 1939 Renzo bought a small refrigerator company called Isothermos, relocating the factory to Bresso near Milan, away from possible fierce military action.

In 1948 Renzo began making economy transport including scooters, motorcycles and three wheel carriers. With business expanding he designed a two-seater micro car with a front opening door and powered by a rear mounted motor cycle engine. Called the Isetta he set up a new business, ISO Autoveicoli S.p.A to manufacture the tiny car.

With the ISO business flourishing Renzo planned to expand, building a Ferrari-like supercar powered by an American V8 engine. Coincidentally, another high performance prototype of the time was the Gordon GT, brainchild of entrepreneur John Gordon. Gordon approached Renzo over a possible deal. While it never matured, the concept of Gordon's GT helped Renzo to formulate his plans; a body/chassis monocoque, independent suspension with disc brakes all round and powered by a GM Corvette drive train.

To begin his dream Renzo approached Giotto Bizzarrini, who designed the chassis platform. It was then sent to Bertone where head stylist, Giugiaro, produced an elegant two-door coupe solution. Called





the Rivolta IR 300 it was launched in 1963.

Next came the Grifo. Also the work of Bertone's studios it was lower, wider and sleeker. At the rear was a long gracefully sloping wraparound rear screen, elegantly proportioned to show off the tail treatment. Inside, it was trimmed in high quality leather set off by a comprehensive dashboard layout. Power was provided by a choice of Chevrolet engines, driving through the renowned Borg Warner T10 gearbox.

Standing admiring the graceful lines of Jane Weitzmann's rich red ISO Grifo, one of her favourites out of a collection of 40 cars, she explains her passion: "My Dad was a Jaguar enthusiast and my early connections with cars was through him," she recalls nostalgically. "I learnt to drive using my mother's Hillman Imp. As soon as I passed my test I was let loose on my Dad's Jaguar. My first car was primrose yellow Triumph Spitfire. The owner was talking about upgrading to a GT6 Coupe. I thought it was cute."

Announced at the Turin show two versions of the ISO Grifo were displayed, the A3/L (L standing for 'Lusso' or luxury) and the A3/C, (C standing for Corsa or track). Renzo then made some subtle changes to the A3/L, transforming it into, arguably, one of the most strikingly elegant GTs of its type and time, launched as the Grifo GL. Production began in 1965.

"After the Spitfire, I bought a Datsun 240Z G," continues Jane, "But it was a cut and shut monster. Luckily, I got my money back. However, the 240 shape stuck in my mind. Several years later a rally prepared G Nose version came on the market. It needed a little work. I bought it, restored it and loved it. It was the beginning of our car collection."

Bizzarrini's Corsa version, referred to by him as the 'Improved GTO', was put into production in Livorno the following year. In 1964 one raced at Le Mans where, despite a two hour pit stop with brake troubles, it finished 14th. Another finished 9th in 1965.

Sadly, Renzo Rivolta died in 1966. Anxious to put his



own stamp on the company his place was taken by his son Piero, who oversaw the introduction of a new version of the Grifo, the Targa, with removable roof panels. Customers could now specify the monster 7-litre GM engine.

What is it that determines Jane's decision to buy a car, I wondered? "There are two criteria which attract me; shape and the driving experience," she continues. "Being impetuous I rarely go shopping for a specific model, they tend to find me. Over the years I've only had a couple of real disappointments, a Maserati Ghibli and an Aston Martin DB6. Both were agricultural."

In an effort to broaden market interest and attract a new client base ISO introduced a 4-door version, called the Fidia at the '67 Frankfurt show. Again, design was in the capable hands of Giugiaro, who by now was working for Ghia. Initially called the S4, the Fidia was the only saloon to emerge from the Bresso factory. Production would run between 1969 and 1974.

"Our move upmarket to create the car collection began gradually," acknowledges Jane. "Luckily, my husband's taste in cars complemented mine. He was invariably thinking of rarity while my thoughts erred towards shape and driving. It was never about speed, always about fun and enjoyment. For example, the collection also includes a William

Towns 6-wheel Hustler kit car."

The Series 2 Grifo appeared in 1970 with a sleeker silhouette and pop-up headlights, ISO installing the Ford V8 351 in 1972 and naming it the IR-8. Finally, the Lele was a four seater coupe shaped by Gandini at Bertone's studios. Again, power was provided by the Corvette engine (later using the Ford 351) the car dropping neatly between Grifo and the Fidia.

"The pride of the collection is the Lamborghini Miura because it was my husband's dream car," says Jane thoughtfully. "After he died my son and I decided to set up JHW Classics. We rent our cars out, often for use in advertising. Nothing extreme; car drives onto the set, the lady gets out and walks off. The revenue helps in part to pay for the running costs."

With the Energy Crisis looming in the early 1970s, Piero chose to close down the business at Bresso and moved to America, forming the Rivolta Group, which has since moved into diverse operations including the leisure marine industry.

As we walk round the car I ask Jane about the background to her glorious ISO Grifo. "My husband bought it unseen and untried, it needed some work doing," she says ruefully, adding. "I've always had a preconceived notion that anything that looks as good as the Grifo must drive well. That concept hasn't

LEFT: Janet Weitzmann has a collection of 40 cars, her 'Italians' include the Grifo and a Lamborghini Miura



TECHNICAL SPECIFICATIONS

ISO GRIFO GL 365

ENGINE:	Chevrolet 327 V8
CAPACITY:	5354cc
BORE X STROKE:	101.6mm x 82.55mm
COMP RATIO:	10.5:1
POWER:	360bhp @ 6200rpm
TORQUE:	360lb ft @ 4000rpm
TRANSMISSION:	4-speed Borg Warner manual
BRAKES:	Discs front and rear
WHEELS:	6 x 15
DIMENSIONS:	4370mm (l), 1730mm (w), 1110mm (h)
KERB WEIGHT:	1282kg
TOP SPEED:	171mph
0-62MPH:	5.4sec
PRICE:	£5950 (1966)



always held true, but was definitely the case with the ISO. When I saw it and drove it, I thoroughly agreed with his decision. This is the 1967 Motor Show car. John Lennon sat in it, but purchased a Fidia instead. Of 412 Grifos manufactured only 31 were RHD. The previous long term owner was a man called Richard Spira, who had it thoroughly restored in the early 1990s. The coachwork is Regal Red and we purchased her in 2003 for £29,000. We also had an AC Frua 428; I sold the AC and kept the Grifo.”

Finally, I ask Jane how she decides which car to drive. “There is a degree of science behind the selection,” she grins. “Obviously, I won’t take an open car if it’s raining, but other than that they are used in rotation. I keep copious notes; there’s a large whiteboard in the garage which shows servicing, MoTs and so on as well as recording a diary of dates, journeys and so on.

“I undertake some work myself, such as changing a fuel pump and I can tell when a car is not running properly. Recently, I realised that there was something wrong with the Grifo. My mechanic agreed, we began by rebuilding the Holley carburettor, but that didn’t cure the problem. In the end we had to remove the cylinder heads and rebuild the engine.”

Today, the Grifo is running as it should providing Jane with the considerable driving appeal she enjoys.

DRIVING IMPRESSIONS

When *Autocar* magazine road tested an ISO Grifo GL365 in April 1966 they noted the number of passers-by and road passengers that looked appreciatively at the Bertone shaped supercar. It is the same today, surely a telling test of time of the designer’s artistry. There isn’t a contentious corner anywhere, the lines rising, flowing and falling from front to rear, it grasps your attention.

Imported by Trojan Ltd, whose name was also linked with Elva, the Grifo (meaning fabulous creature with an Eagle’s head and body of a lion) was manufactured by ISO Automovelcolni of Milan, Italy, this model being powered by the 365bhp GM V8 from the Chevrolet Corvette from General Motors.

The Grifo makes no pretence at being anything other than a two seater; behind the bucket seats is a platform to take coats and small bags while the boot is adequate to cater for the luggage for two on tour; only access to the spare wheel behind could prove a little awkward if needed.

Despite its low roofline and seating position climbing in is much easier than many GT cars due to its low sills and wide opening doors. Trimmed in high quality leather the cabin exudes opulence and elegance.

The accommodation is comfortable with plenty of

ABOVE: This Grifo was the 1967 Motor Show car. It’s one of just 31 right-hand drive cars to be built



legroom for the passenger. However, for any driver over 5ft 8in the driving position is a little cramped, Italian style; set the seat well back and there's a risk of not depressing the clutch pedal fully, needed for a graunch-free change, while less legroom has the knees rubbing the underside of the steering wheel, especially awkward when braking.

Visibility is good all round. Ahead is the gracefully sloping bonnet, the sharp swage lines making ideal guides when steering the car round corners. Rearward vision through the rakishly ramped back screen is equally unrestricted.

With a maximum speed of 161mph, in their test *Autocar* revealed that the Grifo was the fastest car ever to pass through their hands. With a smooth acting clutch, gradual throttle response and almost switch like action from the stubby Warner gearstick, it makes for total confidence in the car. However, despite the prodigious amount of power on tap

the car remains docile to manoeuvre.

At walking pace the steering, without hydraulic assistance, is heavy. However, once on the move it lightens up appreciably, giving good directional control with pleasantly little shake from road irregularities, despite the hugely chunky 6in wide 205 x 15 Pirelli Cinturato tyres. The brakes too, servo-assisted discs all round naturally, are positive hauling the car down to manageable speeds when the situation demands it while the suspension feels accomplished producing an impressively smooth ride.

Without doubt the Grifo rewards the capable driver and it's easy to imagine taking off for a cross-continental trip, to the sunny Mediterranean perhaps, such is the driving experience; who could ask for more. 

Our thanks go to Jane Weitzmann for her considerable help with this feature



Ferrari 250 GT SWB

Just 14 RHD SWBs were built from the total production of 167, this spectacular motorcar is one of just eleven steel bodied examples produced. This 250 GT SWB presented in its original and striking colour, with its original and Matching Numbers engine, gearbox, and rear axle as confirmed by the car's red book Ferrari Classiche Certificate, also accompanying the car is a correct spare wheel and toolkit. This award winning, UK Registered, RHD 250 SWB is as perfectly suited to the Concours Lawn as to the Open Road.

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Ferrari F12 (LHD)

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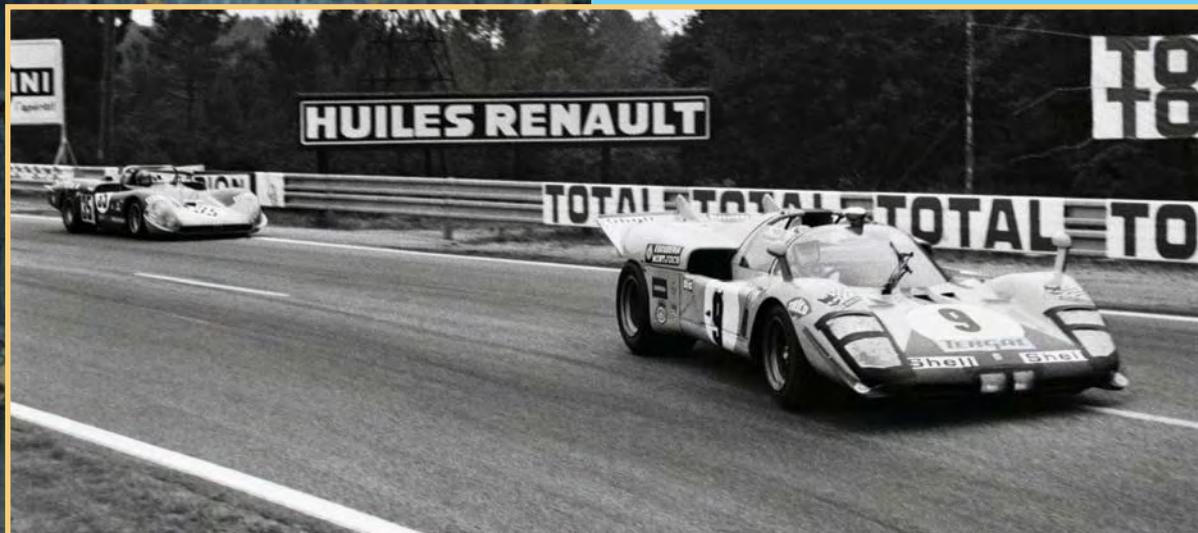


The Spanish Ferrari

The story of Maranello's first 512 that was raced by Barcelona-based Escuderia Montjuich

Story by Peter Collins
Photography by Tim Scott and LAT





The Ferrari/Ford wars in the World Sportscar Championships of 1964-7, mainly centred on Le Mans, which saw ever-faster cars being developed at a prodigious rate. That was until Ford had to put a whopping 7-litre V8 into its new GT Mark 2 to overcome Ferrari's fabulous P series prototypes that culminated in the P4. In those days with a Mulsanne straight without chicanes, zoomph and more was routinely achieved by the fastest cars, so big engines meant more straight-line speed to the Americans, there being no limit to size in the regulations.

As you sow, so shall you reap. By mid '67 the World Series had arrived at a point where the cars were plentiful and superb; cue knee-jerk reaction from the then governing body of international motorsport, the CSI. Rules and regulations? Don't you just love 'em? And if anybody was capable of spoiling everyone's fun, it was the CSI, so with impeccable timing they announced just before the '67 Le Mans 24 Hours that, in order to reduce speeds, as from January 1st 1968, sports prototypes would be limited to a maximum of 3 litres engine capacity. However, the small-print mentioned that Group 4, later to be retitled Group 5, GT cars would be allowed up to 5 litres, but a minimum of 50 examples of each of these would have to be constructed. In effect then, from August '67, the entire P series prototype Ferraris and the big Ford GTs would be rendered so much useless junk.

First out of the traps was Enzo Ferrari who, quite reasonably, was incensed that his huge investment in cars, time and resources at Maranello had overnight been written off and therefore he would be withdrawing completely from sportscar racing for 1968 and the foreseeable future. Many others felt the same until late in '68 Ferrari sprang one of his not surprising surprises and announced that he had changed his mind and there would be a 3-litre V12 312P prototype for 1969. It was based on the Can Am 612P chassis and would be replaced by a Grand Prix car based flat-12 3-litre in 1971, but not before Porsche sprang a real surprise.

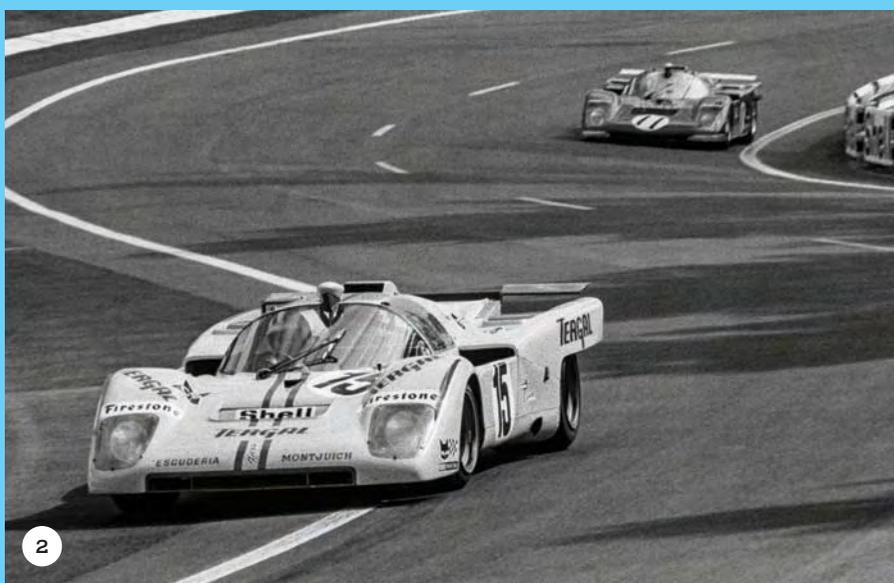
At the Geneva Show in March 1969, the Germans debuted their 917 racing sportscar amidst howls of ironic laughter, because here was a car built to the CSI's 'GT' Group 5 regulations with an initial 4.5-litre flat 12 and it was seriously intended for racing. Over



the winter the CSI had reduced the minimum quantity of cars required for homologation in the category to 25 for 1970, so Porsche had done just that and built 25 of them.

Maranello was not slow in retaliation. Because the Fiat/Ferrari merger/collaboration of 1969 meant more investment cash was available to Enzo, in November 1969 the world was treated to the first view of Ferrari's answer to the Porsche 917, their 512S sports car, which was famously launched at the Gatto Verde - Green Cat - club in the hills behind the town.

Based loosely on the 612P Can Am chassis and layout and with an engine derived from that unit with reduced bore and stroke and detail differences, the new cars consisted of a semi-monocoque chassis with body panels by Cigala and Berlinetti of Turin; the chassis were numbered in even sequence from 1002-1050. However, with only a few months to go before the first 1970 race at Daytona, the 512 was to be found severely lacking in testing due to bad, wet, weather throughout the European winter. A hurried trip to Sicily to test at Enna produced gales and rain, so the team was forced into the unsatisfactory position of



having to develop the model between and at races throughout the year. This compared to a Porsche team that had enjoyed almost a year of testing.

Extra aerodynamic aids, a new nose and a spider version, were all tried and the look of the cars gradually changed through the season. Results were mixed to disappointing despite Andretti taking a win at the Sebring 12 Hours and the cars being very fast at Brands, Monza and Spa, especially in qualifying.

For one of the last championship rounds of the season, at Zeltweg, Ferrari brought along a much-modified 512 designated the M version, featuring the spare-wheel transferred to the rear which incorporated a tail shape similar to the 917 and a lower nose. Ickx ran away with the race, drawing away from the Gulf Porsche 917s until an alternator failure put the car out. It later won the Kyalami 9 Hours in South Africa.

For 1971, the factory turned its back on the cars, to the disappointment of many members of the racing team, in favour of developing a new, 180 degree V12 3-litre 312P and left the 512Ms to privateers. World famous USA entrant Roger Penske built up his own car with Kirk White, featuring fastidious attention to detail

and it proved easily the quickest 512 of them all. The final development was carried out by ex-works engineer/driver Mike Parkes on chassis 1048 for Scuderia Filipinetti and, with a full-width rear wing and narrowed cockpit area it was called the 512F. They were all fabulous, charismatic cars with, perhaps, not quite the aesthetic wow factor of the P4, but they were certainly awe-inspiring.

FERRARI 512 CHASSIS 1002

Our featured car is for sale with prestigious motor dealer Gregor Fiskens, who occupies an undisputed role in the UK and World high-end motor scene.

There is some evidence that 512 chassis 1002 first appeared in public at the April 1970 Le Mans Test Days carrying number 35 and the car made its race debut, also at La Sarthe, in June.

Painted yellow, 1002 had been purchased from Maranello by a team calling themselves Escuderia Montjuich, so named after the Catalan street circuit in Barcelona. The team consisted of some wealthy gentleman drivers and the leading two, Jose Juncadella and Juan Fernandez co-opted Brit Gordon Spice to help

- 1: Juncadella/Merzario at the Monza 1000 Km in 1971
- 2: Juncadella/Hobbs at Le Mans in 1971
- 3: Original 512S spec with Juncadella/Fernandez at Le Mans in 1970





with the driving chores at Le Mans. The car was in its original 512S configuration and also had the Spider, open-topped, bodywork, which probably wasn't a great idea as the rain during the race was torrential. The car was retired during the night after a body-damaging spin and gearbox problems.

It was September before 1002 reappeared and this time it was for the Imola 500 Kms and sharing the driving with Juncadella was none other than Peter Schetty who was then Ferrari's racing boss. This was followed by a great result for the car in the October Paris 1000 Kms race at Montlhery. Traditionally a cold and miserable event, Juncadella had driving help from local-knowledge man Jean-Pierre Jabouille and between them they finished a superb second overall and won their class. Their season finished with the 12 Hours at Jarama which posted a DNF, but this time factory driver Arturo Merzario shared the wheel with Juncadella.

As an example of a well-used racing sports car, 1002 barely had time to draw breath before it was shipped to South America for the January 1971 Buenos Aires 1000 Kms, the first round of that year's World Sportscar Championship. Here Juncadella had local ace Carlos Pairetti as co-driver and the pairing brought the car home fifth overall and highest-placed Ferrari, only dropping from fourth at the last moment.

The 24 Hour grind at Daytona was next and, despite Merzario reappearing as co-driver, the car posted another DNF, at which point it was decided to return 1002 to the factory in Maranello for it to be rebuilt and updated to the recently-developed M specification.

At its first race in this configuration, which was the BOAC 1000 Kms round of the World Championship at Brands Hatch, an off during practice resulted in the yellow car running with front and tail bodywork sections in red, borrowed from the Herzog team who were also running an M. Co-driver here was David

Hobbs, who stayed and helped out at the Le Mans Test Days and 3 Hour race later that month.

Merzario was back for Monza, also in April, which was a very busy month because right at the end Juncadella also drove 1002 in the Imola Coppa Shell 500 Kms and brought it home fifth overall after two heats, then it was back to La Sarthe for the 24 Hours where Juncadella had none other than Targa expert and long-time Ferrari works driver, Nino Vaccarella as co-driver.

Perhaps the car's main claim to fame should be that the pair were actually leading Le Mans when the clutch went at 04.01 on the Sunday morning. A great shame.

Its other feature event came after its next race at Zeltweg, in September, when it was decided to run it in the Tour de France auto, a rally/race where it would be required to negotiate mountain passes and special-stages as well as take part in races over the four days of the event. That it did so and Juncadella/Jabouille brought it home second overall, is a performance that has passed into motor sport legend. Later in the year, the Paris 1000 Kms was tackled again but a DNF was the result.

All of this had been a fabulous career by any standards, but by 1973 1002 had become effectively just another old racing car and it was sold to Robert Horne in the UK who, to add to its list of achievements, took the UK land speed record in the car, also demonstrating it during the 1977 British Grand Prix at Silverstone.

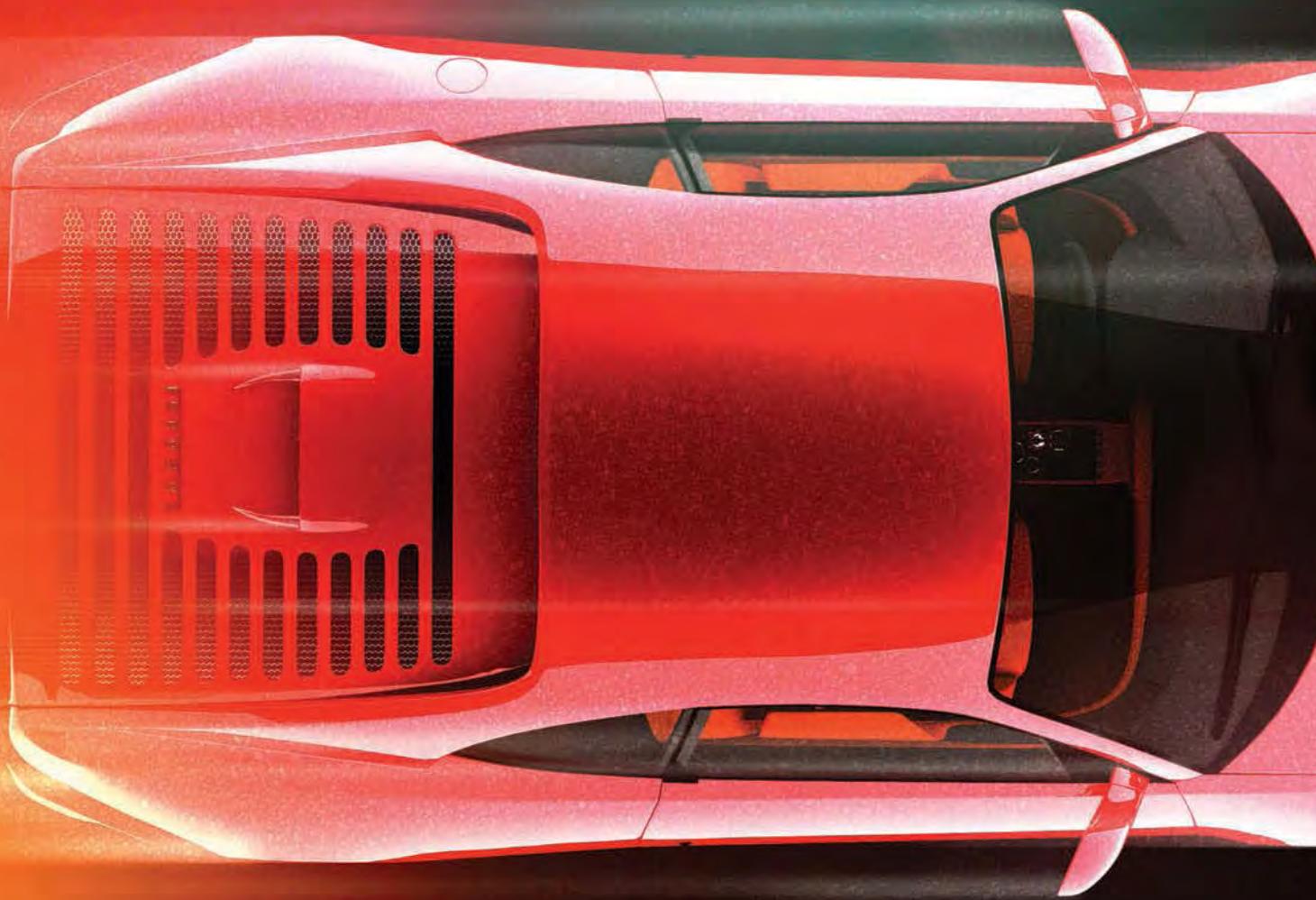
Into the '90s it appeared at various historic events such as the Festival of Speed until acquired by enthusiast Dieter Roschmann in Germany. He used 1002 in the Ferrari/Maserati Challenge races in 2009 and later took it up the Vernasca Silver Flag hillclimb.

Life has been anything but a quiet background career for 1002 and we hope that its new owner will maintain the car's almost 50 years of great competition activity. Another Tour Auto appearance perhaps? 🇮🇹

ABOVE: In 1977 512M chassis 1002 held the land speed record for the flying mile at 191.64 mph



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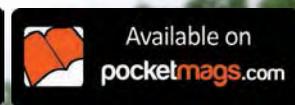
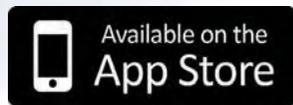
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Jolly de Plage

Gianni Agnelli's request for Ghia to build him a runabout that would fit on his yacht turned into an industry for the coachbuilder

Story by Richard Heseltine





This is going to leave a mark. The debrief was clear on the matter: rein in your enthusiasm when cornering. This is a Fiat 600 Jolly. The name is appropriate as it is a hoot to drive. You will fall in love with it, but remember that there are no seatbelts, the wicker thrones offer little in the way of butt-shoring and the cutaway flanks won't stop you from falling out. Just be sure to tuck and roll before impacting with the asphalt. And you will impact with the asphalt. More than once should you be a slow learner.

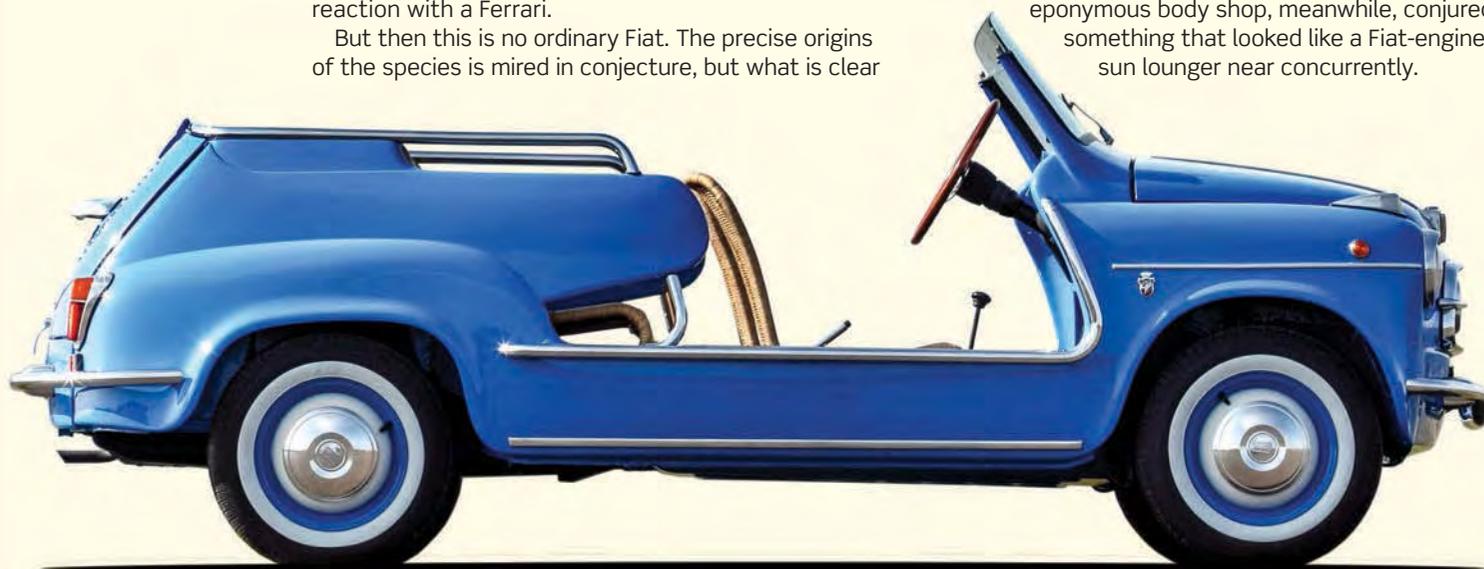
And thwack. That mini-roundabout couldn't be taken flat after all. Fortunately, onlookers waiting at the bus stop nearby are sympathetic and don't jeer. They don't because they're too busy laughing at the eejit running alongside his car, grimly holding onto the steering wheel like it's a life raft. This has YouTube comedy gold written all over it.

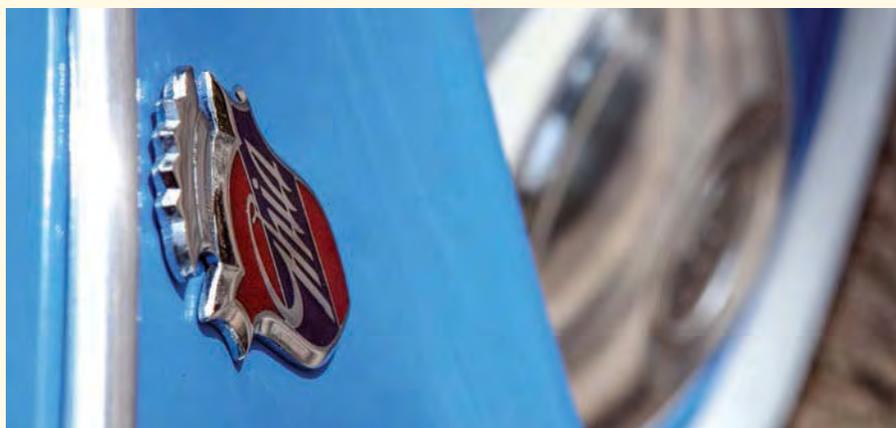
Or at least it would were it not for the fact that each spectator then asks for a photo. Would it be OK to sit in the car once it comes to a complete stop? This happens a lot. Some people don't even ask, they just step aboard and ask friends to take a pic. No other car we can think of has this effect. Park it just about anywhere and you're soon swamped. You know you're onto a winner when even a police car stops and its occupants decamp to sit in a 1960 Fiat, all the while giggling like loons. You don't get this sort of reaction with a Ferrari.

But then this is no ordinary Fiat. The precise origins of the species is mired in conjecture, but what is clear

is that the Jolly in all its many flavours was once the darling of the rich and famous. Scroll back to the late 1950s and early '60s, and no yacht was complete without a 'beach car' waiting on the quayside. Either that, or aboard the yacht itself. This was the type of car owned by the beautiful people, and the brainchild of playboy industrialist Gianni Agnelli. According to legend, he wanted a car that would serve as a land tender but also fit on the back of his 82ft ketch, the Agneta, as he cruised the Med'. Carrozzeria Ghia was commissioned to make it happen.

Where the Rake of the Riviera led, the style conscious followed and thus the Jolly was born. Except this story has the whiff of the apocryphal about it. The precise origins of the beach car remains unrecorded but at least one cut-down Belvedere was made – possibly by Fiat itself – in 1954. It had a Surrey roof and wicker seats and may or may not have been built at Agnelli's behest (there is no corroboratory evidence to suggest that it was). Two years later, Pinin Farina built a Multipla-based machine for use on the grounds of Villa Leopolda, the Agnelli estate on the Côte d'Azur. The 'Eden Roc', as it was often referred to, had a boat-like body and slatted wooden seats, and was used to shuttle friends and family around the 20-acre property. A second car was reputedly made for Henry Ford II, while Carrozzeria Savio also produced its own take on the theme that same year. Alfredo Vignale's eponymous body shop, meanwhile, conjured something that looked like a Fiat-engined sun lounger near concurrently.





But it was Ghia boss, the entrepreneurial Luigi Segre, who first saw the potential of producing a beach car in volume. The prototype was completed in time for the 1957 Turin Motor Show, with Carrozzeria Frua and Francis Lombardi also displaying cars built along similar lines. The difference was, Ghia's offering was still recognisably a Nuova 500. Whether or not Agnelli ever owned the show car, or even commissioned its construction, is open to debate. There is no proof to suggest that he did.

Nevertheless, Ghia was swamped with orders. For a firm that had been fortunate to see out the 1940s, eking out a meagre existence making pots, pans, bicycle frames and roller blinds just to make ends meet, this was quite a reversal of fortune. The '50s saw Ghia reborn as a subcontractor to Chrysler, building show cars and Imperial limousines, while also shaping everything from a custom Cadillac for Yugoslavia's President Tito to a mobile 'observation deck' based on a Greyhound Bus. This, however, wasn't a one-off commission or small run of cars. This was a production model. Segre was thinking big by thinking small.

Not that reconfiguring the donor car wasn't without its problems. Denuding the 500 of its roof required a fair amount of fabrication work by Ghia's artisans, a latticework of steel tubing being installed to counter the lack of rigidity once the lid was removed. As was the nature of coachbuilding in period, a degree of lead-loading was used. The additional heft did nothing for the power to weight ratio of a car packing all of 12bhp. Not that this really mattered as performance was of secondary importance, if of any importance at all.

Nor, strictly speaking, was it intended for use only as a yacht tender. Ghia's brochure from the time described the 'Jolly de Plage' (which roughly translates as 'Joker of the Beach') as being just as at home on the golf course as on hunting expeditions! And the newly-purchased via Agostino de Montefeltro factory was soon slicing and dicing baby Fiats, adding a 600-based Jolly to the line-up in 1958. Customers included Aristotle Onassis and US President Lyndon Johnson who used his on his Texas ranch, not forgetting Grace Kelly, Mae West, Yul Brynner and John Wayne.

The 600 Jolly was offered for US consumption at a cost roughly equivalent to a new Chevrolet Corvette. Nevertheless, North America was a big market for Ghia. A luxury resort on Catalina Island off the coast of California accounted for 32 cars, a Multipla-based variation also proving moderately popular with taxi drivers in Newport Beach. And Ghia wasn't done, building as many as 50 Renault 4CV-based beach cars which were offered exclusively in the USA, the brochure talking up the Resort Special as being '... the ideal little car for Your amusement with Your friends and for Your tourist trips' (the random use of capitals was all theirs). This most characterful of carrozzerie hedged its bets even further by also offering the Lambretta Jolly, a three-wheeled take on the popular scooter aimed at the Far East market.

The 1960s witnessed all manner of Fiat-based utility vehicles and beach cars hit the market, courtesy of coachbuilders such as OSI, Sibona & Basano and Michelotti, not to mention variations on the theme based on DAF, Mini (BMC and Innocenti) and even Alfa Romeo Giulia Super platforms, but none were anywhere near as successful as Ghia's



offerings. As is so often the way with these things, there is a degree of uncertainty regarding how many Jollys of all kinds were made to the end in '66. Depending on whose estimates you credit, the general consensus appears to be around 440.

That's quite a tally given that these cars were, let's be honest, considered to be mere toys in period. Given that most Jollys were used only sparingly, and in temperate climates, the survival rate is reasonably high. That said, there are said to be more than a few fakes out there. The car pictured here isn't among their number. It recently emerged from a concours restoration by DTR Sports Cars and, at the time of writing, it is winging its way to Greece.

The Jolly was acquired in Monaco two years ago, complete with poorly tacked on replacement floor panels, leaking and seized brakes, fried electrics and a porous cylinder head. "It was a relatively straightforward restoration, but the original build quality wasn't great," DTR principal Paul de Turrís says. "There was factory rippling where there was strengthening around the 'door' apertures. Where seats didn't quite fit, a hammer had clearly been the tool of choice. There was no reinforcement in the floors, either, just bars to raise the sill line with sheet steel folded over and welded. They were never going to be driven quickly, so I suppose it wasn't considered important."

Which bodes well for our circuit of Surrey, home of the sleeping policeman. But worries evaporate the moment you set eyes on the Jolly. It is impossible not to smile on first contact as it looks so, well, cute. The styling, if you can call it that, is accomplished, not least because it looks as though it was designed as an open car from the outset. It doesn't look like a mere chop, the sculptured 'flanks' being particularly accomplished. The 600 Jolly outline has been retrospectively attributed to Sergio





ABOVE: This recently restored Fiat 600 Jolly is a long way from Monaco where it was discovered. Weather protection is somewhat limited



Sartorelli, the quietly-spoken artiste who established Ghia's OSI offshoot in the '60s before leaving to head Fiat's experimental design department.

And then the fun bit. You don't so much sit in the Jolly as on it, the wicker seats being surprisingly comfortable when stationary. The rest of the cabin furniture, such as it is, consists of a speedo and token switchgear. There is nothing here that doesn't need to be. Fire up, and the 633cc four-banger sounds much like you remember: fizzy and eager. With 22bhp on tap, you don't approach the Jolly expecting it to be a ball of fire, but it does romp off the line. The gear change is perhaps a little rubbery, but you soon acclimatise.

The little Fiat is perfectly happy mixing it in urban cityscapes, although you do feel somewhat exposed, and on so many levels. If you don't like attention, prefer to blend into the background, this is not the car for you. It is a magnet for camera phones. That, and a running commentary. People do shout from the sidelines. Nice things, mostly, although the suggestion that the driver with tan-repelling skin really should be wearing nothing more than Speedos, sunblock and a smile is conveniently ignored. Be thankful.

What surprises most, given that the Jolly received little in the way of reinforcement following roof

removal surgery, is that it doesn't feel particularly floppy. There's no discernible flexing through the structure. And the regular 600 always was a much better handling car than preconceptions might have you believe, swing axles and all, to the point that you don't really need to slow down for corners. Here you do, but only because there's nothing to stop you from falling out.

But driving impressions are pretty moot, anyway. This is a car that is all about the visuals. It looks amazing, especially with the roof in place. To be honest, you will need a City & Guilds in marquee erecting to put the roof up correctly, and it's no easy task should there be even a moderate headwind. That said, you cannot drive the Jolly with the Surrey top in place because the spindly hoops will buckle and you will end up wearing it.

Ultimately, this is one of the most pointless cars ever made, but it is impossible not to like the Jolly. It has more character than any supercar, and is more exclusive than most come to think of it. Forget the Riviera, trundle down The King's Road and see what sort of reaction you get. Just make sure you check the weather forecast first. 🇮🇹

Thanks to: Paul de Turrís (www.dtrsports.com)

- 1: Fiat Marina 600T by Vignale (1963)
- 2: Fiat 600 Marinella by Fissore (1961)
- 3: Fiat 127 Teenager by Pininfarina (1969)



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Italian Scooters

A catalogue of the two-wheeled transport that is the epitome of Italian cool – ciao!

Story by Maurizio Schifano/Ruoteclassiche
Photography by Museo Scooter & Lambretta



During the post-war years scooters provided new found freedom and helped mobilise the masses throughout Italy, all beautifully recorded on the romanticised, colourful publicity posters of the period.

Considered to be the soft option for two-wheeled transport in some countries, their 'Mod' riders were ridiculed by 'Rocker' bikers, but in homeland Italy they were the epitome of cool. You could ride them to work, you could use them for leisure – girl passengers sitting side saddle, of course.

We all recognise the names of the popular Vespa and Lambretta, the latter sadly no longer in production, but the list of other Italian manufacturers is a long one. Who knew about the MV Agusta 'B' or the Ducati Cruiser – let alone the Ambrosini Freccia Azzurra . . .



1940

VITTORIO BELMONDO VELTA

Displacement: 98cc
Cycle: two-stroke
Power: 2hp
Transmission: 2 gears
Speed: 40-50km/h

Had it not been for the war . . .

Manufactured in just a few examples by engineer Belmondo, the pioneer of Italian scooters, the Velta had a load-bearing body and a sleek design. A specimen of the 'Velta' was examined by Piaggio executives at Count Trossi's residence in Biella, it would inspire the design of the Paperino (Donald Duck), which was the ancestor to the Vespa.

(Inset pic above) Count Trossi and dog on his Velta, photographed during the second World War.



1946



PIAGGIO VESPA

Displacement: 98cc, Cycle: two-stroke, Power: 3.3hp, Transmission: 3 gears
Speed: 60km/h

Monocoque body

Designed by the aircraft engineer Corradino D'Ascanio, the Vespa (Wasp) is more similar to a car than to a motorcycle. The unitary construction provided a lot of protection and the large flat floorboard accommodated small pieces of luggage. Direct transmission was simple, the handlebar mounted gears were easy to use. Following its public debut the first Vespas sold slowly, but sales eventually took off and it was a worldwide success.



1947

INNOCENTI LAMBRETTA

Displacement: 125cc
Cycle: two-stroke
Power: 4.3hp
Transmission: 3 gears
Speed: 65-70km/h

Luggage storage is provided

The initial inspiration for the styling was provided by the American Cushman, but the Lambretta's design was more refined and complex. The scooter featured single-shaft transmission, control cables located inside the handlebars and a flashing indicator in the headlamp. The Lambretta was smaller and less comfortable than the Vespa, but it was very robust and affordable. It quickly gained popularity.



GIANCA NIBBIO 98

Displacement: 98cc
Cycle: two-stroke
Power: 2hp
Transmission: 3 gears
Speed: 55km/h

1946

Aluminium bodywork

Manufactured in Monza, it was equipped with an engine designed by engineer Salmaggi who also designed the two-stroke Rumi. The aluminium bodywork was bolted to a tubular frame and had a sleek design. Sales never really took off though, and the business was sold to S. Cristoforo in 1949.



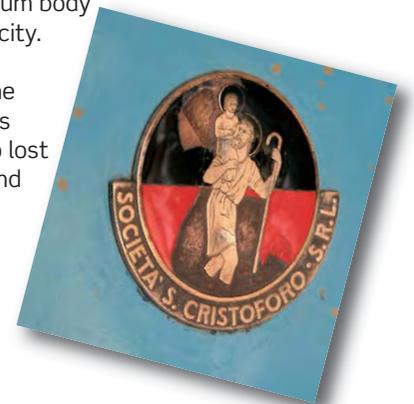
S. CRISTOFORO NIBBIO

Displacement: 125cc
Cycle: two-stroke
Power: 5hp
Transmission: 3 gears
Speed: 70km/h

1949

More power, less reliability

After the project was sold to S. Cristoforo, the Nibbio received a new aluminium body and an increased capacity. The performance was improved, as well as the price, but reliability was poorer. The new Nibbio lost favour in the market and was eventually discontinued in 1951.





CARNIELLI VITTORIA 65

Displacement: 65cc
 Cycle: two-stroke
 Power: 3.5hp
 Transmission: 3 gears
 Speed: 68km/h

1951

Beyond the bicycle

Manufactured by the well-known bicycle factory located in Vittorio Veneto, which would later launch the famous Graziella bicycle, the Vittoria was tiny and with humble performance. It was also quite successful on the French market.



MV AGUSTA 'B'

Displacement: 125cc
 Cycle: two-stroke
 Power: 4.9hp
 Transmission: four gears
 Speed: 80-85km/h

1949

A winning choice

The first scooter manufactured by Meccanica Verghera, which was the motorcycle branch of Costruzioni Aeronautiche Agusta (established in 1945). It featured a load bearing body, single-arm suspension and an original flashing indicator on the handlebars. It was reliable and well refined and sold quite well.





ISOTHERMOS ISO 125

Displacement: 125cc
 Cycle: two-stroke
 Power: 6.7hp
 Transmission: three gears
 Speed: 75km/h

1951

Anticipating modern scooters

This scooter was launched by the large refrigerator manufacturing company located in Bresso. It originated from the ashes of the aborted Furetto, from which it partly took its looks. It boasted a split piston engine and double exhaust. The price (230,000 lire) – twice the price of a Lambretta D – was due to motorcycle components such as the telescopic forks and the large spoked wheels. The rear hub could be taken off, thus allowing wheel removal without having to remove the chain.



MOLTENI T50

Displacement: 125cc
 Cycle: two-stroke
 Power: 4.5hp
 Transmission: three gears
 Speed: 70km/h

1953

All aluminium construction

Pre-war motorcycles were well-known for die-cast aluminium frames. Milan's Fratelli Molteni opted for the same technology for all the components of this scooter, including the silencer and the wheel rims. The fuel tank was built into the frame and the single-arm rear suspension featured two horizontal shock absorbers.



PARILLA LEVRIERE

Displacement: 125cc
 Cycle: two-stroke
 Power: 6hp
 Transmission: three gears
 Speed: 75-80km/h

1953

Optional electrical ignition

The Lombardy manufacturer's expertise in sports motorcycles was a guarantee. The Levriere was elegant, albeit not very original. Levriere is the Italian word for greyhound. It was one of the most successful Italian scooters as far as sales were concerned. Dynamo-engine electrical ignition was available as an option. It featured large spoked wheels.



S.I.M. MORETTI

Displacement: 125cc
 Cycle: two-stroke
 Power: 5.5hp
 Transmission: three gears
 Speed: 75km/h

1952

Betting on the Puch engine

Manufactured in just a few hundred examples by the Società Italiana Motorscooter of Reggio Emilia, it featured a split piston engine (two cylinders sharing a common combustion chamber) by the renowned Austrian Puch company. The rear forks opened up like a compass to make wheel removal easier.





DUCATI - CRUISER

Displacement: 175cc
 Cycle: four-stroke
 Power: 7.5hp
 Transmission: automatic
 Speed: 80km/h

1953

Ahead of its time

This is one of the few early Italian scooters to be fitted with a 4-stroke engine. It featured a torque converter automatic transmission, series automatic ignition, a spare wheel and a very sleek modern line designed by Ghia, which anticipated future models by Innocenti. Unfortunately it was expensive, not very powerful or reliable. It was a big flop.



RUMI - FORMICHINO

Displacement: 125cc³
 Cycle: two-stroke
 Power: 6hp
 Transmission: four gears
 Speed: 75km/h

1954

A two-stroke sculpture

Designed by Dannino Rumi the owner of the company and an internationally known artist. The bodywork was made in die-cast aluminium. The scooter featured the famous horizontal twin-cylinder engine design with which all Rumi motorcycles were equipped. It was elegant and performed well with good sales, including abroad. Manufacture continued until the company closed down in 1960. It never achieved high numbers.



TUNIN PRINA ORIX MODELLO B

Displacement: 173cc
 Cycle: two-stroke
 Power: 8.1hp
 Transmission: four gears
 Speed: 85km/h

Almost custom-built

Designed by the bicycle manufacturing company Tunin Prina from Asti, it featured large wheels and an abundance of chrome details that made it look like a custom-built scooter. It had a very powerful JLO engine. The small company from Asti failed to adequately promote the Orix and by the time it was discontinued in 1956, the scooter had only sold a few hundred specimens.



1953

AMBROSINI FRECCIA AZZURRA

Displacement: 150cc
 Cycle: two-stroke
 Power: 6.5hp
 Transmission: four gears
 Speed: 90km/h

Prototype presented back in 1951

The designer Giuseppe Del Bianco produced a prototype for presentation at the Milano Show in 1951. SAI (Società Aeronautica Ambrosini) from Passignano sul Trasimeno, purchased the project and made its debut in the scooter market. The aerodynamic profile was praised by the press and the well-tested Sachs engine was a guarantee for reliability. Unfortunately the 'Blue Arrow' was too expensive, it sold only a few dozen examples and was discontinued after just one year.



1954

PIAGGIO VESPA GS

Displacement: 150cc
 Cycle: two-stroke
 Power: 8hp
 Transmission: four gears
 Speed: 100km/h

Turning to leisure

At 1954's Milan show Piaggio unexpectedly presented the Vespa Gran Sport, which represented a revolution in the function of scooters. It was no longer utility



transport but a vehicle meant for leisure. The GS reached 100km/h, it was the first Vespa with a 4-stroke engine, a two-seater saddle and handlebars in die-cast aluminium. At the launch, Piaggio caught its competitor Innocenti completely unprepared.

1954

1957



INNOCENTI LAMBRETТА 175 TV

Displacement: 170cc
Cycle: two-stroke
Power: 9hp
Transmission: four gears
Speed: 103km/h

Closing the gap

Innocenti's answer to the Vespa GS arrived just three years later with the Lambretta Turismo Veloce featuring higher displacement, power and speed. The TV was the first Lambretta fitted with a horizontal cylinder engine, chain transmission, 10-inch wheels, front bumpers and a two-seater saddle.

INNOCENTI LAMBRETТА J50

Displacement: 49cc
Cycle: two-stroke
Power: 1.5hp
Transmission: three gears
Speed: 40 km/h

Always chasing

Innocenti's reply to the Vespa 50 had a monocoque body, as in the Lambretta 100, and was launched a few months earlier. Like the 100, the J50 (J stands for Junior) had a vertical cylinder engine, and always with a chain transmission. The design and the dual colour livery reflected the colours of its elder sisters. The removable side panels made maintenance easier. It would be received well by the market.

1964



INNOCENTI LAMBRETТА LUI 50 CL

Displacement: 49cc
Cycle: two-stroke
Power: 1.5hp
Transmission: three gears
Speed: 40km/h

When design is not enough

On the verge of the 1960s the scooter market was in crisis and manufacturers were in search for new niches to sell their products. The Lui boasted a design by Bertone with captivating lines and a fashionable colour range to attract the cutting edge of youth. The skimpy saddle, the lack of space even for a small bag, poor stability on rough ground and bad performance ruled this scooter out of the market in a little more than one year.

1968



1963



PIAGGIO VESPA 50

Displacement: 49cc
Cycle: two-stroke
Power: 1.5hp
Transmission: three gears
Speed: 40km/h

No driver's license needed

Piaggio captivated the young market with the Vespa 50, featuring new smaller bodywork and an engine with a 45° angle instead of a horizontal cylinder. It was a great scooter for general transport and leisure. The low speed was reassuring for parents. Carrying a passenger was strictly forbidden, but it was one of the most neglected rules.



PIAGGIO VESPA ET3

Displacement: 125cc
Cycle: two-stroke
Power: 7hp
Transmission: four gears
Speed: 98km/h

1976



Peppy and fast

And finally: Innocenti followed the opposite path to Piaggio and opted for a 125 engine for the Vespa 50. The top evolution of the model was the ET3 pictured here. Electronic ignition, three-stage cylinder and the small Vespa 90 SS type silencer all made the ET3 zippy and fast. 



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Alfa Romeo AR 51

Alfa Romeo's 1900 twin-cam powered 'Matta' was the company's bid to break into the military market

Story by Andrea Schifano/Ruoteclassiche
Photography by Roberto Carrer



Military cars are not usually a passion for Italian collector Corrado Lopresto. However, when he realised he had come across specimen Number One of the 'Matta', he did not hesitate and secured it for his special collection. Restoration lasted one year, thanks to the collaboration of the 'mattisti'.

"One day, in February 2010", recalls an amused Corrado Lopresto, "I received a phone call from my friend and classic car broker Stefano Paracchi. 'I've found specimen Number One of the Matta, rush over here and have a look'. This is why I ended up in a demolition facility near Cuneo. A very interesting specimen of the 'Matta' was in front of me, because the identification plate clearly recorded AR51*00001. A few parts were not original, of course, but all in all the vehicle was in fair shape. And that '00001' on the chassis made it irresistible. So I took a few snapshots,

and when I returned home, I started some research."

If you come across a Matta (this is how the AR51 was nicknamed, meaning 'mad' in English), it is mandatory that you contact Enrico Checchinato and Franco Melotti, who are responsible for the Alfa Romeo Matta Register (www.registroyalfaromeomatta.it). They are the ultimate experts regarding the off-road vehicles manufactured by Alfa Romeo, and are nicknamed 'mattisti' by their friends.

"They already knew about that specimen", recounts Lopresto, "they had discovered it in September 1996 and indicated that there was some mystery surrounding it".

That chassis number, in fact, leads us to assume that it was a pre-series model, whereas the information filed in the Alfa Romeo Register date the vehicle to December 2, 1952. Actually, the 'Matta' was created, tested and presented to the press and to public





authorities one year before, in 1951. In addition, the car looks exactly like the series model, although the pre-series models were clearly recognisable by the many provisional, pre-production details. The most plausible speculation is that this 'Matta' indeed represents a pre-series version, recovered after production had already started and updated to the final specification. At that point, the specimen was filed in the Manufacture Register and allocated to the Army's Department of Supplies.

"An interesting story, indeed", concludes Corrado, "a few days later I went back to Cuneo, paid the price and took the car home".

Corrado eventually developed a passion for the Matta, although it was so different from the elegant one-offs he periodically shows at the Concours d'Elegance around the world. With the precious advice

supplied by two 'mattisti' he dismantled the all-terrain Alfa Romeo completely, painted over the chassis, the wheel rims and the body with the same military shade of green obtained from a supply of actual period paint. He brought back the headlights, taillights and original arrow indicators (subsequently replaced with modern indicators over the years) and a new canvass cover. He replicated the faux leather seats that were in fashion during those early years. The original pick-axe and shovel had been lost, so he retrieved a replacement from the 'mattisti' and attached it to the rear panel. The mechanical parts were overhauled and repainted and the special dry sump 1900 engine was retained.

Corrado even retained the rubberised cloth, the vertically sliding blind used to adjust the air to the grille. Six new tyres were purchased (including two for the spare wheels), which are replicas of the original



ALFA ROMEO AR51 'MATTA'



'Artiglio' that were part of Pirelli's standard equipment back in the 1950s. As a final touch, Corrado restored all the aluminum plates inside the engine and the passenger compartments, coated the windscreen latches with brass and coppered the wheel bolts.

It is interesting to discover the twin-cam cylinder head of a sportscar engine below the bonnet in an off-road model from the early 1950s. The dry sump lubrication, typical for competition cars, is even more remarkable. The installation provides a lower bonnet

line and also prevents a lubrication vacuum due to oil surging in the sump. Both solutions give character to the off-roader as the body can roll appreciably in vertical and lateral planes.

The Alfa Romeo Matta was manufactured from 1952 to 1954. The Italian Army ordered 2007 military AR51s, while 154 AR52 versions were built for civilian use. In 1954, the Italian army abandoned the AR51 and adopted the Fiat Campagnola, which was mechanically simpler.



A Different Matta

The Alfa Romeo 1900M is more usually known as a Matta or mad Alfa. In standard form this is probably a misnomer however, this particular Matta really is mad as under the hood is a 2.6-litre Montreal V8 quadcam which produces 200bhp; with a weight of slightly over a ton the V8 gives it a 0-60 time of around 6.5 seconds. The first thing people always comment on is the noise, it is completely the wrong soundtrack for the car as it sounds like a old style F1 car. It barks, it sounds amazing, but as the engine is derived directly from a 1971 McLaren that really should not come as a surprise!

The Montreal engine is probably the only engine choice from the Alfa range of engines as, like the

original 1900 engine, it is dry sumped which is a necessity as Mattas can climb a 60 degree incline. The gearbox is standard but as the engine revs to 7000+ rpm instead of 4400 rpm it still has a reasonable top speed, particularly because you would not really want to take this beast much over the speed limit as without doors and a roof you feel very vulnerable. To add to the mix this Matta also has power steering, the pump runs off the original air-conditioning drive and sits slightly higher than the engine hence the bonnet bulge. The power steering enhances its off-road ability as it is a lot easier to get out of a tight situation without too much muscle power. Other modifications include dual line disc brakes all round and telescopic shock





absorbers which significantly improve the ride and off-road ability. A hydraulic diff locks front and rear instead of cable operated ones found on a standard Matta. Alfa 156 leather front seats and a set of rear bench seats from a Land Rover have been fitted for ease of cleaning when it gets really muddy

So what is it like to drive? Firstly it is great fun, driving with the windscreen down and with that noise it's just bonkers, it's just so elemental, so involving, it really is flies-in-the-teeth driving. Green lanes are a blast; you don't need four-wheel drive most of the time, but when you do locking the centre differential

first will get you out of most situations. If it gets a bit stickier then locking the rear diff gives drive to three wheels allowing one of the front wheels to spin. Finally, if you really get the thing stuck, locking the front diff gives drive to all wheels but this severely limits the amount of steering and the Matta will tend to go in a straight line.

One of this Matta's party pieces is performing a doughnut, locking the rear diff and leaving the centre diff unlocked has it spinning round on the spot while lifting one of the front wheels in the air; you can't do that in a Land Rover! 🇮🇹



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2000 Ferrari 456 M GTA



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1973 Dino 246 GTS



Red with black hide and carpets. Subject of a restoration and continual maintenance since. Extensive and fascinating history. Ferrari Classiche eligible. One of only 235 officially delivered UK cars from only 258 right hand drive cars made. **£399,990**

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BUYERS' GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING A TOP END CLASSIC

Ferrari 612 Scaglietti

There's no such thing as a practical everyday Ferrari. Or is there? You can fit four adults and their luggage into the 612 Scaglietti – and still do 200mph

Report by Chris Rees
Photography by Michael Ward





Four-seat Ferraris have had a hard time of it over the years. From the 'Queen Mary' 365 GT 2+2 to the 400, from the 456 GT to the 612 Scaglietti, they've so often been looked down on as 'lesser' members of the Ferrari family.

That view is rapidly changing, however, and the once-unloved 612 Scaglietti is in the forefront of this change. The Scaglietti is a four-seat modern classic that offers not just practicality but all the dynamic sharpness of its more high-profile front-engined V12 two-seat cousins.

In many ways a 612 Scaglietti is the best of all worlds: a comfortable long-distance cruiser with four usable seats that transforms into a fire-breathing monster whenever you want it to. And it represents fantastic value for what it is: a thoroughbred supercar with a V12 engine.

Part of the 612's problematic legacy is its shape. Penned by Pininfarina's Frank Stephenson, the slab-sided look was not well received at launch. Imposing, yes; handsome, not so much. But time has been kind to it, we reckon, and the 612 today feels like a paragon of taste and impeccably manicured quality.

In essence, this was the four-seater forerunner of the 599 GTB. It was the first V12-powered model to have an aluminium chassis, made from both extrusions and castings, with the aluminium bodywork welded on. Underneath, it basically used the drivetrain of the 575 Maranello but importantly the V12 engine was located behind the front axle – making this Ferrari's first front-mid-engined car. The rear-mounted transaxle lent the 612 a favourable 46/54 front/rear weight distribution. This was also the first Ferrari of the modern era to get stability control.

With four seats capable of fitting six-footers in comfort and a boot that is bigger than many hatchbacks, this is about as practical as you're going to get in a Ferrari. Most Ferraris are used very little, but Ferrari stated at launch that the 612 Scaglietti was designed to cope with an annual mileage of 7500 a year – which some owners have accomplished very happily. Indeed, a one-owner high-mileage car could actually be a better bet than a low-mileage one, as the

612 seems to like being driven regularly.

Despite its bulk – it measures almost five metres long and weighs nearly two tons – the 612 is supercar-fast, capable of topping 200mph and careering to 60mph in just over four seconds. Nine out of ten buyers went for the F1A paddle-shift gearbox, so 612s with conventional manual gearshift are rare.

Introduced at the 2004 Detroit Auto Show, the Scaglietti was named after the celebrated coachbuilder, Sergio Scaglietti. It cost £170,500 at launch in the UK. From 2006, Ferrari offered upgrades for anyone who thought the 612 was too soft. The HGTS pack (£7505) had a sportier exhaust, quicker 'Superfast' gearshift, stiffer anti-roll bars, firmer dampers and less intrusive traction control. The HGTC pack (£15,675) added drilled and vented carbon-ceramic discs and Brembo calipers.

The 612 was facelifted in 2008 in a model often referred to as the 'One-to-One' (or OTO) after Ferrari's personalisation programme launched at the same time. These post-2008 cars have a glass roof, standard carbon-ceramic brakes, faster-shifting F1 gearbox, better infotainment system and a steering wheel manettino. The 612 was not replaced (by the FF) until 2011.

ON THE ROAD

With an extraordinary 540bhp on tap, the 612 is faster than just about any contemporary supercar. Yet despite this performance, it remains refined, with an aristocratically muted sound.

The paddle-shift F1A transmission works brilliantly. The changes are lightning-fast – at 0.2 seconds, faster than you can change gear manually (at least, that what Ferrari claimed at the time). To be this fast, you need to be in Sports mode, when the upchanges are almost violent in nature, although downchanges are always beautifully smooth. Better take the car out of Sports mode if you want comfort – in which case the Scaglietti becomes a superlative cruiser: surprisingly refined and easy-going. Just take care in slow urban traffic, as the F1 'box can 'kangaroo'.

With near-perfect weight distribution, the 612



TECHNICAL SPECIFICATIONS

FERRARI 612 SCAGLIETTI

ENGINE:	V12
CAPACITY:	5748cc
POWER:	533bhp @ 7250rpm
TORQUE:	434lb ft @ 5250rpm
TRANSMISSION:	Six-speed manual, or six-speed F1A, rear-wheel drive
KERB WEIGHT:	1850kg
TOP SPEED:	202mph
0-62MPH:	4.2sec



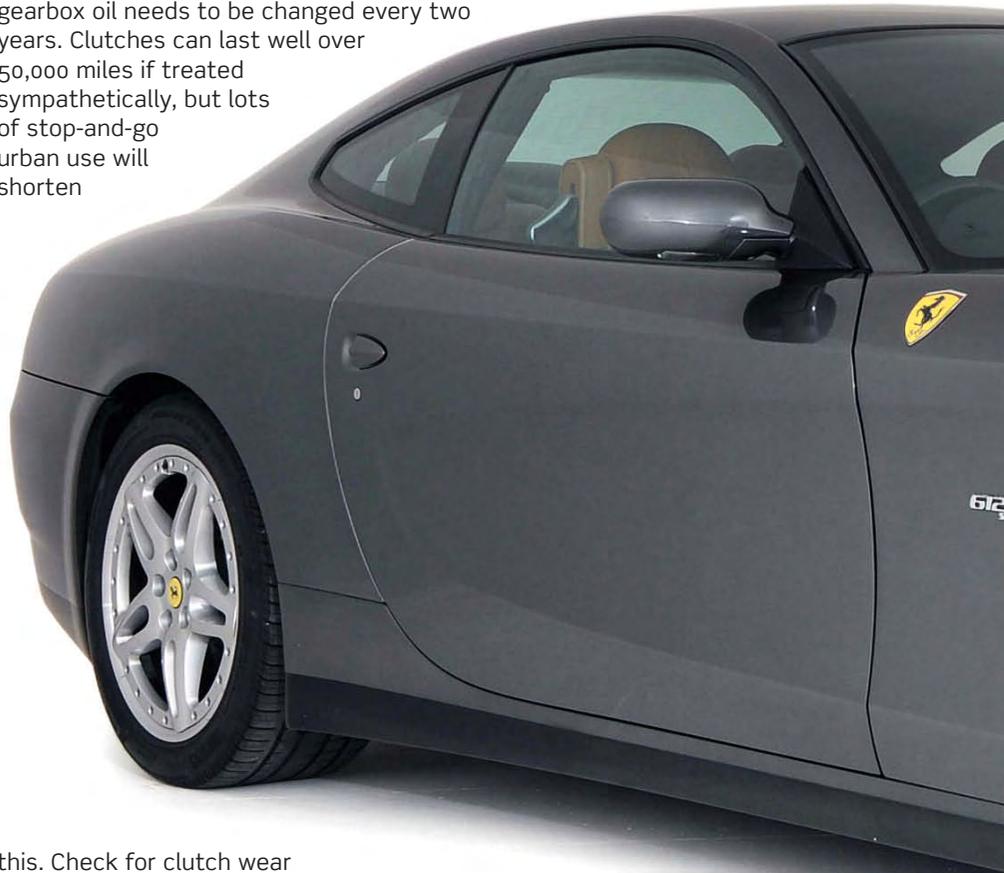
corners like a much smaller sports car, no mean feat considering it weighs nearly two tons and takes up nearly as much road space as an articulated lorry. The adaptive suspension ensures that its cornering abilities are just jaw-dropping: huge grip, leech-like body control and sharp, connected responses to every input. Sometimes you have to pinch yourself to remember you're actually in a very big car.

ENGINE & TRANSMISSION

The 612's V12 engine is proving wonderfully robust. One issue is that the inlet manifold leaks because of its cheap paper gasket. If this happens, you're likely to hear a misfire and the lambda sensor warning light coming on – as well as possibly lots of other lights! Most owners replace the gasket with a more robust aluminium one. As for the exhaust, a replacement rear section is around £1900.

The 612 has a rubber cambelt – the last Ferrari V12 to have one, rather than a chain. This significantly increases running costs, as a change is needed every three-to-five years at a cost of around £1500. Many owners are scared into changing the belts more frequently than this, but it's not strictly necessary as the belts last well as long as they're not over-tensioned.

The F1 gearbox is robust but make the usual checks that the changes are crisp and that the 'box doesn't disengage to neutral unexpectedly. The gearbox oil needs to be changed every two years. Clutches can last well over 50,000 miles if treated sympathetically, but lots of stop-and-go urban use will shorten



this. Check for clutch wear either via a diagnostics test or feeling for juddering when pulling away. A replacement F1 clutch is around £5000 fitted.

Ferrari recalled some 2005-2007 models because the clutch sensor could malfunction when hot, rendering the car inoperable. Check this has been rectified if it affects your car.



CHASSIS & BODY

The 612 is almost entirely made of aluminium. Corrosion isn't an issue but parking dings are common as the car is so big. The paintwork should really be perfect, but the sills and front bumper are composite, rather than aluminium, and very prone to gravel peppering. Almost no 612 is free of stone chips, unless the owner has fitted protective wrapping.

The suspension is tough but the rear suspension seems to be noisy on just about every car – an inherent trait, apparently. It can be cured by fitting softer rubbers but this can affect the handling. A full set of suspension bushes is around £900.

The front wheel bearings incorporate the ABS sensor, and if this malfunctions it can affect all sorts of other systems, like the

traction control, stability control and damping. You may experience a whole rainbow of warning lights on the dashboard as a result. Although not easy to find, it's actually an easy fix – just £100 for the each sensor.

The 612 has big wheels that are prone to impact damage, so check carefully for dents, dings and warping. Tyre wear can be high, especially at the rear (8000 to 10,000 miles is typical) and replacement is expensive at around £600 for a pair of rears.

The brakes seem to be capable of taking very hard punishment – well over 30,000 miles is not uncommon for discs and pads. Brake discs are around £420 each and a set of four pads around £600. That's for standard steel brakes – if you have carbon-ceramic brakes, all four discs will cost you well over £10,000 and a set of replacement pads around £1500. Luckily, carbon brakes are almost wear-free.





INTERIOR

The leather trim seems to last well but the hide dashboard covering can shrink if you leave it in direct sunlight for too long – and it's very expensive to recover the dash. The plastic coating on some interior items can become 'goeey', too.

Electrics are sometimes an issue. Things like the seat heaters have a habit of switching themselves on randomly and warning lights can flash on the dash for no apparent reason. Using the boot-mounted switch to isolate the battery for a few minutes seems to resolve things in most instances. It's a good idea to keep the battery on trickle charge, as low-charge or flat batteries often throw up error messages. The electronic instrument display can be problematic, too, and while a new screen is very expensive, it's usually possible to rebuild it for much less.



RUNNING COSTS

As with any V12 Ferrari, servicing needs to be meticulous, and any gaps in the record will dent values – but luckily annual service costs are pretty low by supercar standards. Servicing is annually or every 6250 miles, typically at around £1200. However, a major service with timing belts is two-to-three times this cost at a main dealer. Independent specialists can be a little cheaper.

It might be worth considering buying Ferrari's Power Warranty. This offers full warranty cover for cars up to six years old, while the engine and gearbox can be covered up to ten years old. It's on the pricey side but offers the peace of mind of full factory back-up.



The 5.7-litre V12 sits well behind the axle line, the front mid-engined layout providing advantageous weight distribution





VALUES

Although 612 prices have bottomed out and are now rising, this is still a great-value modern Ferrari. Two years ago you could have bought a 612 for under £50k. Today the starting price is more like £75k and most are in the £85k-£100k bracket. The rise in prices has brought a few LHD cars on to the market at lower prices.

Overall there isn't much variation in price between versions. The HGTC pack adds a little to the asking price, as does manual transmission by dint of its rarity. Limited-edition models (like the Sessanta) are rare and priced accordingly.

TYPICAL PRICES

- 2005, auto, 29k miles, white, £73,995
- 2006, manual, 39k miles, grey, £89,995
- 2007, auto, 24k miles, black, £99,995
- 2007, manual, 17k miles, black, £119,950
- 2009, auto, One to One, 23k miles, red, £149,000

OWNER'S VIEW

Russell Lawrence owns the beautiful 2005 Silverstone Grey 612 you see in these pictures. It's a standard car with F1A transmission but has split-rim alloys and Daytona seats – both desirable options.

"I bought this car for £60,000 three years ago, would you believe as an alternative to a new BMW 6 Series. It had 15k on the clock at the time and I've since done about the same again. It's used mainly for continental trips but I do drive it to work into London once a week.

"The sign of a good car for me is if it wraps itself around you, and the 612 definitely does. It's very usable and relaxed, and at its best when eating up the miles. I've driven it from Bedfordshire to Luxembourg on a single tank of fuel. And it's a genuine four-seater, not just an occasional 2+2 – my 5ft 1in daughter can sit in the rear on long trips with no problem.

"I'd recommend finding one with optional cruise control, as it can save your licence – it's all too easy to find yourself going very, very quickly." 🇮🇹



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Ferrari Testarossa **£130,000**
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Ferrari 456 GT **£75,000**
Desirable six-speed manual gearbox; superb condition with 20 stamped services from new. A truly beautiful open-gate V12 Ferrari.



Ferrari 512 TR **£140,000**
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Ferrari 512 BB **£POA**
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www.passione-engadina.ch

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www.aroc-uk.com/eastmids/mitcar2016.html

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1987 Alfa Romeo Spider 2.0 Cloverleaf. 68,000 miles, red Spider 2.0 Quadrifoglio, left-hand drive, UK registered, one owner from new. Black leather seats. Electric windows, door mirrors and aerial, Pioneer stereo, MOT July '16. Good runner and generally good condition but bodywork/paint needs attention in some areas: rust to O/S front wing and other spots, paint fade at rear, side skirt needs replacing (spares available), £4750. Tel: Ashley: 01252 910815 (Rowledge, Surrey). A246/012

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1984 Alfa Sud Sprint Series 3 CLVR Green Cloverleaf. Black. Selling as spares, good engine/gearbox. prefer to sell as complete unit, offers. For more details email: senarayama@hotmail.com. A246/014



Alfa Romeo Spider Veloce 1750. 42,900 miles, red. I have owned this original UK 1969 boat tail for 27 years. When I bought it in 1989 it had undergone a complete body restoration and an engine rebuild by Rockwell Ramponi, and I've looked after it since, with bills for more than £10,000. The gearbox was rebuilt by Clover Leaf Transmissions and propshaft, diff and suspension by the late John Clifton. Hood and interior trim in leather by T & A Coburn. Shocks, springs, wheel have all been replaced by new, everything works. She's had three previous owners and had 12,700 miles on the clock (which I cannot verify) when purchased, it now has 42,900 and still looks lovely. She's not concourse with a few minor body blemishes (because I drive it) but wouldn't take much to make her so. These 1750s are the rarest of the Spiders and I am only selling her for medical reasons. A nice, caring home, please! £22,500. Email: Jeff, jemapoulter@yahoo.co.uk (view in north London). A246/032



2006 Alfa Romeo 147 2.0 Twin Spark. 59,000 miles, metallic black. Please note: full UK and Europe touch screen Pioneer satellite navigation system installed, USB connection, iPhone/iPod charger and connection to play music through the sound system. Bluetooth hands free system, DVD player. Full service history incl cambelt change. Very well looked after and drives beautifully - sad to sell. Registration plate is not for sale with the car, £2495 ono. Email: dantediaferia@aol.com. A246/022



Alfa Romeo 156 GTA Sportwagon. 2003, 80,000 miles. Red with black and grey leather interior, factory sunroof. Full Alfa Romeo service history, MOT to March 2017. Cambelt and water pump replaced 16,000 miles ago. Recent battery, Harvey Bailey suspension kit (HBE front and rear shock absorbers) and CDA air box. Q2 system, Supersprint stainless steel centre section and rear box, Parrot hands free phone, rear parking sensors. Drives superbly and has been wonderfully reliable since my purchase in 2005, £11,750. Tel: Ian, 07759 696378. A246/031



2006 Alfa Romeo 156 Sportwagon 2.5 V6 Lusso Q-System. 66,000 miles, red. Beautiful, very rare, first registered in 2006 and has 1 owner from new, excellent condition. Full heated leather interior, 6 CD changer, system, auto climate control, semi-auto gearbox and many other extras. Engine and gearbox are in perfect condition, as is the tyre condition. The car also comes with an MOT till March 2017, offers. Tel: Nigel, 07966 932890. A246/021

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2008 Alfa Romeo 159 2.2 JTS Ti. 49,700 miles, Alfa Red, black leather heated seats, 19" alloys. Dual digital climate control, cruise control, traction control, front and rear parking sensors, Alfa alarm and immobiliser, on board computer. Multi function sports leather steering wheel, chrome electric power folding heated door mirrors, red Brembo callipers, Blue & Me phone and music interface, front fog lights, split folding rear seats. 185 bhp + 6 speed, full service history, £5300 ono. Tel: 07710 571848. A246/024



1998 Alfa Romeo 916 GTV 3.0 V6 24V Lusso. 97,000 miles, green. Owned by me since 2005, MOT to Nov 2016. Good condition, used every week, Konis, front strutbrace, Sony head unit (original available), 2 sets of matching alloys with legal winter and summer Hankook tyres. Black leather interior with repaired bolsters. Wipers behave badly on intermittent. Redundancy means I will not be able to look after her properly, £2500. Tel: 07775 817883. A246/016



2011 Alfa 159 Sportwagon 2.0 16v. 170bhp engine, in black, 61 plate. In excellent condition inside and out with a full service history, maintained by an Alfa specialist, it has covered 104K. Next MOT due 5/9/2016. The car drives as new, the suspension has no knocks, it drives faultless, good tyres all round, oil and filter change every 5K, new brakes fitted front and rear. Any inspection by any car specialists welcome, £5250 ono. Tel: 01554 771668 or 07811 466658 mobile. A246/033

Alfa Romeo 159 2.2 JTS Ti. Petrol in Alfa Red. 2008, 49,700 miles. Black leather heated seats. 19" alloys. Dual digital climate control, cruise control, traction control, front and rear parking sensors. Alfa alarm and immobiliser, on board computer, multi function sports leather steering wheel. Chrome electric power folding heated door mirrors, red Brembo callipers, Blue me phone and music interface. Front fog lights, split folding rear seats, 185bhp + 6 speed, full service history, £5300 ono. Tel: 07710 571848. A246/034

2002 reg Monza sports modified Alfa 156 2.4 JTD Sportwagon. The most reliable car I have ever owned. All electrics, tan leather interior, Bose sound system etc are in very good nick, still work perfectly after 103,000 miles, paint finish still fantastic and zero rust. Featured in *Auto Italia* issue 89, goes even better than tested after I replaced turbo with version 2 variant, also fitted Bilstein special 156 shocks to minimise grounding. Well below 8 sec 0-60 after turbo upgrade. Zero oil consumption and mpg has gradually improved over years, now 40mpg average around London and long runs. Very well maintained. A brilliant car for £1200, negotiable. Tel: 07748 965421. Email: john.macmillan@blueyonder.co.uk. A246/035



Alfa Romeo 156 Lusso 1.6 Twin Spark. Registered March 2003, 12 months' MOT, 94,326 miles, full service history, full red leather interior, pearlescent metallic grey, 16" alloy wheels, ABS brakes. New tyres, battery, radiator, thermostat housing, windscreen, in the last 12 months. Intermittent false alarm from ECU, contact for more details, £749. Tel: 01753 739465 or 07900 662662 (car in Slough, Berks). A246/030



1978 alfa Romeo 2000 Spider Veloce
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1966 Maserati Quattroporte 1A
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easy project £POA



1975 Lancia Fulvia 1.3 Safari
Genuine Safari. 1 of 900, LHD, 36k miles from new,
full repaint. Outstanding car.
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1972 Lancia Fulvia 1.35 Coupe
Many HF upgrades.
Rare HF colour from new.
A lot just spent. £17,495



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



1971 Citroen SM
Carb car, 30k miles from new, 55 valves,
123 ignition, perfect
original interior, rare colour £39,995



1963 Innocenti 1100S Spider
Rare big engine, twin carb/
disc brake model. LHD
£17,995

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- 1960 Alfa Romeo Giulietta Sprint
- 1972 Citroen SM
- 1972 Lancia Fulvia 1600HF

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2002 Alfa Romeo 916 GTV Cup. 82,000 miles, red. GTV Cup 3.0 being a numbered limited edition. One owner from new, FSH, MOT September 2016. Maintenance included new clutch 2012, new cambelt 2014 and new head gaskets being fitted 2015, £5250 ono. Tel: Angus to view, 07814 802795 (Shropshire). A246/017



2009 Alfa Romeo Mito 1.4 Veloce. 69,000 miles, red. Stunning condition, beautiful paintwork and interior with carbon fibre effect dash. Brand new cambelt and service, 12 months' MOT, 120bhp model with DNA system. Drives lovely with excellent brakes, alloys and tyres. Electric windows, alarm, PAS, blue & me communication, Blaupunkt CD radio. Any inspection, this really is one of the best examples, £4595, offers considered. Tel: 07906 038506 (West Yorkshire). A246/028



2005 Alfa Romeo 916 Spider 2.0 litre JTS Special Edition. 63,000 miles, blue. Lovely condition Lusso Spider that drives as well as it looks. Cambelt replaced twice, the last time was Jan 2014. Full stamped service book history, 10 months' MOT remaining. Refurbished alloys now as new. Blue canvas electrically operated roof works fine with no tears but the rear screen is slightly opaque. Black leather seats all good condition with no tears. Two sets of keys. On the button, quick, responsive and ready to go. Based in Salisbury, Wiltshire and selling on behalf of the owner, this great value, stylish, well cared for convertible. Perfect for the spring and summer ahead, £4490 (more pictures on request). Tel: Adam, 07703 598903. Email: adam@broadreachcomms.co.uk. A246/018



2001 Alfa Romeo GTV 2.0 TS. 47,000 mile, blue. A great all round car, looked after by Alfa Craft. FSH + lots of bills. Superb all round condition, bodywork excellent. Engine pulls nicely, brakes are very strong, leather nourished, carpets plush, oil always topped up. Recent oil and filter change and pre-sale check-over. MOT no advisories, MOT history, non smoker. Any questions please ask! 3 owners, next MOT due 06/03/2017, £4250. Tel: markakarolak@gmail.com. A246/015



2010 Alfa Romeo GT 1.9 JDTM Cloverleaf Q2. 58,200 miles, red. Selling to purchase motorbike. A great runner, in good condition and fantastic to drive, FSH, full leather interior, integrated Bose speakers and subwoofer. Cruise control, dual climate control, 18" alloys. Sport function (170bhp), multi-function leather steering wheel, rear parking sensors, ski-hatch, Alfa Romeo branded mats, 2 spare tyres, £6250. Tel: 07825 988995. Email: martinpatterson@gmail.com. A246/023



2007 Alfa Romeo Brera 2.4 JTDM SV 210. 73,000 miles, Alfa Red. I am current owner for past 7 years, AROC member. Very reluctant sale for genuine reason, good condition, daily transport, FSH and very well maintained by Alfa specialist. 2nd timing belt change, new front disc and pads, wheel refurbished and full service just completed. MOT Sept '16. This is a completely original example, no modifications, £4650 ovno. Tel: 07979 958591. Email: peterc.fleming@virginmedia.com. A246/027



2009 Alfa Romeo Brera 3.2 V6 S Prodrive. 48,000, supplied and maintained by Meridien Milano from new 09/09, 1 previous owner. Carbonio metallic black with red-stitched black leather interior incl dashboard, all Prodrive refinements plus Pioneer voice activated sat nav/audio system, in perfect condition. New Pirelli P Zero front tyres, MOT to 09/16, new addition to family forces sale, £12,995 ono. Tel: Dave, 07770 428345. Email: dave@georgeandfalcon.com. A246/025



2006 Alfa Romeo Brera 2.2 JTS SV. 24,000 miles. Bellissimo!!! Stunning example in glorious silver with red leather interior and contrasting beige trim. All normal extras including full length panoramic glass roof plus Bose sound system. You won't find a better example than this, the car is immaculate, I have owned this car from new. FSH and new MOT, and only 24,000 miles, £7200. Tel: Keith, 07771 942942. Email: keithmcmann@gmail.com. A246/026



Ferrari Dino 246 GT (1974). RHD, finished in Rossa Corsa with black hide. One of 488 officially imported. 51,600 miles, 12 months' MOT, same ownership since 1979 when it was bought from Roger Clarke. History file, old MOTs etc. To be sold with private number plate '636D'. In excellent condition, selling due to lack of use, would consider low mileage red 430 Spider in part exchange, price £295,000. Tel: 07521 017131 or 01162 478650 evenings. A245/048

FERRARI

Ferrari 360 Coupe. 2004, Nero Daytona with black leather and blue stitching, shields, carbon racing seats, manual gearbox, Tubi exhaust, yellow rev counter, yellow calipers, immaculate. Full service history during my ownership by Graypaul. Approximately 43K miles, one of the best. Email: 911hammad@googlemail.com. A243/023

Ferrari 308 GTS QV. Superb in red with deep front spoiler and roof spoiler. Reupholstered seats in cream with red piping, wheels refurbished with new TRXs. Electric window boosters, radio/cd stacker, modified fuse boxes. New clutch, belts, full service and MOT, 69K miles. Complete reliability with present owner over 8 years on UK and continental touring, £84,995. Tel: 01935 474630 or 07767 200744. Email: merlinevents@hotmail.co.uk. A245/041

FIAT



Fiat 500 Abarth. 2009 (59), 58,200 miles, 1.4 Tjet, 12 months' MOT, well maintained, new rear exhaust, upgraded music system, in very good condition, private plate not included, £7850 ovno. Tel: Martin, 07867 771203. Email: martindwyer01@hotmail.com (located in West Yorkshire). A246/029



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LANCIA



Lancia Fulvia Zagato 1.3S. 1970. Superb condition, extensive history, alloy roof, doors, bonnet. Konis, 'personal' wood rim wheel etc, tel for details, £29,000. Tel: 01932 953435 or 07710 393864 (Surrey). A246/053

Lancia Volumex coupe. Silver, very nice condition. Owned 18 yrs, always garaged, 60K miles, Polybushed throughout. Lots of service history, 11 mths' MOT, £4300 ono. Tel: 01854 612850. Email: sistratos@aol.com. A246/036

MASERATI

1997 Maserati Quattroporte IV Ottocilindro. Reg no: 'X526 OBK', only 1000 made and probably none left on roads here. 97,000 miles. Offers at £10,000 or thereabouts. Tel: Steve Rogers, 01707 261232, 07563 552500. Email: steverogers47@btinternet (south Hertfordshire). A246/037



2003 (53) Coupe Cambiocorsa. Nero Carbonio, black leather with Avorio cream piping and stitching, carbon fibre trim, Avorio leather headlining. Purchased from Meridien in July 2006, only casual mileage since 2010, garage parked since purchase. Cherished and enjoyed over past 10 years, selling to move onto something different, £16,000. Call anytime on 07976 275039. A246/003



2014 Maserati Ghibli 3.0 DV6. Perfect condition November 2014 Ghibli 3.00 DV6 with only 4000 miles, diesel, automatic, with lots of extras. Navy blue paintwork with cream leather upholstery. One owner, viewing at Oxshott, Surrey, guide price £38,000. Tel: Mike Collard, 01372 842 687. Email: collardoxshott@outlook.com. A246/001



Maserati Merak SS body shell. RHD, the rear end of the car and floor are rust free and would make excellent repair panels for a corroded car. There are dents in the rear wings, however these can be repaired without too much trouble. We can cut the car wherever anyone requires, offers to Steve Moody, SMDG Performance Ltd. Tel: 01306 627770. www.smdg.co.uk. A246/002

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PARTS



Parts for Fiat 500. Exhaust, instrument binnacle x2, petrol pump, bonnet catches, engine gaskets x2, quarterlight glass, all parts originally for 1972 Fiat 500 L with 600cc engine. Any reasonable offer considered. Tel: 01332 752825. Email: gietina@ntlworld.com (Derby). A246/008



Ferrari 328 Tubi silencer. Good condition stainless competition silencer unused for a few years. More information from David on 07966 402473. Email: davidtree@ntlworld.com. A246/057



Ferrari 458 wheels. 458 Italia genuine Ferrari wheel set in absolutely immaculate condition, not a single scratch or mark. I am selling these because I have selected different design wheel trims for my car. Comes with black centre caps, offers in the region of £2850. Tel/text: 07973 765136 (Banstead, Surrey). A246/056



Lancia Dedra Turbo wheel set for sale. A set of four (4) alloy wheels from a Lancia Thema/Dedra Turbo measuring 6Jx15-inch. They are free from dents but will need to be refurbished as the lacquer has peeled and surface tarnish is evident in 3 out of the 4 wheels. They are at my home, price: £65 per wheel. Tel: Robert Munoz, 07801 865670 (nr Staines-Upon-Thames, Middlesex). A246/055



Alfa Romeo five hole alloy wheels. Fitted good treaded tyres, 205/50/16, oiro £150. Tel: 01564 772714 (Solihull). A246/009

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Ferrari 430 Scuderia front wheels (pair). Genuine 430 Scuderia front wheels only, absolutely perfect condition (grey), 8"x19", pics available, £1500. Tel: 07976 395271. A246/058



Ferrari 360/430/Stradale 19" 3 Challenge wheels. Genuine set, absolutely perfect, pictures available, £3000. Tel: 07976 395271. A246/054



Original Abarth exhausts (NOS). Fiat 128 cpl. + all makes A to Z, sixties-seventies, see www.abarth-exhausts.com. Email: info@abarth-exhausts.com. A246/010

Complete (less issues 4/9) collection of Auto Italia. 1995 to 2016 with 8 Auto Italia binders. Excellent collection, read once by me. To sell complete, £75 plus postage. Email: cdgthreesalmons@tiscali.co.uk (Chepstow). A246/041
'F488 SPY' registration. New Spider? Offers please over £20K, on retention. Email: christophercrawford@btinternet.com. A246/042
'360 WXY' registration. Great plate for your Ferrari 360. On retention certificate ready for immediate transfer, £3500 or near offer. Tel: Giles 07881 260192. Email: gilespalfreyman@gmail.com. A246/043

MISCELLANEOUS



Lancia Beta Coupe sales brochure. Specs, body colours, 22 pages, great photos, vgc, £6.75 incl UK postage. Tel: 07399 359072. A246/007

'GTS BEST' the Best GTS registration number. 'GT5 BEST' is currently on retention. Please provide sensible offers to Kevin Johnson on 07422 520731 or 01268 773948. A246/004

Auto Italia issues from 1995 to 2014, 168 issues, £50 ono, vgc, great Xmas gift. Tel: Bill, 07958 636202 (Lancashire). A246/006

'8F' registration. 1x1 UK number plate for private sale, £160,000. Email: vsdubb@hotmail.com. A246/038

'F12OWN' registration. Great registration for a Ferrari owner. On retention and ready to complete your car, sensible offers considered, £1500 ono, private sale. Email: jonjohill@icloud.com. A246/039

'F360 GTO' registration. This is one of a very few registrations to suit the 360 Challenge Stradale model. It was wrongly anticipated before its launch that this model was to be called a GTO. Number currently held on retention certificate that includes £80 transfer fee, £5750. Email: pcuthbert250@btinternet.com. A246/040

Ferrari 355 engine panel wanted. Right hand side engine bay side protection panel. Also car cover. Tel: 07778 328348. Email: stu@andersonracing.org.uk. A246/044
Ferrari F430 Coupe. Seeking nice car with history, not red, prefer black interior. 360 Spider owner been looking for a while to add a 430. All ages/options considered. Tel: 07773 321195. Email: bob@robertwhall.co.uk. A246/045
Ferrari 512 BB carburettor. Looking for 512 BB first registered in UK or Europe. Must have solid history to verify mileage and good to excellent condition. Tel: Greg Thompson, 07968 450711. A246/046
Right wing (right hand side) Testarossa 1991. I am currently trying to source a right wing for my Ferrari Testarossa, any information on where I purchase this part please contact me. Tel: 01291 626527. Email: jeremy@critchcraft.co.uk. A246/047
Ferrari F430 Coupe. Private buyer looking for a well maintained F430 coupe, under 20K miles, preferably with carbon brakes, colour not important. Please contact me on 07795 422874. A246/048
Ferrari F430 torch. On the basis 'if you don't ask you'll never know', does anyone out there have an original F430 torch that they would part with? Please contact Ben Fisher at bvfisher@me.com if you can help. A246/049

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Wanted Fiat 131 Mirafiori. Any condition, even basket case or rotten spares etc. Also 132 rear axle needed. Tel: 07778 596167. Email: p.brew533@btinternet.com (Cumbria). A246/005

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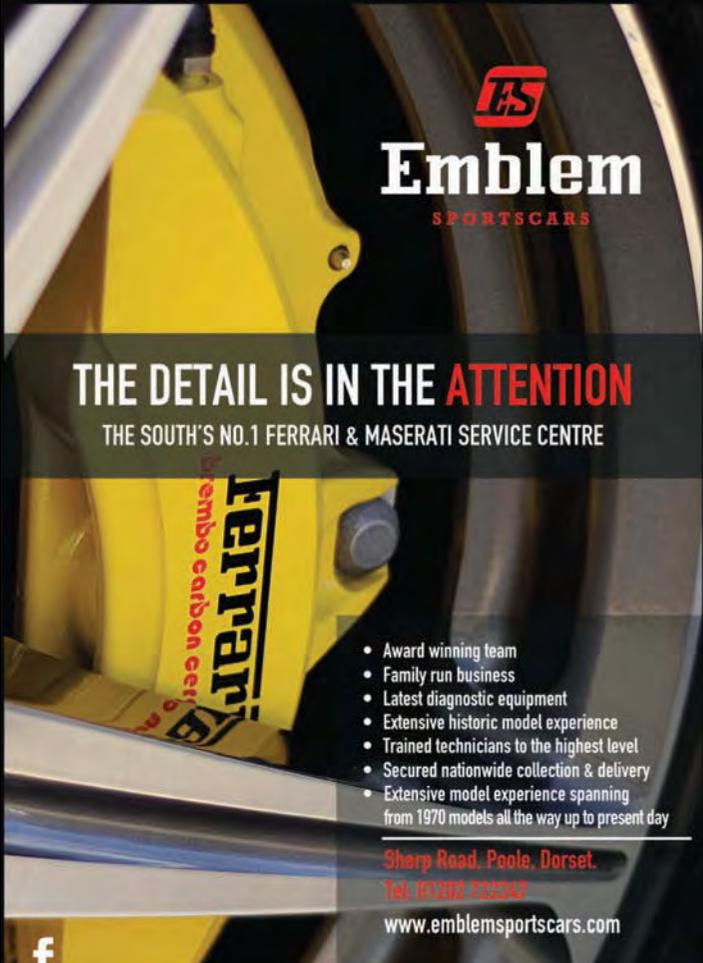
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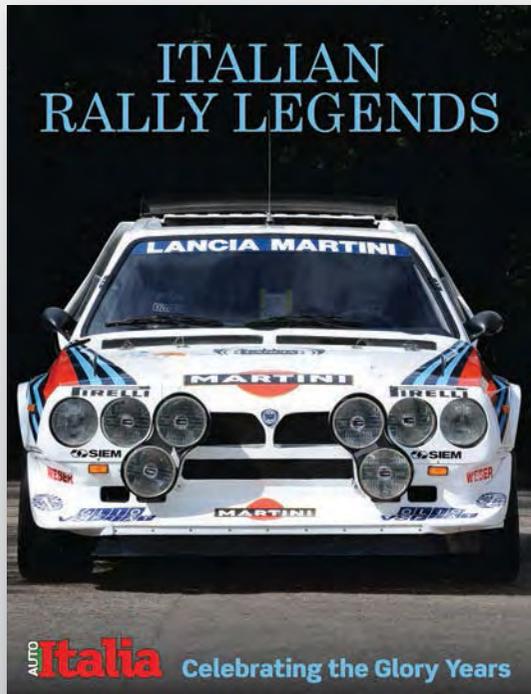
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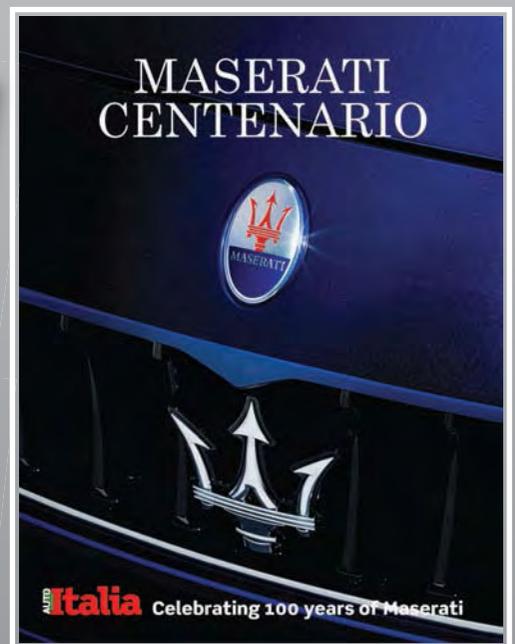
Postscript

A glimpse of the cars that inspired the Italian rally effort and what of the future?

What is the future of the Italian rally effort? It is a question that has been asked many times over the years. The Italian rally scene has been a success story, and it is a true success story. It is a true success story, and it is a true success story. It is a true success story, and it is a true success story. It is a true success story, and it is a true success story.

Recorded by *Auto Italia* contributor Simon Park, *Maserati Centenario* follows the Maserati story from its roots in Diatto, through the Orsi dynasty, the Citroën years, the De Tomaso episode and finally Ferrari and the current Fiat administration. The dream of Fratelli Maserati all those years ago has finally been realised with Maserati becoming one of the most recognised and respected exclusive car marques.

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CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

JAGUAR FT BERTONE

Story by Richard Heseltine



There has never been a shortage of Italian styling houses willing to restyle Jaguars, with everyone from Pinin Farina to Zagato via Michelotti having a stab with varying degrees of success. Carrozzeria Bertone was commissioned by the marque's Italian concessionaire Ferruccio Tarchini to build a four-seater GT based on the 3.8-litre S-type in time for the big reveal at the March 1966 Geneva Motor Show. Chief designer Marcello Gandini was tasked with creating an all-new outline, the idea being to create a car that would be sold in tiny numbers exclusively for the Italian market only. Tarchini would be the sole distributor for the new coachbuilt strain which was to be dubbed 'FT' in his honour.

Bertone had prior form when it came to

re-clothing Jaguars, witness the very attractive XK150S-based coupe penned by Franco Scaglione which it built in the late '50s. This latest offering was anything but pretty, however. The FT was as angular as its donor car was curvaceous, the outline being only mildly reworked for Fiat and BMW-based applications which followed shortly thereafter. The only nod to a production Jaguar was the corporate grille (similar to that of the Mk10 saloon). The interior, too, was somewhat different: it retained the timber and leather expected of the marque, but with an all-new dashboard layout behind an alloy-spoked Nardi steering wheel. The centre console was also new.

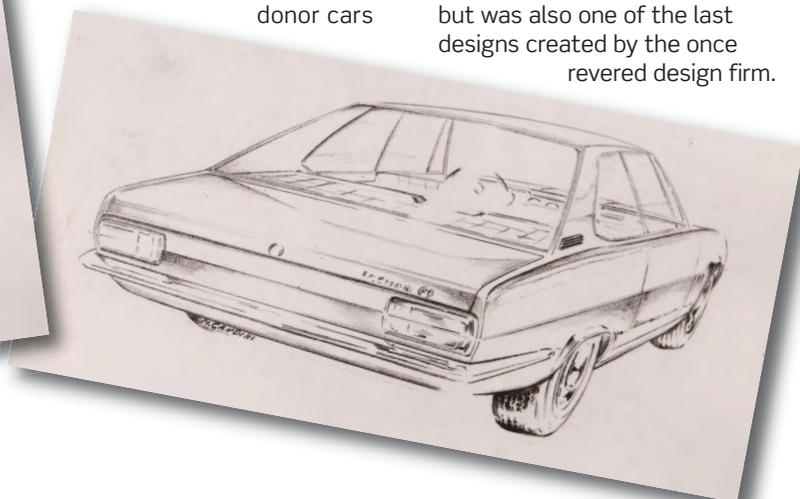
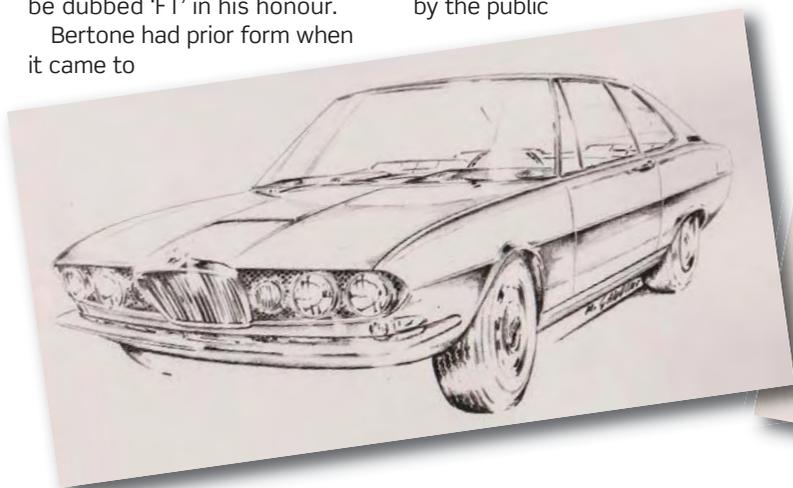
The FT wasn't warmly received by the public

or the media following its unveiling but, nevertheless, Tarchini commissioned a second car, this time based on a 420 platform which, like its sister car, was mechanically unaltered. And, despite the FT being intended for the Italian market, this particular example was delivered new to a wealthy Spanish businessman. What's more, it remained in Madrid until the late '90s when it was discovered in a lockup in a somewhat careworn state. It has since done the rounds with assorted European dealers and auction houses, some of the descriptions being a mite 'creative'.

Jaguar's reaction to the FT remains unrecorded but it must have been reasonably happy as records exist within Jaguar Daimler Heritage Trust that suggest that a batch of donor cars

would be supplied in CKD (Completely Knocked Down) form. As many as seven cars were earmarked for assembly in Italy with Bertone coachwork but the scheme swiftly evaporated and no further FTs were made. The prototype S-type-based car is still owned by the Tarchini family.

If nothing else, the FT led to closer cooperation between Bertone and the Coventry marque. A year later, the E-type-based Pirana was created, which in turn inspired the Lamborghini Espada. Fast-forward to the late '70s to a time when Gandini was at the height of his folded-paper-look powers, and Bertone created the XJS-based Ascot coupe. One of its more recent offerings was the gorgeous Bgg concept which, sadly, not only didn't make it into production, but was also one of the last designs created by the once revered design firm.




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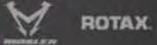


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