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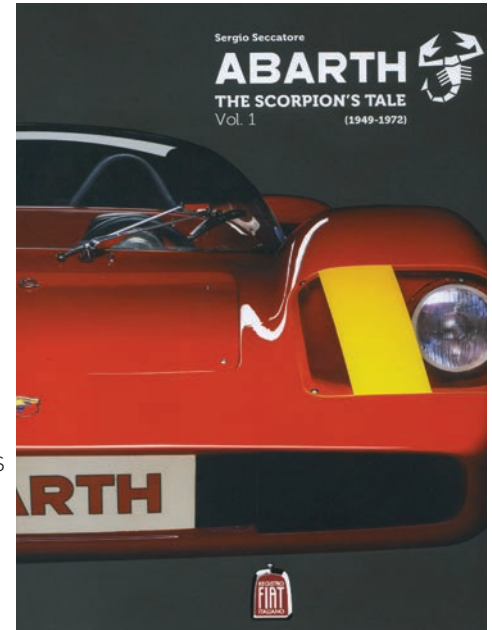
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Michael Ward

WELCOME

2016 looks set to be an important year for Italian cars with several new proposals becoming a reality. The Alfa Romeo Giulia will make its much anticipated first appearance on the road. We are all bored with press pictures of the car and can't wait to see some real world images of it actually being test driven by journalists, *Auto Italia* included. I have seen an unofficial list of no less than 13 Giulia engine options, which includes rear-wheel and four-wheel drive versions of 150-180HP 2.2 JTDM and 200-280HP 2.0 petrol derivatives. There are also three versions of rear-wheel drive 490-500HP 2.9 V6s with a variety of gearbox options. Other new cars include the long-awaited Maserati Levante, which is expected to significantly boost the Trident's sales.



Fiat fans will be delighted with the all new Fiat 124 Spider, the Mazda-based sportscar (and you wouldn't know it) having been launched in the USA during November. This is welcome news because it's been a long time since there was a sensibly sized soft top Italian sportscar on the market, and the added bonus is that it has rear-wheel drive. The choice of branding suggests that the car will be affordable, let's hope so.

Hot on the heels of the Fiat 124 is the Abarth version, an artist's impression of which is on our front cover. The Abarth brand has been waiting for a new model to complement its successful 500 range, the Abarthisti's hopes were dashed when the 4C appeared bearing Alfa Romeo badges instead of scorpions, fortunately the new 124 Abarth will be a worthy substitute.

Turin is really gearing up the Abarth brand if the recent launch of Abarth Classiche is anything to go by. Based at Mirafiori, the new facility will undertake classic restorations and is also committed to ensuring authenticity, which is a daunting task. To assist in this operation a substantial new, three volume publication has been published based on surviving data researched by Sergio Seccatore who was employed at Abarth in period. Many of the pictures come from Carlo's widow, Anneliese Abarth, who is acting as ambassador to the brand.

So, with 2015 wound up and the prospect of an exciting 2016, I wish all our readers, contributors and industry supporters a Happy New Year!

Phil Ward
Editor

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ISSUE 240

FEBRUARY 2016



30



38



46



60

FEATURES

- 18 Fiat 124 Spider**
A new take on an all-time classic
- 24 Ferrari 166 F2/FL**
Fangio's first Ferrari victory
- 30 Lancia D50**
Lancia's present to Enzo Ferrari
- 38 Maserati Coupes**
3200GT and 4.2 GranSport compared
- 46 Alternative Alfas**
Two Selespeeds and a Q-System tested
- 54 Lancia Thema by Zagato**
A car owned by the Agnelli family
- 60 Lancia Augusta**
Lancia's 1930s entry to the small car market
- 66 MV Agusta 500-4**
A 'fire engine' raced by John Surtees
- 76 Buyers' Guide**
Ferrari 360 Modena

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SEE PAGE 58 FOR DETAILS

REGULARS

- 06 News**
Abarth Classiche launch
- 14 Design**
Lamborghini Huracán LP 580-2
- 84 Events Diary**
Italian car club contacts and events
- 86 Classifieds**
Readers' cars for sale and trade directory
- 98 Obscurati**
Pininfarina Cr25



76

NEWS & VIEWS

THE ABARTH CLASSICHE PROJECT



Two significant events took place on November 17th and 18th. The first was the unveiling of the new Fiat 124 Spider in Los Angeles and the second was the launch of Abarth Classiche in Turin. Both events are linked because there is to be an Abarth version of the new 124 – and that's official.

Located within the Mirafiori complex, 60,000 sqm of space has been allocated to Officine Abarth, which includes a workshop, two hoists, machine tools and a high-precision finishing line. Nearby is the preparation area for the current range of Abarth 500s.

The Abarth Classiche project has similarities with Ferrari Classiche at Maranello. It's all a question of scale, while Ferrari Classiche caters for a considerable number of historic cars, Abarth numbers are very small by comparison. Abarth Classiche does not cater exclusively for Carlo Abarth's first generation of Fiat and Simca based cars, it also embraces the post-1972 cars including the 124, 131, Lancia 037, Delta S4, all the Delta integrale versions, in addition to the models used in the Fiat single marque races like the Uno 70S, Uno Turbo, Cinquecento 900 and Sporting Kit.

While Ferrari holds comprehensive records of most of the cars it built, and supported by detailed research by historians, it is generally accepted that proving the authenticity of pre-1972 Abarths is a minefield. Few records have survived and it is known that some genuine cars (and clones) share the same chassis

numbers, the reasons for which are open to a great deal of speculation among Abarthisti.

It would appear that Abarth Classiche prefers not to become embroiled in controversy and instead it has developed its own certification process, which mainly concerns the mechanical components of classic Abarth vehicles – engine, gearbox, exhaust and suspension – in other words, the parts which distinguish an authentic Abarth product.

While Ferrari are known to build new replacement parts to original patterns, it would be a huge task for





Abarth to forge new crankcases and cylinder heads on an economical basis. It would make sense to benefit from the specialist network that has been supplying re-manufactured parts to owners and enthusiasts for many years. To ensure compliance with the original designs and mechanics, Abarth will rely on a full range of documentation, including technical drawings, which has recently been catalogued and digitalised. Abarth Classiche could then implement an effective quality control process.

To assist in the certification procedures, Abarth has called upon the advice and experience of the ASI (Automoto Club Storico Italiano) and FIVA (Fédération Internationale des Véhicules Anciens).

The launch of Abarth Classiche is just the beginning





Artist's impression by JackDarton.com

of a larger project that envisages the creation of the Abarth Register, designed to bring all the enthusiasts of the brand together with a series of activities ranging from participation in meetings to vintage car races, managed by the Automobile Club d'Italia, through ACI Storico.

The Abarth Register will be linked to the Italian Fiat Register and will coordinate all the activities of a dynamic club with an international outlook by participating in events divided into four main categories: exhibitions, cultural events, meetings and competitions. The offices will be shared with the Italian Fiat Register, which will lead to new initiatives being launched.

While the presentation in November concentrated on the launch of Abarth Classiche there was quite clearly


an atmosphere of expectation and that the Abarth brand is on the threshold of moving ahead. This was reinforced by the Editor's private viewing of the forthcoming 124 Abarth. The white bodywork looked stunning with its retro matt black bonnet and boot. It will be powered by a 190bhp version of the 1.4 turbo engine. Unfortunately no cameras were allowed so we only have an artist's impression at the moment.

The big news is that there was mention of Fiat's return to world rallying with a competition version of the 124 Abarth to be entered in the new WRC GT-R class. Potentially, this is fantastic news for rallying enthusiasts and the Abarth brand but some say that this is merely a story that is being promoted to help convince CEO Sergio Marchionne who is known to be against the plan. Well, we think it's a good idea!

LEFT: Paolo Gagliardo, Head of Abarth Brand, with Anneliese Abarth

BELOW: Abarth 695s being prepared for customers





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BARDINON COLLECTION FERRARI FOR SALE

Ferrari 335S ch. 0674 left the factory at the beginning of 1957 fitted with a striking Scaglietti body, a design born of the requirements for a powerful racing car. It was fitted at that time with a 3.8-litre V12 Tipo 140 engine (315 S) that had twin-camshafts per bank and produced around 360bhp.

In March of that year it was entered by Scuderia Ferrari in the Sebring 12 Hours, driven by Peter Collins and Maurice Trintignant, and finished sixth. In May, it lined up with three other cars for the Mille Miglia. Driven by Wolfgang von Trips, it finished second behind Piero Taruffi's Ferrari. On being returned to the factory, its engine size was increased to 4.1 litres, therefore becoming a 335S. With close to 400bhp under its belt, the car could reach at top speed of 300km/h.

For the 24 Heures du Mans, the car was crewed by Mike Hawthorn and Luigi Musso. Hawthorn took the lead in front of the Maserati and Jaguars and set the first lap record in the history of the Le Mans 24 Hours for over 200km/h (203.015km/h average speed). Unfortunately the car retired in the fifth hour with mechanical problems.

This stunning Ferrari later finished fourth in the Swedish Grand Prix and second in the Venezuela Grand Prix (still with team of Hawthorn-Musso), helping Ferrari to win the World Constructors' Title in 1957. In 1958, under Luigi Chinetti's ownership, Masten Gregory and Stirling Moss won the Cuba Grand Prix.

Pierre Bardinon obtained the car in 1970 and it has been part of his extensive collection ever since.

This Ferrari is part of the Artcurial sale at Retromobile on February 5th. Estimate is €28-32 million. www.artcurial.com



Photo: Ferret Fotografic



Photo: Marcel Massini

FULL STEAM AHEAD FOR OAKLEY'S BUGATTI



Code named project Waj 1/1, the Oakley Bugatti Veyron is evolving very well. Most of the exterior parts have now be re-made from high temperature pre-preg carbonfibre and are currently at the paintshop awaiting the clear gloss finish.

The interior items have been retrimmed in striking yellow and black Alcantara and are ready to be installed.

This very special car will have its first showing at Autosport 2016 and will complete further Mira wind tunnel tests and high speed track tests before being delivered to the client shortly after.

TONY SHOOSHANI COLLECTION

Gooding & Company has announced an outstanding array of Ferraris will be auctioned at its annual two-day Scottsdale Auctions on January 29 and 30. The upcoming collection of Ferraris from renowned Beverly Hills collector and distinguished Ferrari client Tony Shooshani delivers an unrivaled selection that spans many of the great eras of the Ferrari marque.

From the legendary 250 GTs of the 1960s to the track-bred supercars of the 1990s and 2000s, this collection showcases the evolution in form, function, and performance engineering from Ferrari. Models include a 1960 Ferrari 250 GT Series II Cabriolet, 1984 Ferrari 512 BBi, 1964 Ferrari 250 GT Lusso, 1969 Ferrari Dino 206 GT, 1988 Ferrari 328 GTS, 2003 Ferrari Enzo, 1995 Ferrari F50 and a 1990 Ferrari F40.

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Photo: Mike Maez

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FIAT 500 REACHES 1.5 MILLION

The Fiat 500 reached its historic 1.5m production milestone on November 10th at the Tychy plant in Poland.

The 500 has reached this impressive tally just eight years and four months after its launch, collecting more than 40 international awards along the way including the prestigious European Car of The Year accolade in 2008. It is now on sale in more than 100 countries around the world, from Japan to North America, with the UK accounting for more than 240,000 of the total number sold in Europe.

UK price for the New Fiat 500s start at £10,890 OTR.



GREEN LIGHT FOR NEW FIAT 500

The New Fiat 500 scooped the City Car Award with a low Next Green Car (NGC) Rating of 29 based on the lifetime environmental impact of the car. Judges praised the design, quality, technology and, of course, the excellent environmental credentials of the New Fiat 500.

Advanced efficiency technologies available across the Fiat 500 range will soon include the MultiJet II diesel injection and MultiAir variable induction systems, variable geometry turbo chargers, smart alternators, rapid engine warm-up, variable oil pump displacement and Start & Stop.

The New Fiat 500 TwinAir 85hp has an official cycle fuel economy figure of 74.3mpg and CO₂ emissions of 88g/km. The TwinAir 85hp is priced at £13,065 OTR.

ABARTH 695 BIPOSTO RECORD

A new, limited edition version of Abarth's stunning 695 biposto, the Record, has just gone on sale, priced £36,610 OTR.

Just 133 examples of the striking Abarth will be built for worldwide distribution. An exclusive 'Modena Yellow' finish embellished with 'Tar Cold Grey' trims, enamelled '695 Record' badge on the side and aluminium bonnet are all standard features.

This small run of cars also feature 18-inch OZ alloy wheels, large Brembo brakes and a throaty Akrapovic exhaust. Inside, there is special instrument panel animation, Sabelt carbon shell seats, four point seatbelts, a cargo net and a unique numbered plate.

Based on the sporting, two-seat Abarth 695 biposto, the Record version is powered by the same 190hp 1.4 Turbo T-Jet 16-valve engine. Weighing in at only 997kg, the car has the best weight-to-power ratio (5.2 kg/hp) and the best acceleration (from 0-62mph in 5.9 seconds) in its category. Top speed is 143mph. Peak power is delivered at 5500rpm and top torque is 250Nm at 3000rpm.

The 139hp/litre specific power is remarkable and sets a new record in its class. Performance is controlled by a mechanical self-locking differential combined with a manual synchromesh gearbox.

The Abarth 695 biposto Record celebrates the 50th anniversary of the day when, aged 57, Carlo Abarth broke a new acceleration record in a Class G car, at the Monza race track.





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DESIGN

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

Lamborghini Huracán LP580-2



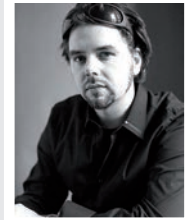
CHRIS HRABALEK

Age: 38

Born: Vienna, Austria

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

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



Designwise the Lamborghini Huracán LP 580-2 introduces modified bumpers – probably only to distinguish it from the other Huracáns – as stylistically they seem to rewind back into the Gallardo-era, rather than fast-forward into the Asterion-era of design. Newly designed rims highlight the new P-Zero tyres that were specifically developed by Pirelli for this new model, but unfortunately the LP 580-2 appears overly ‘classic’ and stylistically

less progressive and clean than the Selipanov original.

Without doubt there is a market of buyers that seek stimulation of their automotive senses in a more traditional and classic way. Some manufacturers try to bait these prospects by offering a manual gearbox and Lamborghini tries to do the same with rear-wheel drive. The Lamborghini Huracán LP 580-2 caters for a niche within a niche, and this makes it all the more special.

The launch of the Lamborghini Huracán Spyder is still fresh in our minds, yet, it seems, not a month passes without the introduction of a new Lamborghini model derivative. This time around the obligatory and long awaited successor of the now six-year-old Gallardo LP 550-2 Valentino Balboni was unveiled at this year's Los Angeles Auto Show. However, unlike its ancestor, the new Huracán LP 580-2 is neither a limited edition nor available with a manual gearbox. This model will be one for the drivers and less for the speculators and collectors. So far so good.

Bearing in mind that the Balboni was a special series limited to 250 units, one instantly wonders how many units of the new Lamborghini Huracán LP 580-2 have been projected into the model's life-cycle planning

and more importantly how many Lamborghini could possibly sell. In any case, the fact that the LP 580-2 is significantly cheaper than any of its four-wheel-drive brothers, will certainly help as ‘price’ is still one of the greatest barriers of entry to Lamborghini ownership.

Technically, the removal of the Huracán's all-wheel-drive system translates into the junior-hypercar weighing 33kg (72lb) less than the standard model. Unfortunately, the 5.2-litre V10 engine has also been de-tuned to 580PS (572bhp) with torque similarly reduced to 540Nm (398lb ft) and this – combined with the loss of four-wheel-drive traction – increases the 0-100km/h sprint to 3.4 seconds. Lamborghini claims that the Huracán LP 580-2 was designed to appeal to driving enthusiasts – hopelessly romantic ones, for sure.

One wonders if Lamborghini's decision

to establish the Huracán LP 580-2 as a fixed model in its line-up has anything to do with the recent introduction of McLaren's Sports Series and the assumption that prospects can be lured away of the latter by making the raging bull more affordable; yet it's difficult to be convinced it is really this straight forward...





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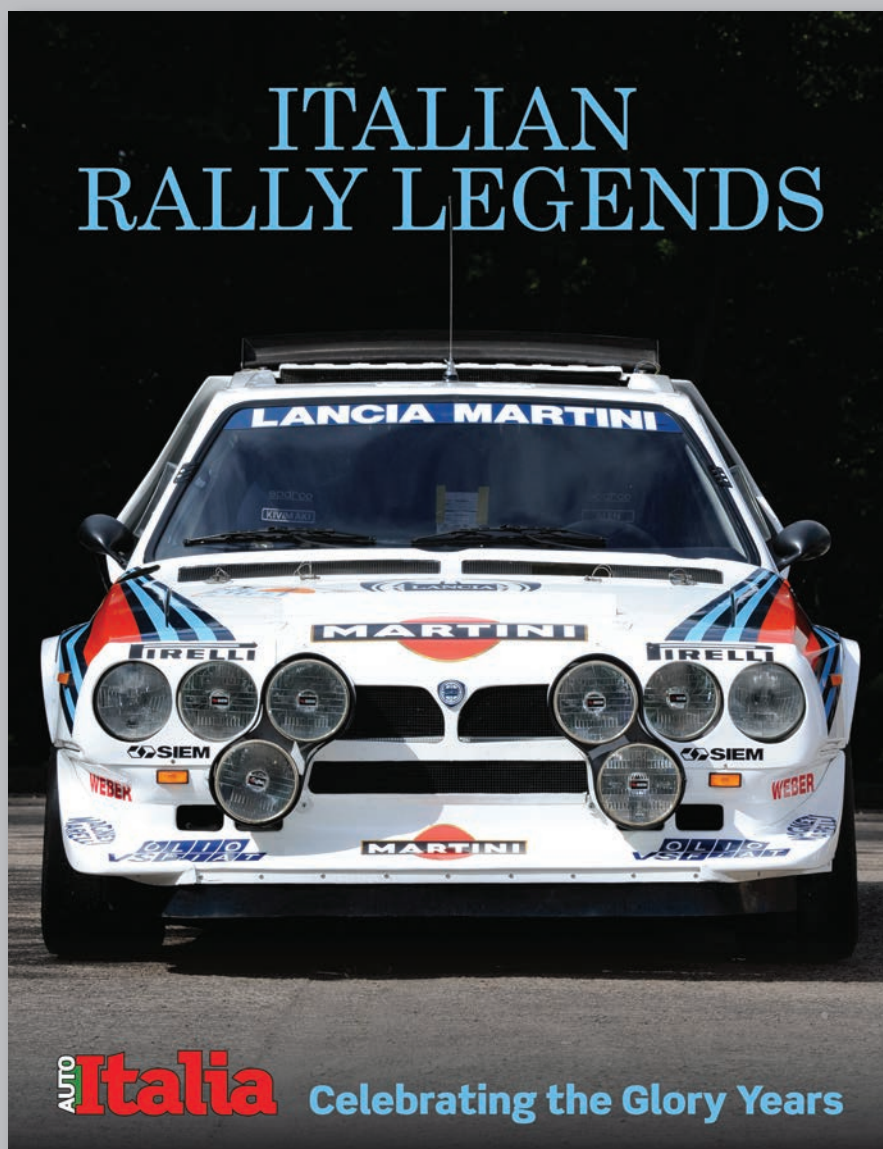
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CONTENTS

- ◆ Lancia Fulvia
- ◆ Fiat 124 Abarth
- ◆ Fiat X1/g Abarth
- ◆ Fiat 131 Abarth
- ◆ Fiat Ritmo Abarth
- ◆ Lancia Stratos
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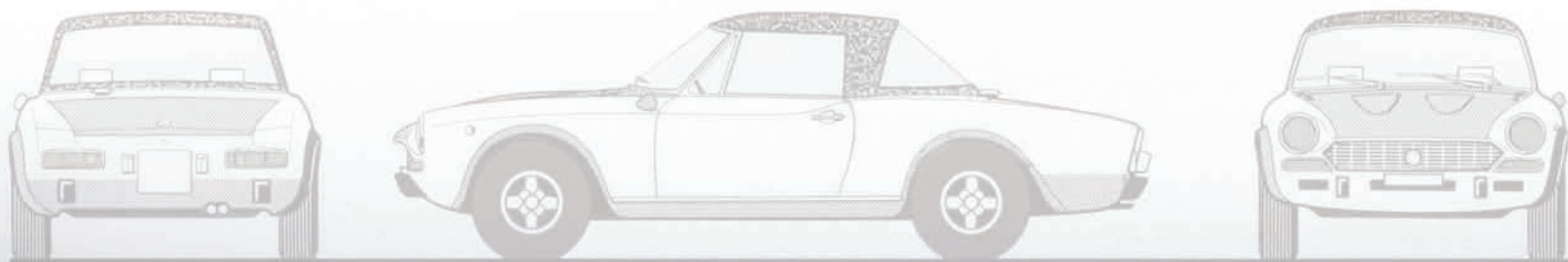


Back to the Future

Fiat revives the successful 124 Spider title with an all-new sportscar launched at the Los Angeles Car Show

Story by Phil Ward

Photography by FCA and Auto Italia





Fiat's alliance with Japan has finally born fruit following delays while Mazda developed its latest incarnation of the MX5. The new 124 Spider bears little visual similarity to its cousin other than elements of the interior, while the basic chassis and rear axle is shared.

Designed at Centro Stile in Turin the car takes its inspiration from the 1966 original, not only in terms of its proportions and stance but also in terms of its detailing. A horizontal line emerges from the front wing, kicking up over the rear haunch and flowing toward the tail lamp, aping the distinctive bodywork of the original car, while the style and position of the LED headlamps, and the hexagonal upper grille, both draw heavily from the details of the classic roadster.

The bonnet of the new sportscar also emulates the twin power domes of the second generation 124, the 2.0-litre twin-cam Spider 2000, while the rear view is defined by two main features: the 'seagull' wings, the upper surface of which fall inward toward the boot lid,

and the sharp horizontal tail lamps. An integrated rear spoiler enhances the aerodynamic performance, while twin exhaust outlets underline the performance capability of the engine.

The interior of the new Fiat 124 Spider, in keeping with the exterior, mixes Italian style with the classic ingredients of a driver-focussed roadster. The low-slung seats are comprised of a lightweight net structure with a unique foam shape and are trimmed in premium upholstery, aligning the driver perfectly with the sporty steering wheel and well-located pedals and gear-lever.

This attention to detail extends even as far as the operation of the soft top, with spring-assisted opening and closing – eliminating the need for a power assisted system – and automatic window lowering and raising when the header-rail lock levers are operated. Even the seat structure is designed with the roof operation in mind – the narrow shoulder bolster allows the upper body to move freely, facilitating rapid and unrestricted





roof operation from the driver's seat.

With the roof retracted and the side windows rolled down, the aerodynamics around the rearward-mounted windscreen frame of the 124 Spider have been optimised to guide the wind above the heads of occupants and towards the rear of the car, minimising both the amount of wind striking occupants directly and drafts buffeting from behind.

Particular care has also been given to the reduction of noise, vibration and harshness, with specially-tuned engine mounts, carefully-engineered isolation of the transmission and differential as well as suspension components of differing resonances. Wind noise is combated with the adoption of an aerodynamically-efficient design for the rear edge of the hood, A-pillars and header – even the seatbelt mounting position is located to minimise wind noise while driving with the top down.

The 124 Spider also uses sound insulation to reduce noise while driving with the top up. The soft top is fitted with a headliner inside the vehicle for improved sound absorption and there's a rear package mat to provide further sound absorption and insulation.

Instead of the classic Lampredi twin-cam, the new 124 is powered by Fiat's excellent 1.4-litre MultiAir Turbo engine. The European version produces 140hp (138bhp) and 240Nm of torque and drives through the rear wheels via a lightweight, quick-shifting six-speed manual transmission. USA versions are the 124 Spider Classica which has an increased output of 160hp (158bhp) and the 124 Spider Lusso, which has a six-speed automatic transmission and 17-inch wheels.

Key to the dynamic abilities of the Fiat 124 Spider is its lightweight body structure, achieved using aluminium, high-tensile steel and precision engineering. A strong backbone frame, comprised of robust,

RIGHT: The kicked up rear wing line and 'gullwing' rear treatment echo the original Tom Tjaarda design





straight beams, underpins the overall structure, while a front sub-frame and rear cross-members connect the backbone to the front and rear sections to provide a structure that is light, safe and extremely rigid.

Aluminium components include the bonnet and boot lid, front and rear bumper reinforcements, seat back roll bars, underbody cross-member and bulkhead panel.

The suspension of the 124 Spider is comprised of a double-wishbone front and multi-link rear arrangement, with a rear set-up engineered to increase toe-in under high cornering forces for improved stability. The straight steering shaft position ensures linear and positive steering responsiveness, with the electric power-assist (dual-pinion) system providing light, consistent and responsive steering characteristics.

The Fiat 124 Spider will go on sale in the UK during the second half of 2016 with pricing and final specifications to be announced at a later date.





THE CLASSIC 124 SPIDER

The original Fiat 124 Spider debuted at the Turin Auto Show in November 1966. Designed and built by Pininfarina, it went on sale in the US in 1968. Powered by a 1438cc twin-cam engine it featured a five-speed manual transmission and four-wheel disc brakes. Later engine options included the Fiat 125-based 1608cc unit, then the 132-based 1592cc and 1756cc versions. The 124 Abarth was introduced in 1972 to homologate the car for rallying. Spider sales ceased in Europe in 1975 but continued in the US where, in 1979, it was renamed Spider 2000 in honour of its new 1995cc engine. In 1981 Pininfarina took over production and sales in Europe resumed. In 1982, production of Fiat and Pininfarina Spiders overlapped as Fiat built the last Spider 2000 models and Pininfarina began production of its own version, sold in the US as the Pininfarina Spider Azzurra and in Europe as the Pininfarina Spidereuropa and supercharged Spidereuropa Volumex. Production ended in 1985 and of the almost 200,000 units built, more than 170,000 were sold in the US. Today, there are nearly 8000 still registered in the US.

THE NEW 124 ABARTH

In 1972 Fiat launched the 124 Abarth Rallye to homologate the model for international rallying. Fiat had already gained experience with competition versions of its 1438cc and 1608cc 124 Spiders and the 124 Abarth incorporated the necessary improvements, in particular the independent rear suspension set-up, the twin-carburettor 1756cc engine and removable hard top. The Group 4 rally versions became successful and achieved victories in the European Rally Championship (1972 and 1975).

The suspension travel limitations and restricted cabin space of the 124, and Fiat's product marketing strategy, resulted in the 124 being dropped in favour of

the 131 Abarth. A wise move because the 131 took the world titles in 1977, 1978 and 1980.

History relates that the Fiat Group went on to take many titles beyond the 131 with a succession of Lancias until it withdrew from WRC in 1993.

Fiat's absence from the international rallying scene has been much lamented by Italian car enthusiasts, but there could be hope on the horizon. It has already been reported that there will be an Abarth version of the new 124 Spider, and it will be powered by a 190hp version of the 1.4 MultiAir engine. A styling mock-up of the car exists and it has the black bonnet and boot treatment of the 1972 version. There is speculation that a version of this car could be homologated for the new WRC R-GT Cup class, which was launched in 2015. The power output would probably be in excess of 200bhp. Let's hope that it happens. 🇮🇹

BELOW: A styling prototype of the new Abarth 124 Spider exists that has references to the original 1972 homologation Stradale



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Ferrari 166 F2/FL

The car that took Manuel Fangio to his first Ferrari victory at Monza in 1949 against all odds

Story by Ed McDonough
Photography by Auto Italia



One of the most significant automotive resurrections in recent years took place in the mid-1990s when a blue and yellow Ferrari 166 rolled out of Tony Merrick's Berkshire workshops after a full four year restoration. In subsequent years, the historic racing scene has been privileged to witness this car racing at Goodwood, Silverstone, Monaco and Monterey. The history of this car didn't unfold quite as quickly as the car ran, partly as it took some time to determine, with two near identical cars, which one this was.

Back to 1949, when a certain Juan Manuel Fangio had been racing Equipo Argentino Maseratis and Simcas in a number of fairly minor races in both South America and Italy. The ACA, Fangio's home Automovil Club Argentino, wanted to provide something more competitive for their up-and-comer and had in mind the new Ferrari Formula 2 Monopostos which were being developed at the time. One has to remember that the current FIA rules said F1 cars were limited to 1500cc supercharged and 4.5 litres unblown. While Ferrari's engineers had produced a powerful and complex 1.5-litre supercharged car with a complicated twin-cam head and two-stage supercharger, these cars were quick but fragile and hence Ferrari opted to focus on Formula 2 events, of which there were many, and these ran to a 2-litre limit.

The cars had been derived from the earlier 125 Corsa, which had been the brainchild of Gioachino Colombo, who had so much experience in developing supercharged

engines. If Ferrari hadn't been so influenced by Aurelio Lampredi, supercharging might have gone on much longer and been more successful. Legend has it that the V12 came about when Enzo Ferrari consulted with Colombo who advised him that Maserati had four cylinders, ERA six, Alfa Romeo eight, so the only way to go was twelve! Colombo designed the 125 in his sister's garden, and the 125 referred to the capacity of a single cylinder, and this became the way in which Ferrari identified many of his cars.

Ferrari absolutely dominated the 1949 season, and in May Fangio pressed the Equipo Argentino to order two of these successful cars, which were to be paid for by the Argentine government. Fangio and the ACA president went to Modena in June, and were upset to learn that only one car was ready and that was still in Ferrari red rather than the Argentine blue and yellow national colours. On top of this, the money hadn't arrived and Ferrari wouldn't release chassis number 011F, the car you see on these pages. Fangio was determined not to miss his first drive in a Ferrari, for that indeed was what this was, and several days of frantic transatlantic phone calls took place to get promises that the government money would be sent, and based on these promises one car was released, just three days before the



ABOVE: Tony Merrick raced 011F at the Goodwood Revival in 1998
INSET: Froilan Gonzalez reunited with the car at Silverstone in 2000



Monza Grand Prix on June 26.

Fangio rushed the car to the Modena Autodromo for some testing and found that he could not get the car into 5th gear, and in the run up to the big race at the weekend neither could the Ferrari works mechanics. Some of Fangio's memoirs hint at his own doubts as to whether they wanted to fix it at all as there were works F2 entries for Ascari, Villoresi and Bonetto in the same event. In spite of not being able to use 5th gear in practice, Fangio qualified for the race, as his participation was essential to retain his Argentine financial backing. Imagine his feelings when the cars were rolled out for the grid and there was no chassis number 011F. The money had not been paid and it took the signing of an irrevocable Letter of Credit by Anesi, the ACA president, on Fangio's behalf to get the car into the race, even though the ACA didn't have the money.

But history was made, because although Fangio was

behind the Ferrari works drivers early in the race, Ascari was in the pits by the midway point, followed shortly by Villoresi. Despite attempting to use both hands to get fifth gear, Fangio couldn't do it, and was running over the 7500rpm rev limit, but was still catching Bonetto. With the wire wheels' spokes at the rear beginning to break up, causing a terrible vibration, he got past Bonetto. The oil temperature needle was off the clock, but he got to the flag first. This was Fangio's first Ferrari win. In the only conversation I ever had with Fangio, on the telephone some six months before he died, we talked mainly about the Alfa Romeo Disco Volante, but when asked about his first Ferrari win, he repeated what he had said to many others: "That was an incredible win for me. It seemed like an illusion that an Argentine could win at Monza."

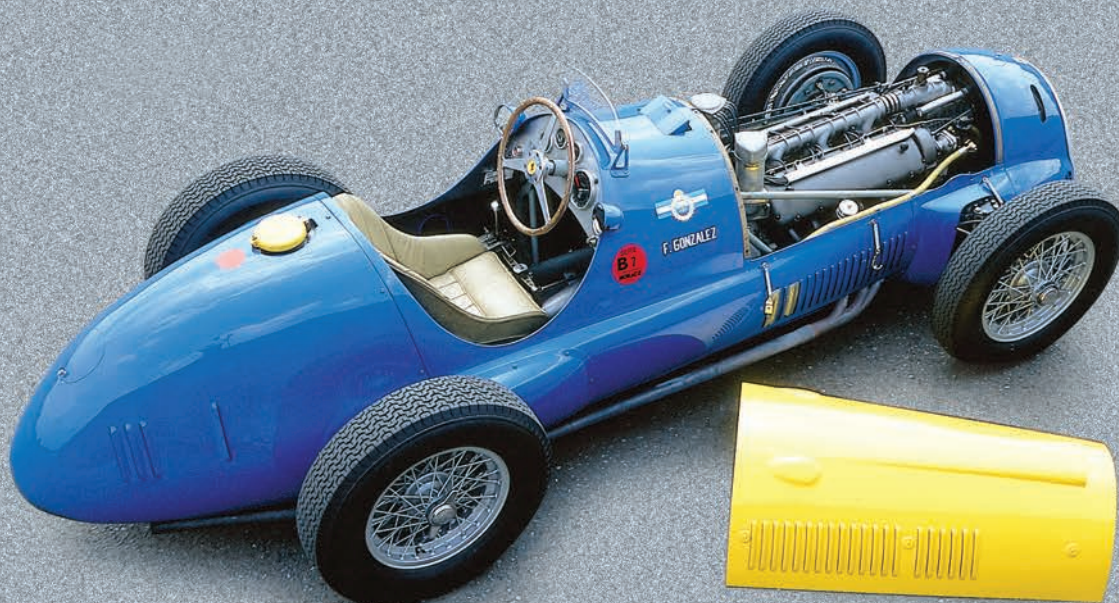
It wasn't surprising that Ferrari immediately claimed this as a 'team' victory. More money was required from the Argentine to repair the damaged car before it could

ABOVE: Built for Formula 2 in 1949 011F was soon fitted with a supercharger and converted to Formula Libre specification





ABOVE: Ed McDonough in 'Dinky Toy' mode during a photoshoot on the historic banking at Brooklands





be used again by Fangio at the Petites Cylinder Reims Grand Prix, or what became the Wimille Cup. By this time the car was in proper blue and yellow but the gearbox still didn't work. He led the entire distance until the gearbox fell to pieces at the fast French circuit. It was then rebuilt to full Formula Libre specification with a new 2-litre engine with integral supercharger, and the car arrived back in Argentina in August to a great public welcome and the promise of support directly from the Perons.

In December, Equipo Argentino's Campos drove 011F to fourth overall in the General Peron Grand Prix in Buenos Aires, a good result behind Ascari, Fangio and Villorresi. In January of 1950, Fangio was back in the car at the behest of Eva Peron herself to take fourth in the Eva Peron Cup at Palermo, and then Campos scored a good second at Rosario later in January, giving Villorresi a good race. 011F went back to Italy for two F2 events in May 1950 with Fangio not being able to finish in either the Modena Grand Prix on May 7th or the Monza Grand Prix on May 28th with a variety of mechanical problems.

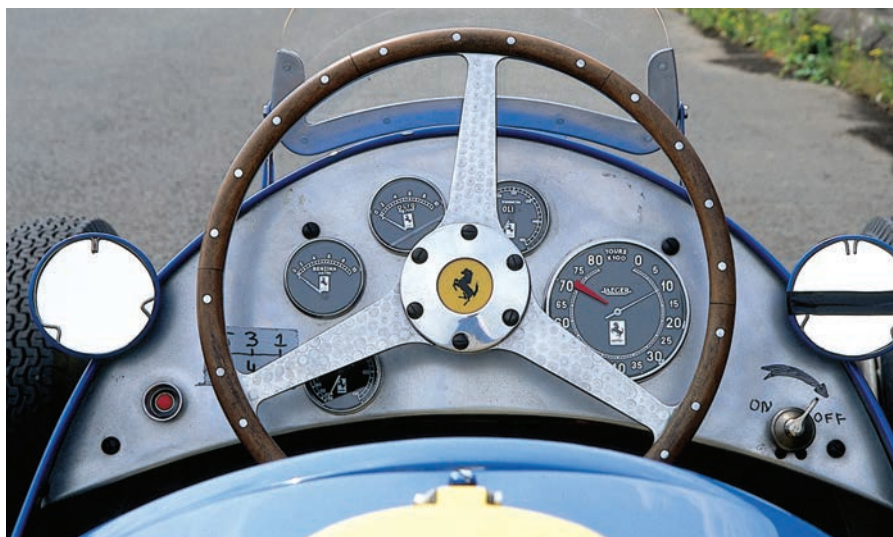
On its return to the Argentine for 1951, the great Jose Froilan Gonzalez became the driver as Fangio was now in a later version of the 166, all these cars running to Formula Libre rules in South America. Gonzalez started a very competitive series of races for the car, coming second behind Fangio at both the Parana Grand Prix, and the Santiago Grand Prix in Chile. Then Gonzalez was up against not only Fangio but Hermann Lang in a Mercedes for the Buenos Aires Grand Prix and the Premio Buenos Aires, and he won both times. Gonzalez, who has been re-united with the car at historic races in Britain in 2000, recalled this as his finest period. He had started 1952 with another victory at the Rio de Janeiro Grand Prix and a second behind Fangio at the Buenos Aires Grand Prix in a car that was

becoming distinctly second-hand.

After a third place in the 1952 Sao Paulo Grand Prix and its final race at the 1953 Premio Ciudad de Buenos Aires, the car was retired and, together with its team-mate, went into storage in the custody of the ACA for nearly 40 years. It reappeared when imported into the UK by Colin Crabbe for Michael Vernon in the late 1980s and was sold unrestored in 1990 by Christies for \$837,000. Tony Merrick then restored 011F to Formula Libre specification with original sheet metal, suspension and gearbox components being used in the restoration.

Probably the single most important Ferrari monoposto ever built, it was with appropriate awe that I sat in the cockpit with its hand-beaten dash panel, original gauges and three-spoke Ferrari wheel that had steered Fangio to his first Ferrari win in, and that Gonzalez had hurled to some staggering race results. 🇮🇹

ABOVE: Auto Italia first featured the car in 2000 when it had been acquired by Talacrest for collector Carlos Monteverde





THE OLD ONE-TWO

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1963 FERRARI 250 GT LUSSO



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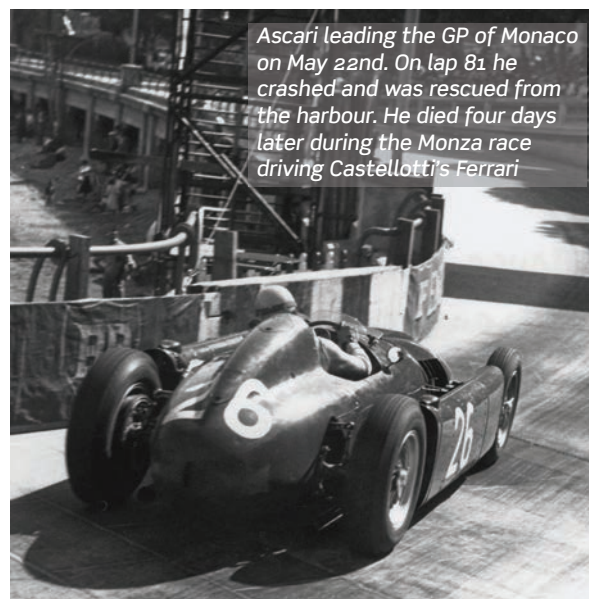
When Lancia pulled out of Grand Prix racing with its fabulous D50 they gifted all its cars to Ferrari – except for one

Story Ruoteclassiche/Luciano Greggio
Photography by Ruoteclassiche/Paolo Carlini





Ascari winning the GP of Naples on 8th May 1955. This was the second and last victory for the D50



Ascari leading the GP of Monaco on May 22nd. On lap 81 he crashed and was rescued from the harbour. He died four days later during the Monza race driving Castellotti's Ferrari

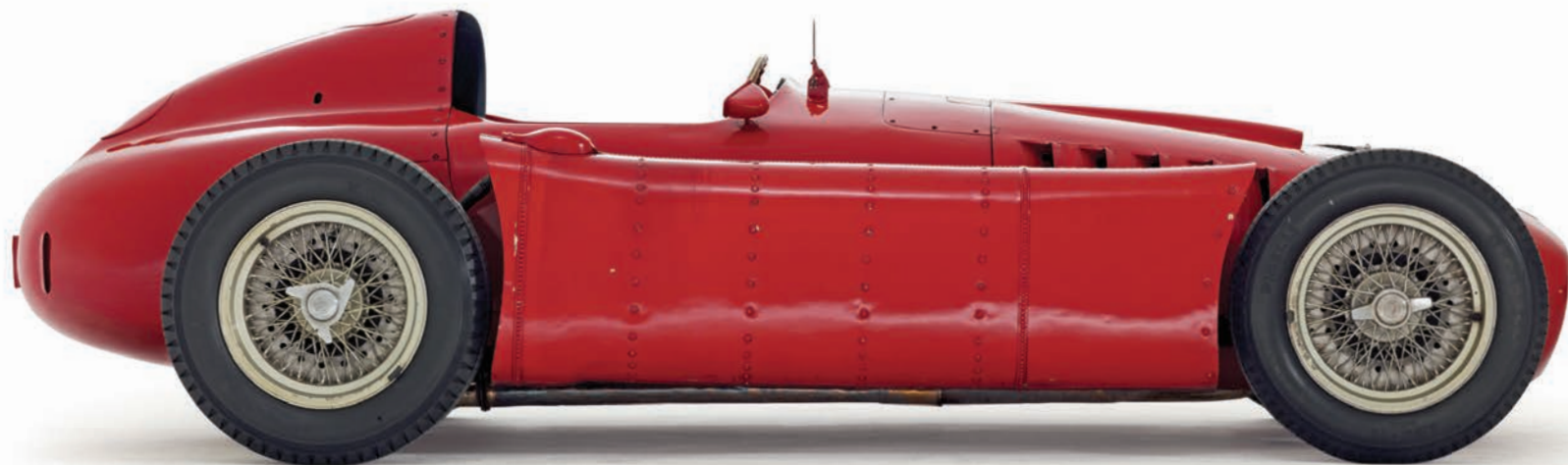
There was a lot of expectation at Turin's Caselle airport on the morning of 20 February 1954. The reason for the excitement was the debut of the D50 single-seater that Lancia had chosen to race in Formula 1. After warming up its car Giuseppe Gilio, head of testing for Lancia, handed over the steering wheel to Alberto Ascari for a short testing session. Ascari had just won the World championship for the second time and had signed, together with Luigi Villoresi, a one-year agreement for the small Lancia stable. It was not an easy bet, since it was a case of developing a car from scratch, with sophisticated mechanics and engineered by a highly qualified team, albeit with little or no experience with Grand Prix single-seaters. The two Ferrari drivers were persuaded by the worth of the Turinese car.

The project was commissioned by Gianni Lancia, son of founder Vincenzo, in August 1953. The famous Italian designer Vittorio Jano entrusted the development of the engine to the experienced Ettore Zaccane Mina. In accordance with the new Formula 1 regulations in 1954 the displacement was set to the maximum of 2.5 litres (750 cm³ if overcharged). Mina opted for a 2488cc V8 which was slightly changed to 2486cc (76mm x 68.5mm) and then to 2477cc (74mm x 72mm). The light alloy

construction delivered 260hp at 8200rpm. The four-camshaft V8 was used as a stressed member in conjunction with a tubular space-frame chassis. The engine was offset with the propeller shaft running to the left of the driver, who sat lower than in the other single-seaters of those years. With regard to the fuel system, Jano chose four twin-barrel Solex 40PIJ carburetors in opposition to Mina's idea, supported by Gianni Lancia, of direct fuel injection based on former research conducted by Mercedes-Benz.

The engineers opted for the basic Lancia Aurelia's architecture of clutch, gearbox and differential integrated into one assembly at the rear transaxle. Among its most spectacular peculiarities, the D50 featured twin pannier-type fuel tanks, 100 litres each, assembled separately from the car body, for better weight distribution and aerodynamics. The other side of the coin of Jano's solution was that the car's centre of gravity varied according to the quantity of fuel inside the tanks.

The front suspension featured tubular double wishbones with transverse leaf spring and inboard dampers, while rear transmission was a De Dion tube also with transverse leaf spring and inboard dampers. The output torque during braking and acceleration was counteracted by a transverse wishbone located along the two sides of the cockpit. The D50 declared a dry





weight of 620kg, thus was a one of the lightest single-seaters of those times (the debuting Mercedes-Benz W196 had a weight of 690kg, respectively 720kg in the careened version).

The Scuderia planned to race in the Grand Prix of France at Reims on 20 June, but postponed the debut to four months later, at the Grand Prix of Spain. Alberto Ascari and Luigi Villorelli drove the car in numerous test sessions on the circuits of Ospedaletti and in Monza. On 24 October the Lancia single-seaters debuted on the city circuit of Pedralbes, Barcelona, and Ascari achieved a timing which was one second faster than Juan Manuel Fangio in the Mercedes-Benz W196. Unfortunately, the Lancias suffered bad luck during the race. Villorelli withdrew during the third lap due to brake faults and Ascari stopped at eight laps because of a clutch failure. Although the cars were not properly fit for racing yet, it was decided to send them across the Atlantic on 5th January 1955, to race the Grand Prix of Argentina. Luigi Villorelli retired after the 21st

lap due to a fault with the fuel pump. Eugenio Castellotti made his Grand Prix debut with the Lancia team in Buenos Aires, but struggled with heat and eventually handed the steering wheel over to Villorelli, who veered off the track on the 35th lap.

Lancia won its first victory at the Grand Prix of Valentino (Turin) on 27th March. Ascari came first, followed by Villorelli (third) and Castellotti fourth). At Pau, on 11th April the D50 snatched second place (Castellotti), fourth place (Villorelli) and fifth place (Ascari). At the GP of Naples, on 8th May, Ascari won the race, but fate would decree otherwise for Lancia.

Antonio Fessa had joined the company on 31st March as an advisor (he would later become member of the board) and made no attempt to disguise his total disregard for racing, an exciting, yet expensive activity that Lancia could not really afford to carry on for much longer. On top of that, Alberto Ascari lost his life on 26th May while testing Castellotti's Ferrari. The loss devastated Gianni Lancia, who made the sad decision to disband the team and withdraw from racing. On 26th July, the six D50s were sold to Ferrari.

RUOTECCLASSICHE 'GRAND PRIX'

The obvious question after the Lancia D50's static photo shoot was: "But does it actually run?" The car's minders take up the challenge and create a 'racing circuit' in the car park at *Ruoteclassiche* magazine's headquarters. A snort of fuel, three prods of the accelerator and off it goes, the photographer quickly takes up his position and starts shooting again.

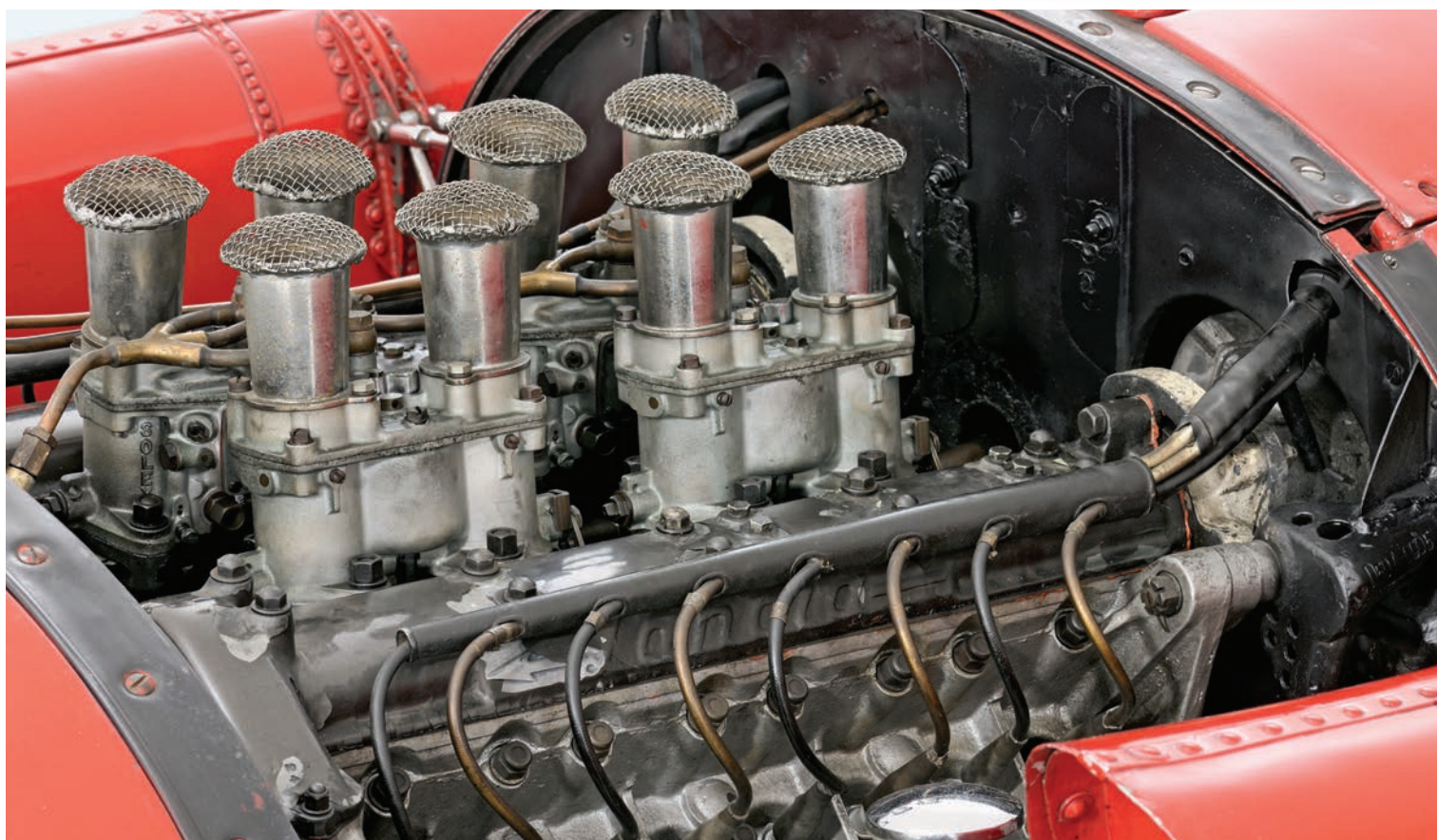
The noise soon catches the attention of the office staff who, for a minute, stop working to watch the D50 Show. The Lancia had arrived incognito inside a van and it immediately attracted everyone's attention once off-loaded. The photographer and his assistant are working on the photo set and the well positioned lights make the D50 shine as if it was standing on a pedestal. The news that the D50, part of the historic Lancia collection, is here soon spreads through the

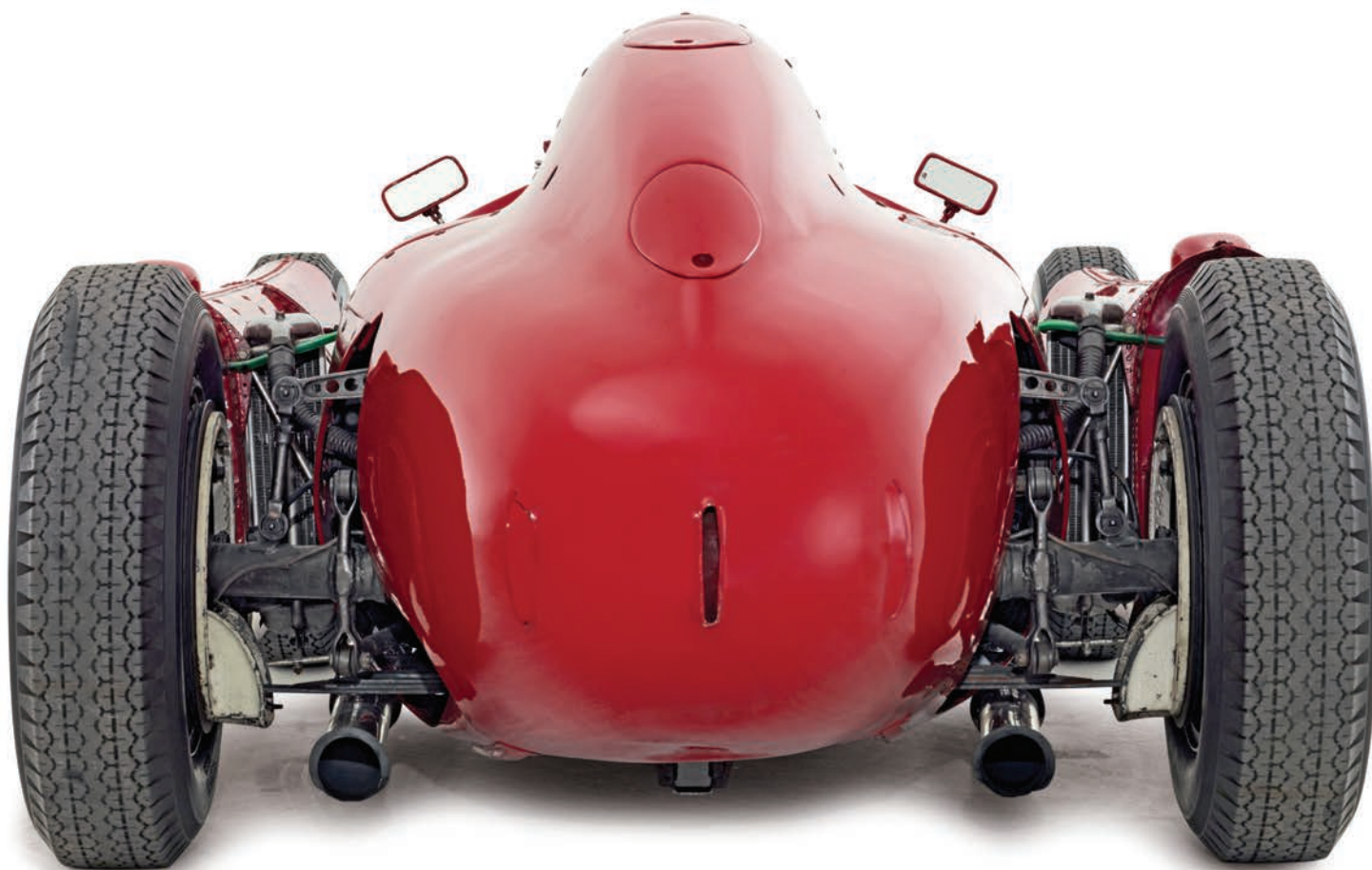




ABOVE: After a change of plugs the priceless Lancia D50 is prepared for its rare, and noisy, demonstration







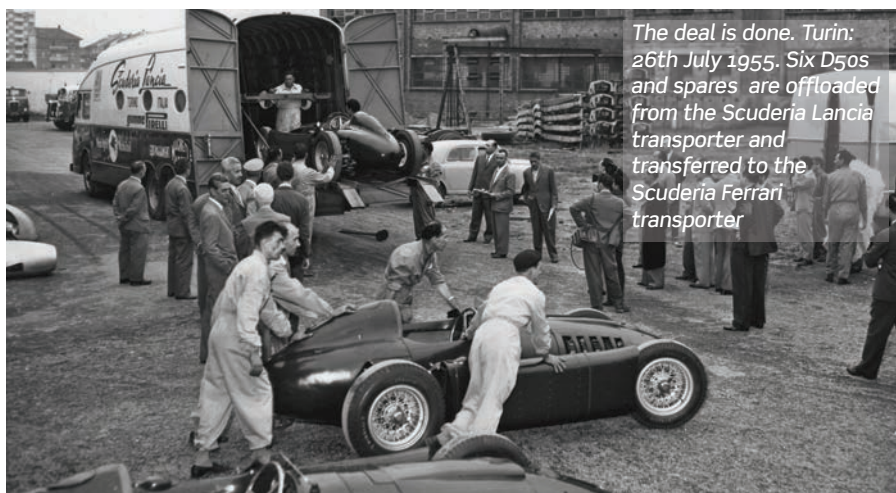
corridors and in newsrooms and colleagues gather around the great museum piece.

"A museum piece?" retorts Raffaele Terlizzi, head of the Fiat and Lancia collections, who is the chaperone of this precious beauty while it is away from home . . . "let's talk later." After the photoshoot is over, the D50 is moved to the courtyard outside *Quattroruote's* car museum, which turns into a temporary track.

Terlizzi slips on his helmet and slides behind the steering wheel: "How could they drive in such a cramped cockpit?" The cabin is short, which is only natural because half a century ago drivers were smaller. The driver was surrounded by fuel and with full tanks that was 250 litres of petrol. He can choose which tank is used (two lateral or the rear one) to feed the engine by operating a three-way valve on the floor. The pedals are reversed with the accelerator in the middle and brake to the right. It takes strength to depress the twin-plate clutch, which sets in immediately and is not progressive at all.

Terlizzi is helped by his minders Silvano Sobrero and Thomas Depace. Depace removes the engine cover and provides the primer. Sobrero engages the external starter and starts the engine. A terrifying roar drowns out all the surrounding sounds. "It's 120 decibels at least", someone says as they all rush outside to watch. Terlizzi hesitates a bit too long, and the engine stops.

"Guys, this is an F1 car, once you get it started you must go. Otherwise the spark plugs get wet... and no way you will get it started again."



The deal is done. Turin: 26th July 1955. Six D50s and spares are offloaded from the Scuderia Lancia transporter and transferred to the Scuderia Ferrari transporter

TECHNICAL SPECIFICATIONS

LANCIA D50

ENGINE:	90° V8 DOHC
CAPACITY:	2488cc
BORE X STROKE:	73.6mm x 73.1mm
COMPRESSION RATIO:	10.5: 1
FUEL SYSTEM:	4 x double barrel Solex 40 PIJ
POWER:	260hp at 8200rpm
TRANSMISSION:	Dry twin-plate clutch, RWD
	Gearbox: 5-speed
TYRES:	5.50x16 (f), 6.00x16 (r)
SUSPENSION:	Independent front with transverse wishbones, lower transverse leaf spring, hydraulic shock absorbers (f), De Dion suspension, lower transverse leaf spring (r)
DIMENSIONS:	3330mm (L), 1540mm (W), 920mm (H)
DRY WEIGHT:	620kg
TOP SPEED:	300km/h

The mechanics put in a new set of spark plugs, and we are ready for another attempt. Terlizzi fails a second time but ultimately he succeeds keeping the revolutions high and off he goes. The photographer starts shooting. Ascari and Villoresi's car races an imaginary track between the parked cars. One, two, three laps. Then a Fiat Punto reverses out and stops the game. Terlizzi slows down and the D50 shuts off again (much to relief of our ears). The photographer lifts his thumb up – for him it's enough. 🇮🇹



The most visually striking aspect of the Lancia D50 were the twin pannier-type fuel tanks (100 litres each) located on faired outriggers between the wheels, which allowed constant weight distribution as the fuel was consumed during the race. The driver sat low thanks to the offset transmission shaft. The car was designed by Vittorio Jano and met all the requirements for Formula 1 domination with drivers like Ascari and Villoresi signed up. The D50's specification was very promising, it was powered by a 2.5-litre V8 of 260hp and weighed in at 620kg.

The featured D50 belongs to the Lancia Collection and should be equipped with the V8 2477cc (the displacement has never been checked). Some sources maintain that the Ch. 0005 was driven by Castellotti at the Grand Prix's of Argentina (replaced later by Villoresi), Pau, Valentino, and by Louis Chiron at the Grand Prix of Monaco.

The featured car is the sole surviving genuine 1954 D50. Four cars have since been created using original parts.



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Turbo or not turbo . . .

. . . that is the question. With Maserati Coupe values becoming increasingly attractive, we compare the twin-turbo 3200GT with its naturally aspirated GranSport relative

Story by Richard Heseltine
Photography by Michael Ward





It can take a lifetime to establish a reputation, but only a second to trash it. Somebody clearly forgot to tell Maserati about this maxim as it has lost, found and re-tarnished its reputation more times than we care to remember, yet it's still with us. Maserati has made some of the most exquisite cars ever to turn a wheel, and vanquished all-comers in Formula One and elsewhere. It's just that the glory days, for many, occurred more than half-a-century ago. If your memory doesn't stretch quite that far back, mention of the name will more likely conjure images of square-rigged saloons and coupes, most of which can nowadays be found in the bargain aisle.



The thing is, this most characterful of marques isn't only surviving, it's on the verge of thriving if you believe the factory's PR bumph. What's more, much of this turnaround is down to the cars pictured here. Thanks to the 3200GT and, by extension, the Coupe (aka the 4200GT), Maserati has outlived most of its more recent missteps to become a world-renowned brand again, even if its current line-up leaves some members of this parish cold.

In order to fully appreciate the 3200GT's significance in marque lore, first you need to scroll back to the late 1960s. The Orsi family that had controlled the marque since 1937 sold out to Citroën in 1968, but it too was hurting by the mid '70s when it surrendered its Modena subsidiary to bankruptcy. Into the breach stepped Alessandro de Tomaso. The wily industrialist acquired Maserati in 1975, having been beaten to the punch by Citroën seven years earlier.

Not only that, he plundered his personal fortune to the sum of a whole \$70 as much of the finance required for the purchase originated from GEPI (a state body for the protection of jobs). Under de Tomaso, Maserati would chase volume with the

Biturbo family with construction, for the most part, being entrusted to Innocenti which by then formed part of his portfolio. Unfortunately, the fun but flawed Biturbo, in any of its many flavours, did for the marque's reputation during the 1980s, and de Tomaso's empire was haemorrhaging by the end of the decade. Fiat acquired a 49 per cent stake in Maserati in 1988 and bought the remaining shares in '93. It then passed control to Ferrari four years later.

The 3200GT was already under development, but build quality and engineering standards were deemed to be not quite up to par so the model's launch was delayed by a year. Unveiled at the 1998 Paris Motor Show, the car was met for the most part with praise. The big news was the styling, produced by Italdesign under Giorgetto Giugiaro. At the time of its launch, the former was quoted as saying: "We believe we have played our part in the creation of a car that truly evokes the emotions of the past and have succeeded in launching the Maserati revival into the new millennium."

It wasn't all about the visuals, though. Power came from a twin-turbocharged 3.2-litre, 90° V8, which

ABOVE: Changing the rear lights created the illusion of reducing the Coupe's volume. Some 4.2 owners have retrofitted their cars

*BELOW LEFT: Ferrari developed 4.2-litre V8
BELOW RIGHT: De Tomaso's Shamal inspired twin turbo*



MASERATI V8 COUPES





allegedly produced 370bhp at 6250rpm. It was attached to a six-speed manual 'box although a four-speed auto came on-line within a year (variously referred to as 3200 GT Automatica or 3200 GTA edition). Front and rear suspension comprised double wishbones, coil-over springs and anti-roll bars. Brembo, meanwhile, provided the braking system: vented and cross-drilled discs allied to four-pot calipers all-round.

Capable of 174mph and 0-60mph in a whisker over five-seconds, the 3200GT had everything going for it. There were, however, one or two problems (or 'issues' in modern day parlance). Cars loaned to the press after the big reveal in Paris were blighted with niggles that underscored the driving experience, while some customers complained about the on-off power delivery. The 3200GT could be exhilarating, but it could also be something of a handful, particularly if it was raining.

It certainly wasn't alone in that, and build quality and detail finish improved appreciably during the model's lifetime. Some 4795 cars of all kinds were made to 2002, when it was replaced by the Coupe. Just as night follows day, it was referred to as the 4200GT in an instant, and the tag stuck. However, despite the

obvious similarity between the new car and the outgoing model, there were significant divergences. The most obvious deviation was the new rear end where the controversial boomerang light clusters were replaced with more conventional (some might say nondescript) items. Up front, the nose appeared more chiseled and there was finally a proper Trident badge housed within the oval grille.

Peel back the outer layer and the big news was the engine: a turbo-free 4244cc 90° V8 shared with the Maserati Spyder which was launched in 2001. Weighing just 184kg, some 20kg lighter than the 3200GT's unit, the 32-valve all-alloy powerplant produced 390bhp at 7000rpm. This was enough to ensure a top speed of 177mph and 0-60mph time of 4.9sec. Another major departure was the new design of transmission: a new six-speed transaxle affair with the CC – or Cambiocorsa – F1-style gearbox with hydraulic operation and electronic management operated by F1-style paddles, available as an option. The latter set-up allowed the driver to alternate between four different operating modes: Normal, Sport, Auto and Low Grip.

Underpinning the car was light-alloy double wishbone





suspension with coil-overs and anti-roll bars, although a computer-controlled variable damping system dubbed Skyhook was available as an option. This set-up was designed and engineered in alliance with German firm Mannesmann-Sachs, and worked in conjunction with the car's ABS braking set-up, ASR (electronic traction control) and engine management system.

Then there was the GranSport edition, which was unveiled at the 2004 Geneva Motor Show. Equipped with obligatory plastic cladding and 19in wheels, not to mention a mesh grille and carbon-fibre cabin furniture, this Modenese hot rod featured the Skyhook active suspension and Cambiocorsa transmission as standard (the mapping was changed for even quicker gear changes). Power came from the existing V8, but with a different intake manifold, valve seats and exhaust arrangement. The net result was a thumping 395bhp at 7000rpm, a top speed of 180mph and 0-60mph time of 4.8sec. Other special editions would follow, not least the track-rooted Trofeo edition, before the Coupé made way for the Gran Turismo in 2007.

Which brings us to today. The GT/Coupé in any of its many configurations currently languishes in a

netherworld between used and classic car status. There is every reason to believe that they will be exulted in time, and some of the penny-number limited editions are already appreciating in value. However, as of right now, they have their detractors. The 3200GT in particular seems to polarise opinion, with some owners racking up huge mileages while others tend to describe their cars as being 'needy'.

One person with an informed opinion is marque stalwart, Brian Harris, who has owned his silver '99 car since new. It is as immaculate as 3200GTs get. "Performance, comfort and styling are the car's strong points," he says. "Manual cars with infrequent usage are prone to crankshaft end float problems which necessitates a replacement crank. Also, the front suspension ball joints wear which means the wishbones may need replacing."

His thoughts are echoed by Wink Hackman who has owned the blue 3200GTA for 18 months. He says: "Like many would-be buyers, my longing for a 3200 was tempered by fears of unreliability, horrendous bills and dire mpg. The fuel consumption is pretty much as expected, 16-20 mpg, but the other fears have proved



to be largely groundless. Some people advised me that a 4200 would be a safer bet, but it doesn't have the magic of the boomerang rear lights, the bonnet vents and, of course, the magnificent twin-turbo V8. I'm glad that I stuck to my first intention and bought the 3200."


What tends to get overlooked is just how much fun the 3200GT is to drive relative to its period rivals. The cabin, which was styled for the most part by Enrico Fumia (the man largely responsible for shaping the Alfa 164 and part of the, er, Siata Spring...), and it's a lovely-looking office. It's comfortable, too, even if headroom is perhaps a little tight. The rear seats are usable in the real world, too, if only for children. The driving position is slightly skew-whiff thanks to the close-coupled pedals (it's all too easy to press the foot rest believing it to be the clutch. Not a problem in the GTA, obviously). You soon acclimatise, however.

Perhaps inevitably, there is some turbo lag, and as many period reviews pointed out, the V8 sometime takes a while to accept that you have lifted off after accelerating hard, as it continues surging forward. Again, you soon get used to it, but this is patently a car that responds best to smooth inputs. Both the GT and GTA here, ride the bumps reasonably well, without any banging or crashing or the wheel writhing in your hand. The manual six-speeder is a little notchy, but then it has mountainous torque to deal with (361lb ft at 6750rpm). The auto 'box is perhaps more in keeping with the GT idiom, and it is an excellent arrangement with silky-smooth shifts, but it does blunt performance if you believe all that you read. We didn't really notice much difference, but then that could be because we weren't trying particularly hard; certainly not enough to disengage traction control on a sodden test track lined with trees. Prior experience informs you that the tail can get lively, but only if you provoke it. Either that, or you cannot differentiate between braking and turning.

Then there is the GranSport, which is something else entirely. While not entirely convinced by the

Tupperware side-skirts, it looks menacing. It sounds it, too. The bellow out the back pipes, even when stationary and merely flexing the throttle, makes it worth the price of admission. Even more so once on the move. From the outside, it likely sounds like Armageddon has arrived early, but from inside it's still loud(ish) but it isn't overly intrusive. It makes you smile. It makes you feel good. Throttle response is also an improvement over the other two cars here, being more progressive and smoother. The steering, meanwhile is sublime: it loads up much – much – faster than preconceptions might have you believe. It's arguably the car's best feature.

There is so much to love here, the GranSport being stupid-fast when you want it to be, and a docile cruiser when you don't. The damping is a little iron-fisted, but then that rather goes with the territory, but perhaps the biggest let down is the gear change. The two-pedal, two-paddle sequential transmission feels its age: it's a bit too frantic; a bit too eager to be in a higher gear. Owner Peter Jerram concurs: "The only criticism I have is that the gearbox is crude compared to, say, that of my Ferrari F430. It's jerky by comparison. Otherwise, it's a great car with superbly accurate steering and good power delivery." Just don't approach the GranSport expecting it to be a circuit-scorching homologation special or suchlike. It's no such thing. Not really.

Even the briefest of sorties in each of these cars is enough to tell you that this generation of Maserati GT still stacks up. The 3200GT and its sibling might not be among the best cars in the marque cannon, but their day will surely come. As for which is the better bet, it all comes down to personal preference. The 3200GT is arguably the better-looking car, but some prefer the GranSport's steroidal makeover. For sheer exhilaration, however, nothing tops the most youthful car here. Its flaws merely reinforce the positives. The GranSport's furies are furious indeed, which is why we love it still. 

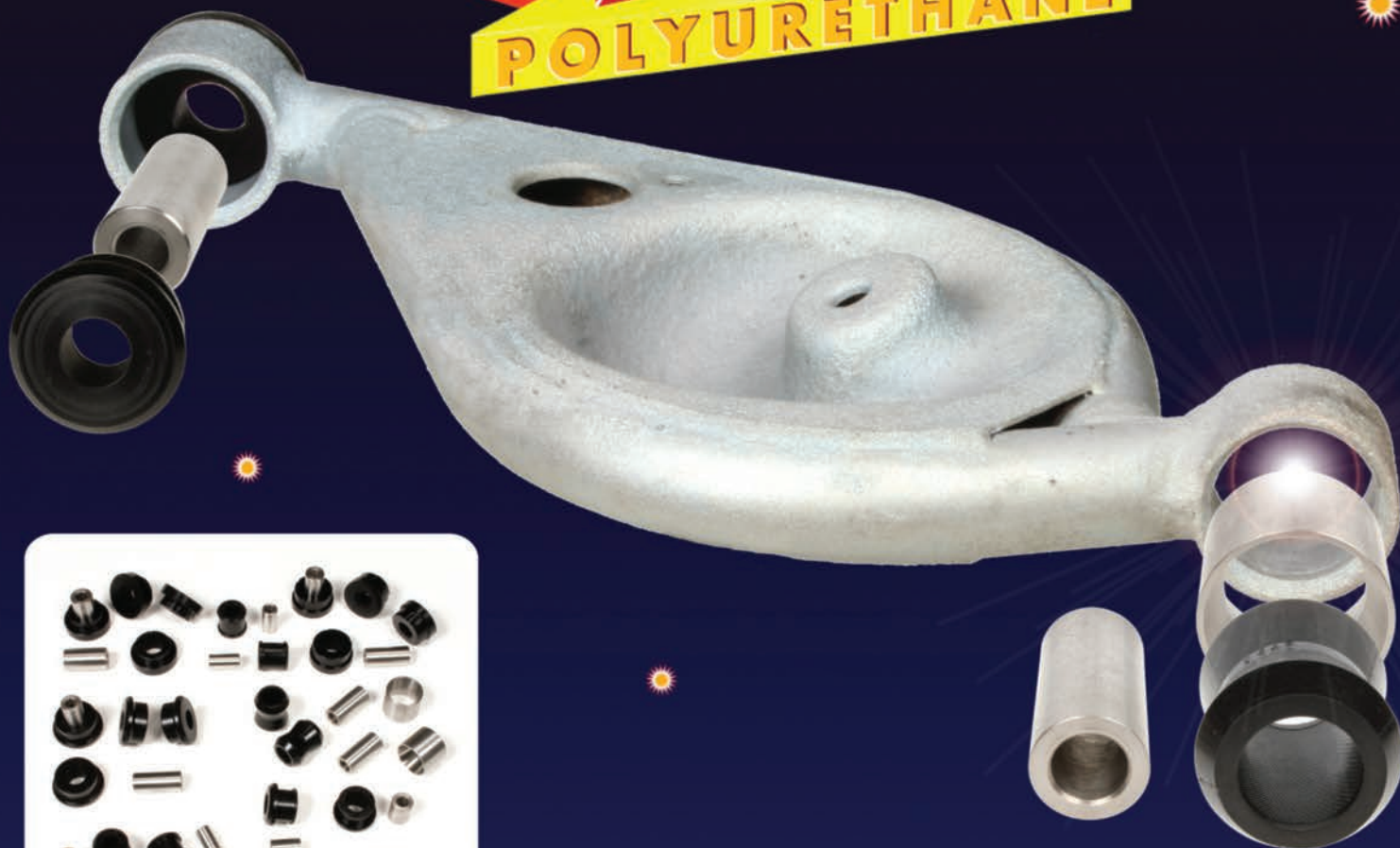
BELOW: The 4.2-litre version of the Coupe was a big step forward in addressing the engine and gearbox issues of the original 3200GT





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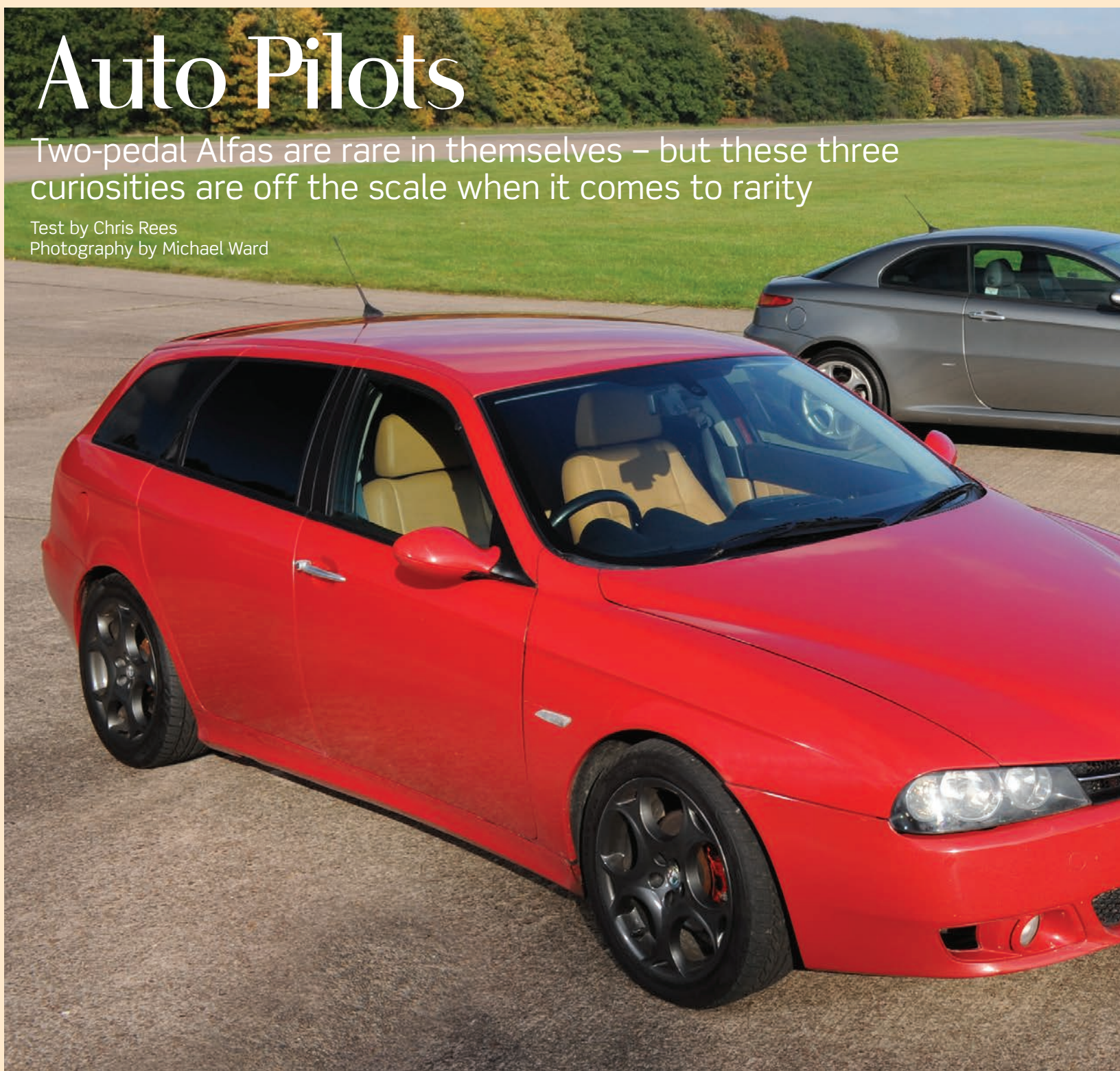
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Auto Pilots

Two-pedal Alfas are rare in themselves – but these three curiosities are off the scale when it comes to rarity

Test by Chris Rees
Photography by Michael Ward



Alfa Romeo + petrol engine + manual gearbox = heaven. That's the magic formula, right? I think about 95% per cent of *Auto Italia's* readership would agree with this fundamental law of chemistry – the chemistry of love affairs, that is.

I'm the first to stick up for stick shifts in Alfas, but I do recognise that not everyone can use a clutch pedal. You may have made the fundamental mistake of never passing your manual driving test. Or disability may make your left leg incapable of operating a clutch pedal. And I'm also painfully aware (literally) that

commuting in a manual car on roads as clogged as clotted cream quickly clobbers your clutch leg.

So automatic definitely has its place. Even a marque as manual-focused as Alfa has made its fair share of self-shifters in recent years. But when, in 1999, Alfa did away with the clutch pedal with its Selespeed box, it kept it 'manual'. The Magneti Marelli-developed Selespeed system was really nothing more than a different way to change the gears: a 'robotised' gearchange using an electro-hydraulic clutch bolted to a manual gearbox.

Most people like the way Selespeed works – fast-



acting and capable of either full auto operation or manual changes. But very few people like the reliability issues that have famously plagued the system – you can pretty much expect water ingress to stuff the electronics and your clutch to have a very short life. Alfa has since capitulated with more conventional automatic transmissions like Sportronic, Q-Tronic and TCT.

When you enter the world of Alfa autos, you enter a pretty odd landscape. Selespeed was mostly used in four-cylinder Alfas like the 156 2.0TS. Except... you could also buy V6-powered 147 and 156 GTAs with

Selespeed, and also the five-cylinder Fiat Stilo Abarth.

At precisely the same time as Selespeed was launched, Alfa also unveiled another gearbox with no clutch pedal: the highly unusual Q-System. In contrast, this was a pure automatic transmission whose gears could also be changed like a manual, but it was only ever fitted to the 156 2.5 V6. The Q-System was made by the Japanese company Aisin and was, perhaps as a result, a much more reliable transmission than Selespeed.

The odd landscape of Alfa autos can get even more baffling: the trio of two-pedal Alfas we have gathered



here are ones you probably never even knew existed. We have two rare cars with Selespeed: a 156 GTA (one of perhaps only 10 in the UK) and a GT 2.0 JTS (again, double figures only in the UK). And we've also got what may be a unique 156 2.5 V6 Q-System – a pre-facelift Sportwagon with a facelift front end grafted on.

Confused? Hey – this is Alfa, a company that famously fitted Spiders with two completely different steering systems depending on what supplies happened to be lying around the factory at the time. So let's sort it all out, find exactly what's what and discover just how good these early-noughties two-pedal Alfas are.

156 2.5 V6 Q-SYSTEM

You want oddball? You got oddball! Not only is the Q-System transmission a bit weird, Geoff Lancaster's 156 Sportwagon 2.5 V6 Q-System is probably unique.

It's one of the cars that was on the infamous boat bound for Australia that caught fire. The Aussie importer wouldn't accept them, and eventually (some four years later) the cars on the ship found their way on to the UK market.

So while this 156 was registered in 2006, it is in fact a pre-facelift model with a facelift front end grafted on to make it look like a later car. This particular example also has side skirts, a front spoiler and 17-

inch GT alloys with 215/45 tyres (in place of the original 16s and 205/60s).

So what exactly is Q-System, then? Unlike Selespeed, it's a four-speed torque converter auto slush-box with P, R, N and D modes and kick-down. Here's the weird bit: you can flip the gear lever from the 'D' position over to the left, any time you please, and use it like manual with an H-pattern shifter.

In full auto, you can choose between three modes – Sport, City and Ice – via two buttons on the central console. One marked 'C/S' toggles between City and Sport modes, while the other selects Ice mode. You'd only ever use the latter when it's, er, icy; selectable at any speed up to 28mph, it basically deactivates first gear (so the car pulls away in second gear) and also deactivates kick-down.

In City mode, the auto 'box is programmed to shift pretty much at or below 3000rpm. Yes, that's very low down the rev range, but at least the torquey 2.5 V6 can cope, if what you want is lazy, effortless driving. It's very smooth in a way that the Selespeed gearbox isn't. But City mode feels like you're driving with a rubber band wrapped around the accelerator – all rather frustrating.

Hit the Sport button while you're moving, and the first thing that happens is that the 'box will very likely drop down a gear. Then it'll hang on to that

ABOVE: The 156 V6 was never facelifted but this Australian import car was retrofitted in the UK





BELOW: The Q-System has a torque converter and four speed auto box. It also has an H-pattern gear shifter



lower ratio for much longer before changing up. Time to savour the gloriously silky sound of that 2.5 V6 at high revs – yum! The gearchanges are also much faster and acceleration is more immediate.

However, there's no getting away from the fact that, with a mere four ratios to play with, the overall performance feels like it's on Valium compared to Selespeed. The gaps between gears are pretty chasmic by modern standards of seven-, eight- and even nine-speed autos. And compared to the JTS six-speed manual, the 0-62mph time is fully 1.1sec slower (a leisurely 8.5sec).

What happens if you enter 'Q-System' manual mode? You do this by pushing the gear lever over to the left to access a traditional four-ratio H-pattern gate (very similar to Saab's Sensonic system). Since there's no clutch pedal, it feels very weird. It takes a superhuman effort to prevent your left foot from twitching when you change gear, but you mustn't give in. I remember instinct kicking in when I was driving a Saab Sensonic up a hill and I got a huge shock when my left foot hammered down hard on the brake pedal. Screech! Whoops!

The 'manual' gearchanges are quick but the feel is very un-mechanical. That's not surprising because the gear lever is basically a fancy switch. The ECU never lets you over-rev the engine, but you can rev right up

to the red-line in manual mode and it won't change up automatically: you have to change up gear yourself, which is kind of what you want from a manual. A display in the rev counter lets you know which driving mode you're in and which gear is engaged.

One plus point is that Q-System seems much more reliable than Selespeed. And you'll notice that this car has a towbar for pulling a trailer, at which job it's ideal. However, this is a thirsty animal (23.5mpg) and because the auto 'box adds 30kg to the weight, an already front-heavy car becomes even more so, to the detriment of cornering finesse.

156 GTA SELESPEED

If 156 GTAs are rare, ones with Selespeed are even rarer. Only 348 two-pedal GTA saloons were ever made (representing a mere 12% of total GTA saloon production), plus 504 Selespeed estates. But in manual-mad Britain, the two-pedal 156 GTA is super-rare: it's thought that fewer than a dozen were ever imported.

Certainly owner Lawrence Preston has only ever seen one other. He bought it six months ago in a rather tired state and has since given it the upgrades that most GTA owners opt for: coilover suspension, Eibach anti-roll bars, Powerflex bushes, Quaife limited-slip diff and 330mm Brembo brakes with performance pads and





ABOVE: Fewer than a dozen of the rare 156 GTA Selespeeds are thought to be registered in the UK



TECHNICAL SPECIFICATIONS

	ALFA 156 V6 Q-SYSTEM	156 GTA SELESPEED	GT 2.0 JTS SELESPEED
ENGINE:	V6 sohc per bank	V6 dohc per bank	4-cyl dohc per bank
CAPACITY:	2492cc	3179cc	1970cc
BORE X STROKE:	88mm x 68.3mm	93mm x 78mm	83mm x 91mm
COMPRESSION RATIO:	10.3:1	10.5:1	11.3:1
FUEL SYSTEM:	Bosch Motronic ME 2.1.2 fuel injection	Bosch Motronic ME 7.3.1 fuel injection	Bosch MED 7.1.1 electronic direct injection
POWER:	192bhp @ 6300rpm	250bhp @ 6200rpm	165bhp @ 6400rpm
TORQUE:	161lb ft @ 5000rpm	221lb ft @ 2000rpm	152lb ft @ 3250rpm
TRANSMISSION:	Four-speed automatic, FWD	Six-speed sequential manual, FWD	Five-speed sequential manual, FWD
BRAKES:	284mm ventilated discs (front); 276mm discs (rear)	305mm ventilated discs (front); 276mm discs (rear)	281mm ventilated discs (front); 276mm discs (rear)
SUSPENSION:	Independent with double wishbones, anti-roll bar, coil springs (front and rear)	Independent with double wishbones, anti-roll bar, coil springs (front and rear)	Independent with double wishbones, anti-roll bar, coil springs (front and rear)
TYRES:	205/60 15	225/45 17	205/55 16
DIMENSIONS:	4430mm (L), 1745mm (W), 1420mm (H)	4430mm (L), 1765mm (W), 1402mm (H)	4489mm (L), 1763mm (W), 1362mm (H)
FUEL CONSUMPTION:	23.5mpg (combined)	23.3mpg (combined)	32.5mpg (combined)
KERB WEIGHT:	1400kg	1410kg	1320kg
TOP SPEED:	141mph (claimed)	155mph (claimed)	134mph (claimed)
0-62MPH:	8.5sec (claimed)	6.3sec (claimed)	8.7sec (claimed)
PRICE:	£24,710 (in 2003)	£29,497 (in 2005)	£24,492 (in 2005)



fluid. All these transform the way the GTA drives, very much for the better: it turns in more sharply, is less floaty over bumps and is far better at putting its power down. The only thing I'd criticise is that this car's 18-inch wheels give it a pretty harsh ride compared to the standard GTA's 17-inchers, and the tyres fitted squeal in a very anti-social way when you corner hard.

But hey, we're really here for the Selespeed gearbox – which is a different set-up to the five-speeder of most Selespeed Alfas. It uses the regular GTA's six-speed manual box, and the Selespeed system works much more quickly and more smoothly than on the five-speeder, with the steering wheel-mounted paddles functioning in a far more satisfying way than the early 156's button-only system.

In fact, I find myself using the paddles all the time. The changes as you flick up ratios with your right finger are very quick indeed – in fact, not a million miles off the change speed of contemporary Ferraris with the F1 gearbox.

Press the City button and the gearbox changes cogs for you automatically – that is, in fact, the only thing that the City button does. It works OK if you just want to smoke around town, but it can be really frustrating: it changes gear when you don't expect it, or appreciate it. For instance, it only changes down to first as the car approaches a full stop, so you can easily find yourself in second gear when you'd ideally be in first, but I guess the sheer torque of the V6 does pull you

through. If you switch to manual and select first yourself while you're still moving, meanwhile, there's a noticeable jerk in the drivetrain.

With some familiarity of Selespeed's quirks, the system actually works brilliantly well in the 156 GTA. It's just a shame that so few people will ever find out – this oddball Alfa is a true hen's teeth special.

GT 2.0 JTS SELESPEED

Here's another real rarity. GT buyers in the UK always preferred a manual gearbox, and just 108 UK-market right-hand drive examples of the GT 2.0 JTS Selespeed were ever made (between 2004 and 2006), of which a mere 77 now remain. This was a much more popular gearbox in continental Europe – by the launch of the GT, we Brits were very wary of Selespeed.

Keith Noon bought his 2006 example after he tore a ligament in his leg and needed a two-pedal car. "It took me a month to learn Selespeed's foibles," he says, "but now I love it."

In regular 'City' mode, the car feels jerky when setting off from rest. It'll change gear at 6500rpm from first to second, then at 6000rpm in the higher gears. Ironically, City mode is far from perfect in urban traffic as it wants to change gear far too often. It only starts to feel relaxed when you're out on the open road.

The Selespeed system in the GT differs slightly from that in the 156 and 147 – which never had a Sport button (they would effectively enter Sport mode



ABOVE: Selespeeds got off to a bad start in the UK but the issues seem have been sorted on the Alfa GT

automatically when you hoofed the throttle above 5000rpm). Instead, the GT has a pressable Sport button, making the shifts higher up the rev band and the changes are notably faster. Sport mode also seems less prone to changing gears unnecessarily at lower speeds, so it lives up to its name and gives the car a much sportier character.

The GT also has steering wheel-mounted paddles, in contrast to pre-2002 156 Selespeeds, which just had up- and downchange buttons on the steering wheel. These paddles do work well, being smooth and fast-acting. However, you'd really like to hear it blip the throttle on downchanges (it doesn't) and you need to beware that it doesn't change up automatically when you hit the rev limiter at around 7500rpm.



VERDICT

If you love rare Alfas, here we have three of the very rarest. However, my experience driving them has done little to change my opinion of two-pedal cars.

The Q-System in the 156 is very smooth but a mere four ratios is simply too few to make it any fun, and the H-pattern 'manual' mode really never feels like anything but a gimmick.

The Selespeed in the GT 2.0 JTS works best in Sport mode but is terrible in City mode. It can be surprisingly jerky, too, and takes some getting used to.

If there's a transmission which does suit a car here, it's the six-speed Selespeed in the GTA. For me, manual is still preferable, but if I'm ever invalided into a two-pedal Alfa, I'll make sure it's the most satisfying: a 156 GTA Selespeed. 🇮🇹





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Lancia Thema Plus

A family car – but not just any family. This Lancia was commissioned by Gianni Agnelli as a gift to his wife, Marella Caracciolo

Story by Ruoteclassiche/Alessandro Barteletti
Photography by Roberto Carrer



Let's admit it: if it were not for the illustrious name that makes the registration documents precious, this car, one of the many coachbuilt proposals that never went into mass production, would probably have sunk into oblivion. In the period magazines, this Lancia Thema SW barely qualified space for a picture and a caption. But the fact that the first owner of the Lancia 'Thema Plus' station wagon prototype by Zagato, was Gianni Agnelli, the president of Fiat, caught our attention and allowed us to put together the bits and pieces of a story that does not deserve to be forgotten.

Before we plunge back into 1985, the year in which the car debuted at the Geneva Motor Show, we reveal immediately that the 'Thema Plus' is not a one-off. Two specimens were actually made, the former driven around the streets of Milan, the latter appeared on the those of St. Moritz.

Andrea Zagato, born in 1960, the grandson of Ugo and son of Elio, today's president of the family company that goes under the name of Zagato,

remembers it well. He says: "That 'Milanese' car was actually my college graduation gift. It was the same car that was on display in Geneva."

Fitted with the '2.4 Turbodiesel' four-cylinder engine, it is said to be currently under restoration and owned by a collector based in Northern Italy. The other specimen, which we present on these pages, was driven around the streets of St. Moritz with Marella Caracciolo behind the steering wheel and carried the famous wicker basket for ski equipment on the roof, which was already characterised on the Fiat 130 'Giardinetta' also owned by the Agnelli family.

The featured Lancia is equipped with the 2.8-litre V6 petrol PRV (Peugeot, Renault, Volvo) engine, as found in the original Thema six-cylinder saloon versions, today it belongs to the renowned collector Corrado Lopresto.

"The 'Plus' was an exception for us," continues Andrea Zagato, "until that moment the Chivasso manufacturer had only commissioned us to build sportscars, such as the 'Sport' series coupes made on the Appia, Flaminia, Flavia and Fulvia chassis, and the





more recent Beta Spider and Hyena. The 'Plus' is, therefore, the first station wagon designed by Zagato. And it is the first time that the Thema achieved a family use function. Compared to the saloon, the mechanics and interior remained unchanged. Also the front and the side bodywork was the same. All the changes focused on the rear, made unique by using seamless glass. The additional windows on the side and the rear screen are perfectly coupled thanks to the disguised pillars.

From a technical point of view, the station wagon was a bold and stylistically appreciated proposal, although difficult to carry out. In fact, the car owned by Lopresto, with its distinctive third rear window and unusual all enveloping surface, is actually made of plastic. This was a prototype solution which, for visibility reasons (perspective distortion was indeed an issue), as well as for safety grounds, could not be put into production. Back in the 1980s, technology did not allow mass production of glass with such a complex curvature.

When Lancia showed serious interest in producing a family version of the Thema in 1985, the glass issue was probably the reason why they dropped Zagato's proposal and opted for Pininfarina, whose design was a traditional hatchback with conventional windows and pillars. Lancia decided to go with Pininfarina's less elegant but easier to realise design. The car was launched in 1986.

Gaffino Rodolfo Rossi, responsible for the Technical Office at Mirafiori in those years, and director of Turin's Automobile Museum today, agrees with Lancia's decision: "Zagato's design was ahead of its time but Pininfarina had the merit of industrialisation. When you show your product to a manufacturer, it's

*BOTTOM LEFT: Fiat
President Gianni Agnelli
BOTTOM RIGHT: Rare
picture of both Thema
Zagato SWs together*





important that you can answer questions such as 'how much?', what's the equipment needed?, how many and what specific parts are needed?' "

Andrea Zagato concludes: "The idea of series production, with those numbers, was definitely more suited to the industrial capability of Pininfarina".

Zagato, however, should be credited with the potential of the idea. The 'Thema SW' by Pininfarina, on the other hand, proved to be a great car, as witnessed by the fact that around 22,000 specimens were sold between 1986 and 1994. When the Pininfarina prototype was unveiled at the Frankfurt show the press had already forgotten the version by Zagato presented only six months earlier. The car had to wait until 2013 to make its comeback. For three months it was part of the 'Le auto dell'Avvocato' (The Lawyer's Cars) exhibition organised at Turin's Automobile Museum on the tenth anniversary of Gianni Agnelli's death. Agnelli was nicknamed 'l'avvocato' by the Italians for having studied law at university, although he never practiced law in life.

It is indeed fortunate that Agnelli's name appears on the car's log book otherwise this Lancia might have been lost forever. 🇮🇹



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Vincenzo's Bonny Baby

Lancia recognised that entering into the small car market in the 1930s would contribute to the expansion of the company – enter the Augusta

Story by Simon Park
Photography by Michael Ward

Nuvolari, Brivio, Fagioli, Varzi – names we associate with rip-snorting, blood-curdling racers from the 1930s; men with *benzina* in their veins and testosterone to spare. After a hard day's racing in a supercharged, eight-pot Alfa, Bug or Maser it's hard to imagine any of them getting excited by the prospect of driving home with just 35bhp for propulsion. And yet, they were all devout Lancisti who, at one time or another, used an Augusta as everyday transport.

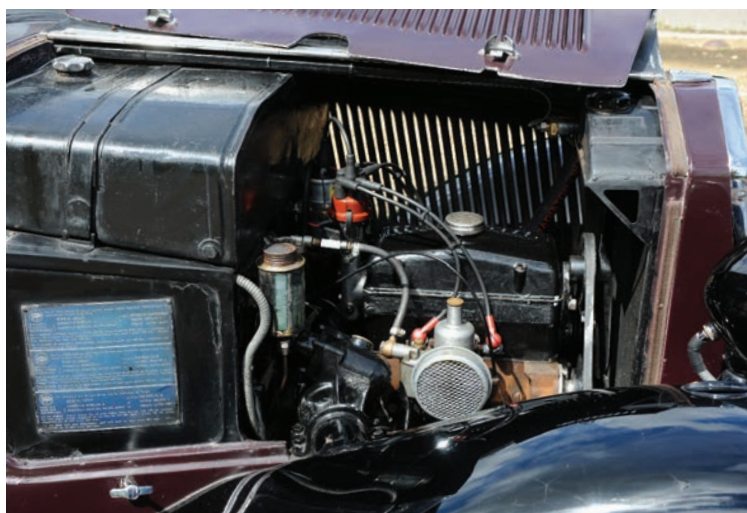
Lancias become a habit, of course – an addiction, even, although far less toxic and harmful to the health than most. And it doesn't take many minutes behind the wheel of even the humble Augusta to understand their appeal to men who had experienced and appreciated the very best of contemporary automotive engineering, and at very much higher speeds. But, as overtly unsporting as they might appear, Augustas far from disgraced themselves in competition – in 1936 they took the top four places in the 1500cc class of the Mille Miglia.

The forerunner of the Ardea, Appia and Fulvia, the Augusta was Vincenzo Lancia's first foray into the hurly-burly of middle-class, mid-market motoring. But he was determined that the company's reputation for quality engineering should not be compromised, and

neither was it. Between 1933 and 1937, around 17,000 Augustas were built, nominally in three series, comprising about 14,000 four-door sedans and two-door cabriolets plus 3000 separate bare chassis – independent coachbuilders for the use of. A contemporary of the V8 DiLambda and Astura, and the 1.9-litre V4 Ardena models, the 'little' 1200cc Augusta ceded nothing to its big sisters in terms of build quality or engineering finesse.

In 1922, the legendary Lambda had pioneered the use of unitary monocoque construction, as well as Lancia's patent sliding pillar independent front suspension and an ultra-compact, SOHC V4 engine. All these features re-appeared in the Augusta, along with semi-elliptic leaf-springing at the rear and Lockheed hydraulic brakes. Engineer Battista Falchetto (father of the sliding pillar IFS) was tasked with designing the new baby – which Lancia insisted must have four doors – and came up with a structure that was both light and strong, despite the lack of 'B-post' door pillars. This was due in part to it being the first European car to be built using electric welding techniques, which contributed to its exceptional structural rigidity. The Augusta was well received by press and public alike; but with prices nearly double those of Fiat's rival Balilla it struggled to compete, and production ceased a





couple of years before the introduction of its true successor, the Ardea.

The 1936 sedan you see here belongs to Dale Hicks, a retired mechanical engineer with a firmly embedded Lancia habit, as he explains. "When I was at Kingston Tech, in the '60s, I read an article in either *Autosport* or *Motorsport* about a thing called the Lancia Aprilia and I thought, 'I've got to have one of those'. Well, I had a couple while I was at college and always loved Lancias, but didn't have another for donkey's years, until our kids were growing up, when I had a Beta as an everyday car."

Despite encountering the usual early Beta problems, Dale's enthusiasm for the marque didn't wane. "Long ago, I decided I ought to have an old car, and I actually bought an Augusta which was, theoretically, a 'nearly-finished restoration'. I was a bit green then – it wasn't 'nearly finished' at all, just 'badly started'!" That car then languished in a barn for nearly 30 years, with little being done to it (how often have we heard that before?); and it was only when he retired that Dale



made another serious assault on Augusta ownership, buying his present car in Italy in 2011 (like all pre-war Lancias, Augustas were exclusively right-hand drive).

One of the final series of 'standard' sedans (a Lusso version with improved trim and accessories was also offered) it was very original, with all the right matching numbers, and a preliminary MOT revealed just a few relatively minor issues in need of immediate attention. But it was a classic example of an unrestored car where, as Dale observed, "every job has been bodged, because it's not restored – it's just had something done to it to keep it going!" So far, so typical; and that still holds true, although Dale has clearly considered the car's future well-being in a far more sympathetic and thorough manner. It's one of only about 50 still thought to be running worldwide.

The pillar-less construction makes entry and egress very easy, and the engineering of the door closures is exquisitely and unmistakably Lancia, ensuring a reassuringly expensive clunk. Mind you, Dale has had to work on this..."When I went for the test-drive in Italy all





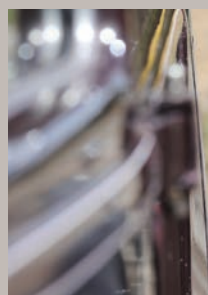
ABOVE: The Augusta was in unrestored but essentially roadworthy condition when imported from Italy in 2011



TECHNICAL SPECIFICATIONS

LANCIA AUGUSTA

ENGINE:	18° SOHC V4
CAPACITY:	1196cc
BORE X STROKE:	69.85mm x 78mm
COMPRESSION RATIO:	5.45:1
FUEL SYSTEM:	SU (see text)
POWER:	35bhp @ 4000rpm
TRANSMISSION:	4-speed manual, rear-wheel drive
WHEELS & TYRES:	Bibendum steel disc, Michelin X 165/400
BRAKES:	Lockheed hydraulically-activated drums (f&r)
SUSPENSION:	independent, sliding pillars (f)live axle, semi-elliptic leaf springs (r)
KERB WEIGHT:	818kg
TOP SPEED:	70mph approx





the doors flew open whenever we went round a corner.” With no seat belts, that can be alarming; but we had no such concerns whilst putting the car through its elegant paces in Surrey.

It’s a no-frills interior, but everything you need is there, and to hand. The cloth upholstery isn’t original, but is perfectly in keeping with the period and very comfy. The dash contains a clock, an oil-pressure gauge and a 120km/h speedometer; but the other large, rev counter-sized dial (which reads from one to nine) actually reports on the contents of the fuel tank rather than the speed of the engine, which is something of a relief... Dale has added extra gauges for amps and water temperature on an ancillary panel below the fascia, above which is a round sticker containing this heartwarmingly quirky warning: “Beware – avoid excess of the following speeds: on 1st – 22mph, on 2nd – 35mph, on 3rd – 47mph”. You can help yourself ‘on’ fourth, apparently, and Dale reckons top speed is a robust 70mph, or thereabouts, having done a GPS check with his Satnav.

The dash-mounted button starter is a Hicks mod – the original was down on the engine bulkhead adjacent to the pedals, and a bit of a faff – and the little V4 fires instantly, settling on a nicely even tickover. Dale has replaced the original Zenith carburettor with an SU, which he feels sure is a great improvement, and on the go it’s uncannily smooth and free-revving – or, as London Lancia distributors Kevill-Davies & March Ltd put it in their adverts for the model, “...as silent as a good butler, as smooth-running as a well-ordered household!” (overheard in Waitrose, surely?). And K-D&M (the ‘March’ was Lord Freddie, master of Goodwood and a renowned Lancia enthusiast) were impressed enough to offer an after-market supercharger conversion, a number of which are,

apparently, still running.

But even unblown it feels lively, with a fruity, eager voice that does no discredit to the Lancia name – the low kerb weight works in its favour here too, of course. Gear changing is no hardship, either, although down-shifts really need a double de-clutch. There’s quite a whine from the transmission in the bottom two gears, but the V4’s flexibility allows you to do most things in the top pair. All Augustas came equipped with a free-wheel facility, too, but it’s currently disabled on Dale’s car.

The most impressive aspect of the Augusta by far, though, is the performance of the chassis – or rather, of the integrated monocoque. The ride is extraordinary, and would put most 1960s cars to shame. It really drives like a ‘modern’, with steering that’s light and positive; and although there is some detectable body roll it never upsets the car’s poise. Clearly, such perpendicular architecture was not designed with racy cornering in mind, but the Augusta tracks a steady course, veering towards gentle understeer if you get too pushy. And the Lockheed hydraulic brakes feel reassuringly powerful, despite a sharp left-hand pull in this car – which Dale has on his ‘to do’ list.

I shouldn’t have been ‘pleasantly surprised’ by the Augusta. All Lancias are ‘pleasant’, at the very least, so it should come as no surprise. But while the Augusta’s staid looks may not promise much, this self-effacing, undemonstrative little car, which goes about its business with such dignified modesty, very quickly displays its true colours, which are vivid enough to win over the hardest and most cynical of hearts. In fact, it’s just like a Lancia, only smaller. Old Tazio and his mates certainly knew a good thing when they drove one.

My thanks to Lancia historian Nigel Trow for sharing his invaluable Augusta knowledge. 🇮🇹



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The Future Began Here

The first in a series of stories featuring the glorious MV Agusta 'Fire Engines'

Story by Alan Cathcart
Photography by Kyoichi Nakamura



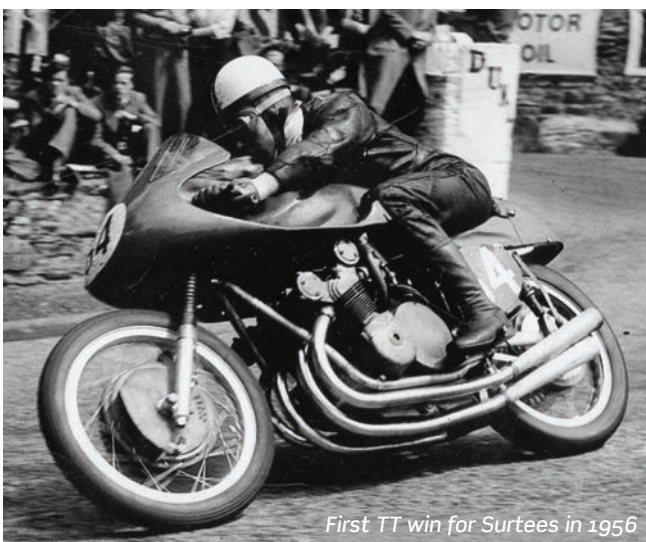
MV Agusta is Italy's most historic two-wheeled marque. It is currently poised to return to World Championship success, for the first time in more than four decades, with its three-cylinder 675cc F3. MV riders Jules Cluzel and Lorenzo Zanetti finished in the top three of both the 2014 and 2015 World Supersport series recalling MV's stellar reputation for serial Grand Prix success founded 60 years ago.

As with Ferrari, MV Agusta's Grand Prix dominance was born from the will to win by a single remarkable man. And according to some who actually rode for him,

Count Domenico Agusta was a bombastic, ruthless, capricious and despotic person. But nice guys finish second and the Count's determination to win, plus the unfailing support he gave those who created and rode his red-and-silver 'fire engines' to so much success, underwritten by the profits of Europe's largest helicopter manufacturer, resulted in a string of victories. These included 75 World Championships, 270 Grand Prix victories, and no less than 3027 race wins in the 28-year period from 1948, to the day the music died in October 1996, when the glorious-sounding bikes raced for the very last time.



Surtees on the 1956 MV Agusta 500-4



First TT win for Surtees in 1956



Surtees on the rostrum after winning the 1959 German Grand Prix at Hockenheim

Twenty-six of those world titles and 211 Grand Prix wins came between 1950 and 1967, when the 500cc MV Agusta Quattro won a remarkable 177 international races all over the world, from Finland to South Africa, Daytona to the Isle of Man. Count Agusta's dream of winning the 500cc World Championship finally reached fruition in 1956, and although his fierce Gilera rivals regained the title the following year, they promptly retired from racing because of the slump in their road bike sales occasioned by the arrival of the Fiat 500. MV Agusta, conversely, had no such concerns for it was the profits from the Count's flourishing helicopter business which paid for going racing. Thus while it wasn't his fault that their opposition evaporated, it opened the door for a decade of uninterrupted supremacy for Count Agusta's bikes and it'd be 17 years before any bike other than an MV won two-

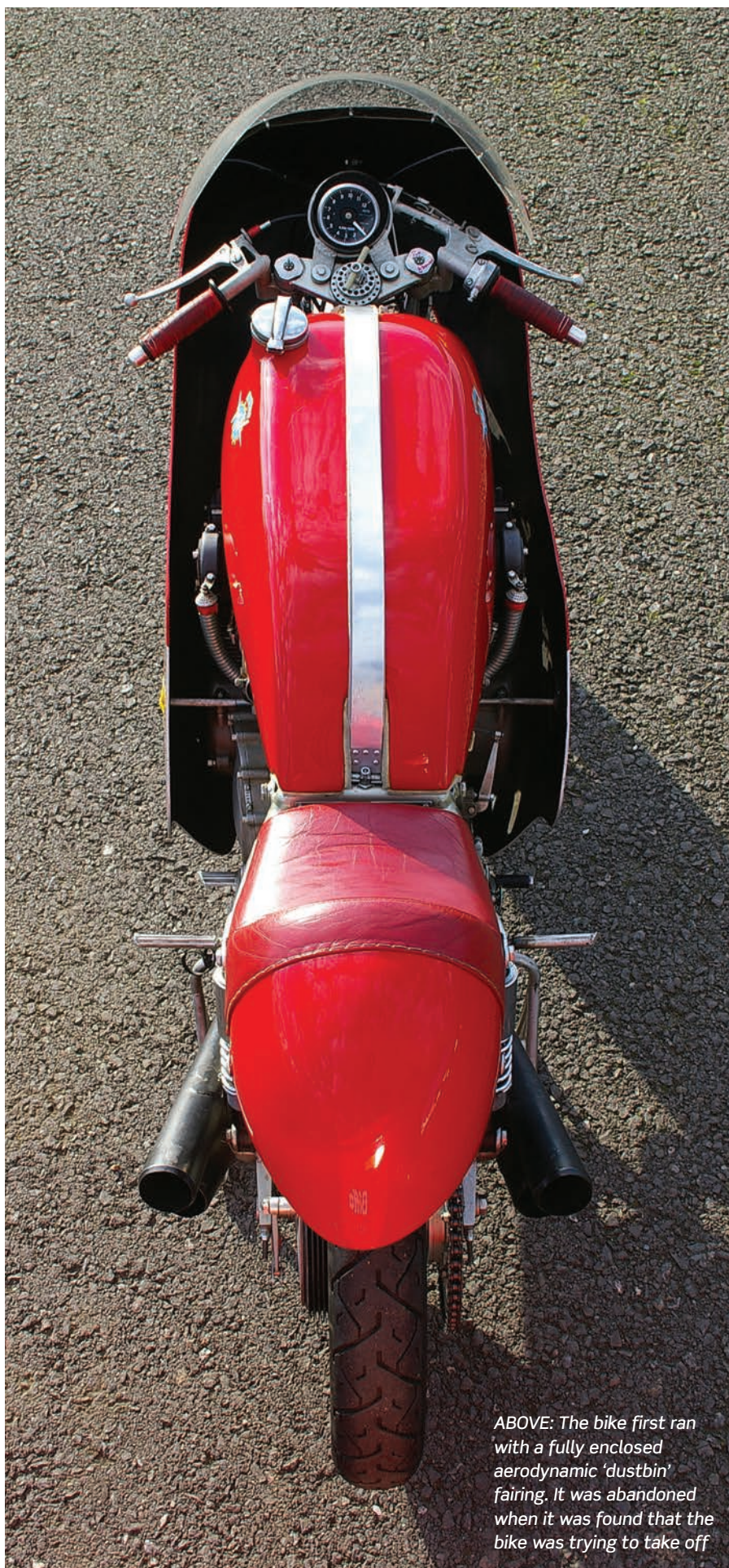
wheeled motor sport's most prestigious world title. John Surtees was responsible for three of these, in 1958-60, before switching to car racing where he was later crowned Formula One world champion, driving for the MV Agusta of four wheels, Ferrari – another team run by a ruthless autocrat!

MV 500-4 CHASSIS 1104

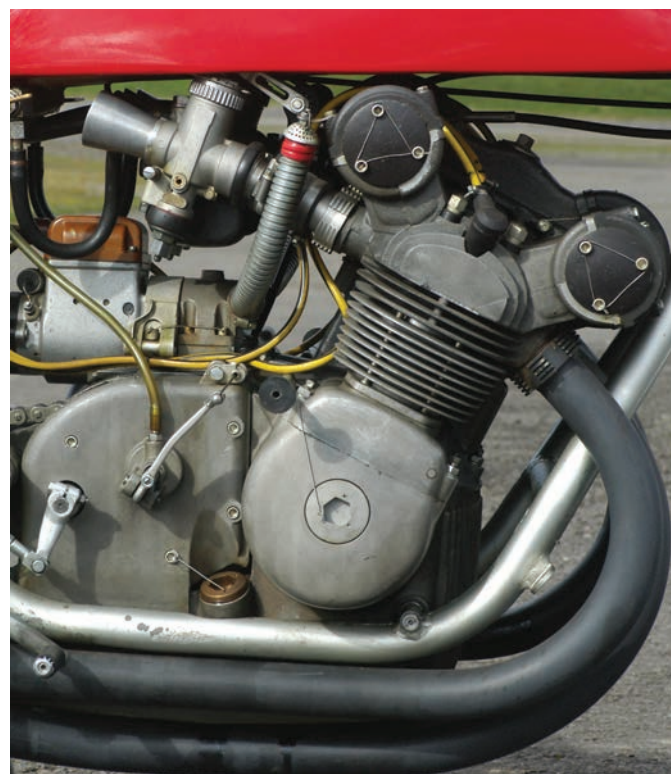
The featured MV is Surtees' actual 1957 bike bearing chassis No. 1104 and engine No. 4. It's one of only two 500s known to have survived from that year, with the other in Gruppo Agusta's own museum. It certainly saw service for more than just a single season, which is why it was fitted with this 'normal' bodywork in its later title-winning years, rather than the original 'dustbin' fairing.

Count Agusta was much too intelligent to





ABOVE: The bike first ran with a fully enclosed aerodynamic 'dustbin' fairing. It was abandoned when it was found that the bike was trying to take off



countenance building new bikes each season, especially when they weren't needed to defeat the horde of British singles, which were MV's only real competition from 1958 onwards until Honda's arrival in the 500cc class in 1966.

TRACK TEST

Collector Peter Jones purchased the featured 1957 MV Quattro from John Surtees back in 1994. The trusting owner agreed for the MV to be tested for 20 laps at Mallory Park one sunny afternoon in 2007.

There's no confusing the MV with anything else, as you settle into that spacious and well-padded seat, which would have taken at least some of the sting out of the bumps so commonplace on race circuits back then. Firing up the four-cylinder air-cooled engine, even from cold, is an effortless task, making it easy to understand why Surtees & Co. were always first away at the drop of the flag in that push-start era. Flood the bank of four Dell'Orto carbs, select second gear, pull back over four compressions, then take just two steps before simply dropping the clutch and grabbing it again as soon as the engine fires. No need to lean on the tank to stop the back wheel locking with your body weight, and no need to pump the throttle, either, as those four slim, tapered megaphones produce such a sudden glorious wall of sound. You're aware of the MV's exhaust note all the time you're riding it, so musical and insistent, rumbling away sotto voce through those four glorious open meggas exiting behind you. Like its Gilera rival with similar longstroke engine dimensions, this could only be an Italian bike from the land of Verdi and Puccini, with a deep, mellifluous, basso profundo sound compared to a '60s Benelli's tenor pitch, or Honda's soprano shriek.

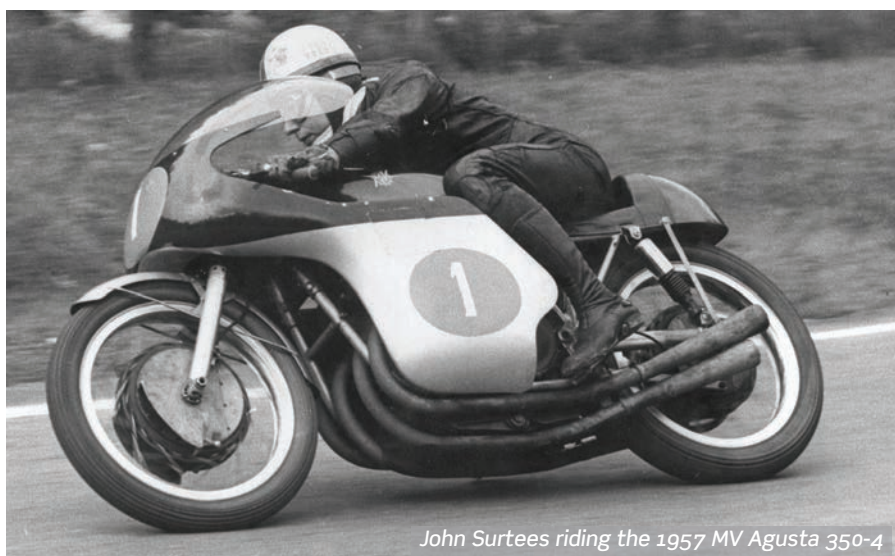
The MV's eight-valve engine is paradoxically revvy yet muscular, both at the same time – a bit like a 400-metre runner compared to a lean, lightweight 10,000-metre specialist, such as a Norton or Matchless single



would be. Indeed, with a rev limit of 11,000 rpm back then, the MV feels smooth and torquey, with relatively little vibration, but a distinctive whine from the gear camshaft drive. The urge the engine provides is very usable – it motors out of the Mallory hairpin from 4500rpm without slipping the clutch, though it's from 6000rpm upwards that it really starts to drive hard. The six-speed gearbox makes the engine's work easier, though. It has a faultless shift action with very precise selection, although fifth and sixth are close together – ideal for Monza and other high-speed circuits of the era but not so necessary at short, tight Mallory Park. The revs take time to build as you twist the wrist, rather than each blip of the throttle sending the 12,000rpm Smiths rev counter's needle soaring off the dial. This translates to a solid, durable feel to the MV motor, with a clean, linear spread of power, a good throttle response, and a flat torque curve making for a fast but relaxed ride. A three-hour Isle of Man TT race at ton-up race speeds? No problem!

The riding position is roomy thanks to the long 1500mm wheelbase, but isn't too stretched out in spite of the quite flat-set handlebars providing the leverage needed to wrestle the bike into submission where necessary. But the MV does feel wide, with a tall centre of gravity, too, caused by the wide engine sitting high in the duplex frame to maximise ground clearance, even on the skinny tyres of the era. On a set of modern 19-inch Avons grip wasn't an issue, but ground clearance certainly was, and you must take care not to crank the MV too far over so that either the relatively low and very wide footrests, the lower megaphone exhaust on each side, and/or the metal fairing, touch down and lift the rear tyre off the ground.

The MV Agusta is a fundamental understeerer, resolutely pushing the front wheel round a fast sweeper like Gerards, where the bumps one-third of the way round also unsettled the bike. There, the minimal travel from the wide-spread rear Girings



John Surtees riding the 1957 MV Agusta 350-4



Surtees with Count Agusta after winning the 1956 Belgian 500cc Grand Prix at Spa

delivered poor suspension compliance over the road rash, and made the MV pitch back and forth while skipping about a little each lap. Those shocks are set far apart to allow the outboard rear drum brake to be offset for extra cooling, and that's welcome in delaying the inevitable onset of brake fade. The double-sided front drum brake worked OK to begin with, but it too began to fade with three hard stops in such a short lap, which the big air scoops only partially redressed between each hard pull on the lever.


It was because of these handling issues on the fast but fickle-steering four that John Surtees invented the modern style of race riding. The next time you see someone hanging off a bike, remember that he developed that technique on this MV, albeit without going as far as to drag his knee on the ground.

"Coming from the Norton single, which practically cornered all on its own, the MV was much wider and heavier, and had a higher centre of gravity, which dictated a more forceful style of riding," John explained. "You needed to hang your weight in towards the apex of the corner, not only to help keep such a wide bike more upright for extra ground clearance, but also to compensate for its tendency to run wide on the way out, by moving the combined cee of gee of bike and rider inboard. The 1957 MV with the built-up frame was a real beast to ride, (though) next year, MV got a new

frame organised that was streets better."

I found that hanging slightly but noticeably off the MV in Gerards – weighting up the outer footrest while countersteering more forcefully on those handlebar grips wrapped with red tape in such trademark '50s Latin style – did indeed allow one gear higher for the bend without having to back off the throttle to pull the MV back on line, though it required quite some physical effort to keep performing this wrestling act every lap. I couldn't persuade myself to emulate the Maestro's other tip, though.

"I used to drift the rear wheel as a matter of course on faster bends," Surtees told me. "By feeding the power in with the bike leaned over, you could get through faster by tightening the bike's cornering radius as the rear wheel drifted – we called it oversteer later on, when I went to cars. In fact, I used to turn the power on quite early in a bend like Sulby Bridge on the TT Course, because if the rear wheel stepped out, then the bridge parapet would stop it going too far. The kerbs on those public road courses could be very handy in the wet – I'd use all the road, get the power on early, and just clip the kerb if I had to when the rear wheel stepped out. Quite a useful added safety factor, really."

John Surtees clearly invented today's art of rear wheel steering, exactly 60 years ago, and with this very bike.... 



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While Californian events such as Concorso Italiano celebrate the most exclusive automobiles, Best of France & Italy offers a much broader range of cars – from vintage Fiat 500s to new Lamborghinis

Words and photography by Stephan Szantai





As Auto Italia's last visit to Best of France & Italy dates back to 2013, a trip to the Californian staple seemed overdue. Weather can be unusually damp in November on the West Coast; but thankfully, blue sky greeted participants for the 2015 edition. Not that California needs more sun and less rain... The Golden State has been facing one of the most severe droughts on record. The last four years have been quite alarming, with the Sierra Nevada snowpack's (crucial to the local drinking water) measuring just 5% of normal.

These weather conditions, which forced California's governor to declare a drought State of Emergency a year ago, have played tricks on the venue hosting Best of France & Italy. While typically verdant and surrounded by beautiful trees, Woodley Park in Van Nuys (a quaint city 20 miles Northwest of Los Angeles) has been dry, very dry. Only a few patches of grass sprinkle the grounds due to water restriction, the rest being turned to dirt. Needless to say, plumes of dust followed many vehicles cruising the terrain.

This situation certainly didn't seem to overly affect partakers, who showed up en masse. As the Best of France & Italy name infers, the one-day meet caters to the owners of both Italian and French cars,

though attendance in the latter group seemed lighter compared to previous years with less than 100 entries. Some of them attracted the crowd all day long, such as the mid-engined Renault 5 Turbos and Peugeot 205 T16s, which competed in the 1980s (during the Group B rally heydays) against the Lancia 037s and Lancia Delta S4s.

Other appealing French vehicles included a couple of Bugattis, one of them driven by comedian Jay Leno, in addition to a variety of Citroën SM coupés (1970-75), motivated by a 2.7-litre or 3.0-litre Maserati engines. By far the most outrageous model on hand was Jerry Hathaway's Land Speed record holder, a red example fitted with twin turbos that allowed a top speed of 207mph over Bonneville's Salt Flats. Jerry, who runs a shop called SM World near Los Angeles, towed his racer with his custom SM pick-up truck.

Italian automobiles undoubtedly overshadowed their French neighbours, as about 300 rolled in during the whole day. Of course, the tally does not compare to Monterey's renowned Concorso Italiano, which gathers over 800 cars. Then again, both meets do not compare, as Best of France & Italy remains a more casual affair where anybody and everybody with an Italian ride can come in. Admittance is affordable, too, as visitors enter





for free and car owners pay \$25 to join the festivities (\$20 if you preregister).

As a result, the show welcomed a vast array of popular vehicles, mostly Fiats, of course. Topolinos, 500s, 600s (including an unrestored '62 Jolly). They were all there, accompanied by sportier offerings of all vintages, such as two-door 131s and a whole bunch of X1/9s – a trio of 1950s Abarths were appropriately parked nearby. Facing the Fiat gang, an even larger area gathered Alfa Romeos. The crowd found some gems here, too, in the vein of a 1958 Giulietta Spider Veloce, a preserved race car with track history that competed extensively on the East Coast of the USA.

Speaking of unusual vehicles, we should point out a rare 1967 OSI 20M, a real sleeper as the original Ford 20M motor has been replaced with a Chevy V8 topped with four Weber carburetors. Another car parked nearby had people scratching their heads, it was a 1956 Fiat Millecento 4-door sedan running with a Honda 1300cc motorcycle V4 engine, delivering a whopping 122BHP. Only in America!

After looking at the small group of Lancias, including a few Fulvia coupes, we wandered to the corner of the park dedicated to the most exclusive automobiles, dominated by Ferraris and Lamborghinis. It was quite a treat seeing three Espadas lined up, as Lamborghini only manufactured 1200 of them. De Tomaso Panteras showed en masse as well. Not surprisingly, really because these animals stole the heart of Americans, due to their Italian styling (though its designer Tom Tjaarda was American) and Ford 302 or 351ci V8 power.

This same area welcomed some of the rarest cars, such as French Facel Vegas (several equipped with powerful Chrysler V8 motors) and three 'Special Guests' with incredible styling: Tatrás from the old Czechoslovakia. Yes, Best of France & Italy had plenty to offer – even Italian motorcycles and scooters. Let's congratulate the promoters, supported by the famous Autobooks-Aerobooks bookstore from nearby Burbank, for a job well done. The date of the next get together has already been set: 6 November 2016. Don't miss it if you're in town!

ABOVE: A black Ferrari 250 Lusso, perhaps something of an acquired taste
BELOW: Diminutive, and nicely presented, Abarth 750 Zagato 'double bubble'



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Ferrari



BUYERS' GUIDE

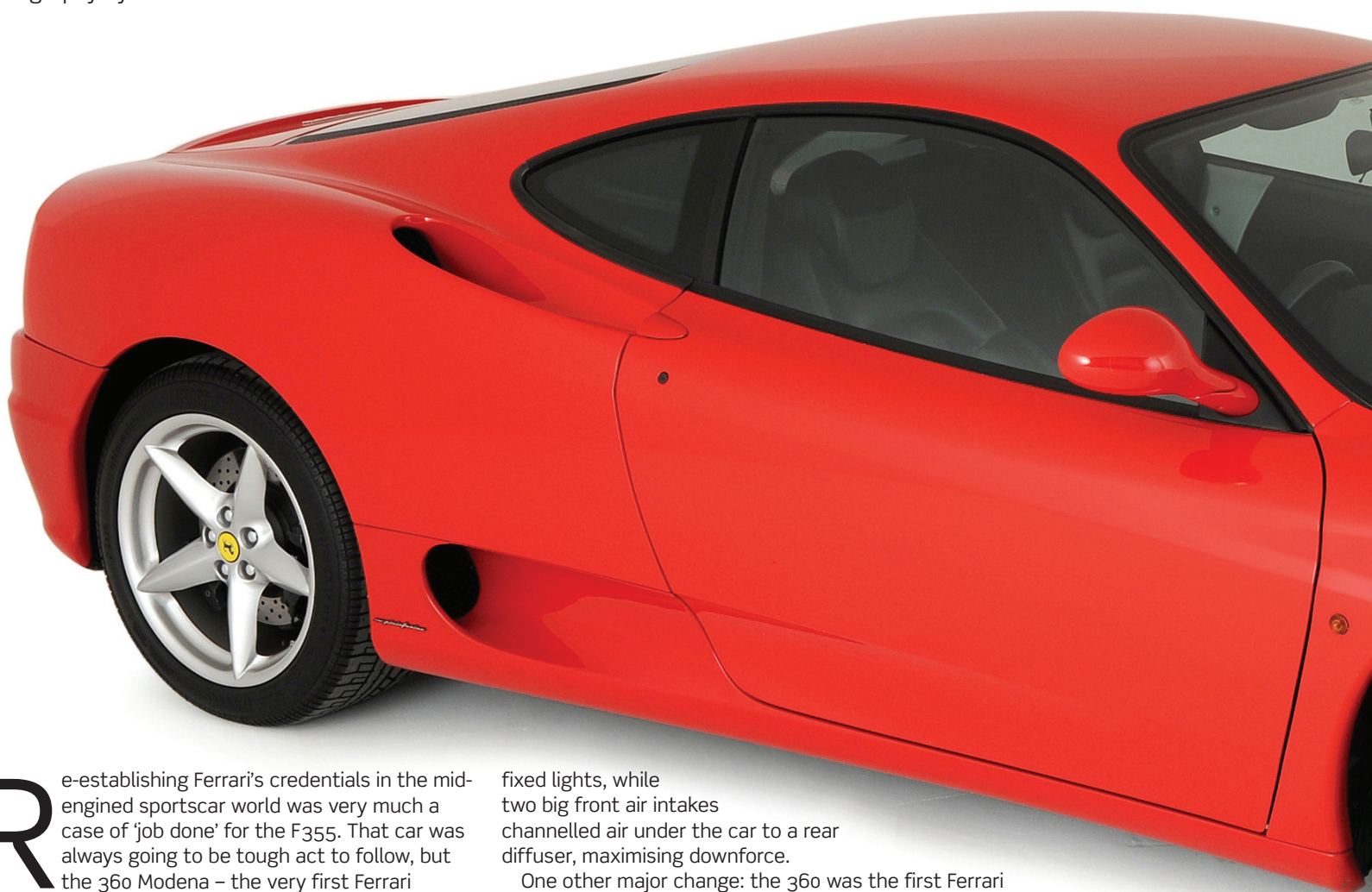
WHAT YOU NEED TO KNOW ABOUT OWNING AN APPRECIATING CLASSIC

Ferrari 360 Modena

Fantastic to drive and more robustly built than many Ferraris, the 360 is one of the mid-engined greats.

Report by Chris Rees

Photography by Michael Ward



Re-establishing Ferrari's credentials in the mid-engined sportscar world was very much a case of 'job done' for the F355. That car was always going to be tough act to follow, but the 360 Modena – the very first Ferrari designed entirely under Luca di Montezemolo's eye as part of his mission to restore the marque's pre-eminence – certainly succeeded.

The 360 Modena was launched in 1999, looking very different to its predecessor, the F355. It was much larger for a start: fully nine inches longer and one inch wider. And while not everyone liked the 360's distinctive styling at the time, the passage of time has mellowed it, and it has joined the ranks of appreciated – and appreciating – Ferraris. Gone were the F355's pop-up headlamps, swapped for regulation-respecting

fixed lights, while two big front air intakes channelled air under the car to a rear diffuser, maximising downforce.

One other major change: the 360 was the first Ferrari road car whose chassis, body, engine and suspension were all made of aluminium. That reduced weight by 28 per cent over the old F355 (down to 1290kg), yet it had 64 per cent more torsional rigidity. Unequal-length wishbones, coil springs, shock absorbers and anti-roll bars were used front and rear.

Ferrari's familiar V8 was expanded from 3.5 to 3.6 litres. A universally admired powerplant, it boasted 400bhp in standard tune, developed at 8500rpm, with peak torque of 275lb ft at 4750rpm. The all-aluminium engine featured Nikasil liners, titanium con-rods, five

valves per cylinder, twin overhead cams, Bosch electronic injection and fly-by-wire throttle.

You could choose between two transmissions, each of which was basically the same six-speed unit. The conventional manual gearbox had an open H-gate shifter, while the F1 transmission used steering wheel paddle-shifts to change gear, or could run in automated mode. Official figures of 0-62mph in 4.5 seconds, 184mph and fuel economy of 15.7mpg put it firmly in supercar territory.

A full convertible 360 Spider model arrived in 2000, whose soft top stowed neatly away under a hard cover at the press of a button (an operation that took 20 seconds). To maintain torsional rigidity, Ferrari strengthened the 360's sills, front floorpan, windscreen frame and rear bulkhead, although it still wasn't quite as rigid as the 360 Modena. Performance was also slightly dented: 0.1 second slower to 62mph and 6mph lower top speed, partly due to there being less downforce and more drag (Cd 0.36 compared to the coupe's 0.33).

Then in 2003 came the peach of the 360 range, the Challenge Stradale – a road-legal car for occasional track use. Some 110kg lighter, it featured titanium springs, ceramic brakes, carbon seats and some carbon bodywork. Significantly, power was also raised to 425bhp. Only offered with the F1 gearbox, 0-62mph now came up in 4.1 seconds and the top speed was 186mph. With 15mm lower



suspension, it also boasted 50 per cent more downforce than a standard Modena.

Production ended in 2005, when the new F430 arrived. By then, some 8800 Modenas and 7565 Spiders had been made. Build quality was always solid compared to some modern Ferraris, so high mileages can happily be reached – as long as you buy on condition and look after it diligently.

ON THE ROAD

Climb aboard the two-seat cabin and the first thing you notice is how much easier it is to access than many mid-engined cars, and how roomy it is. Visibility is even quite decent.

Turn the key and the V8 makes a fabulous crackling sound. With 400bhp to deploy, it makes light work of straights, the under-body aerodynamics always keeping the 360 very stable at high speeds.

Many drivers prefer the six-speed manual gearbox with its hyper-mechanical, fast gearchanges. The F1 gearchange was still in its early stages in 1999 and doesn't have the smoothest action at low speeds or when you're reversing.

In handling terms, the sense of balance in the 360 is immediate. Low-profile tyres provide plenty of grip in the dry, and although the ride is very firm, it's not as uncomfortable as some sports cars we could mention. The power steering provides just the right amount of assistance to retain plenty of feel.

Continuous Damper Control (CDC) constantly adjusts the damper settings, in conjunction with ASR traction control. You can choose between normal and Sport modes, the latter delaying the traction control's intervention and firming up the dampers, so you have less body roll.

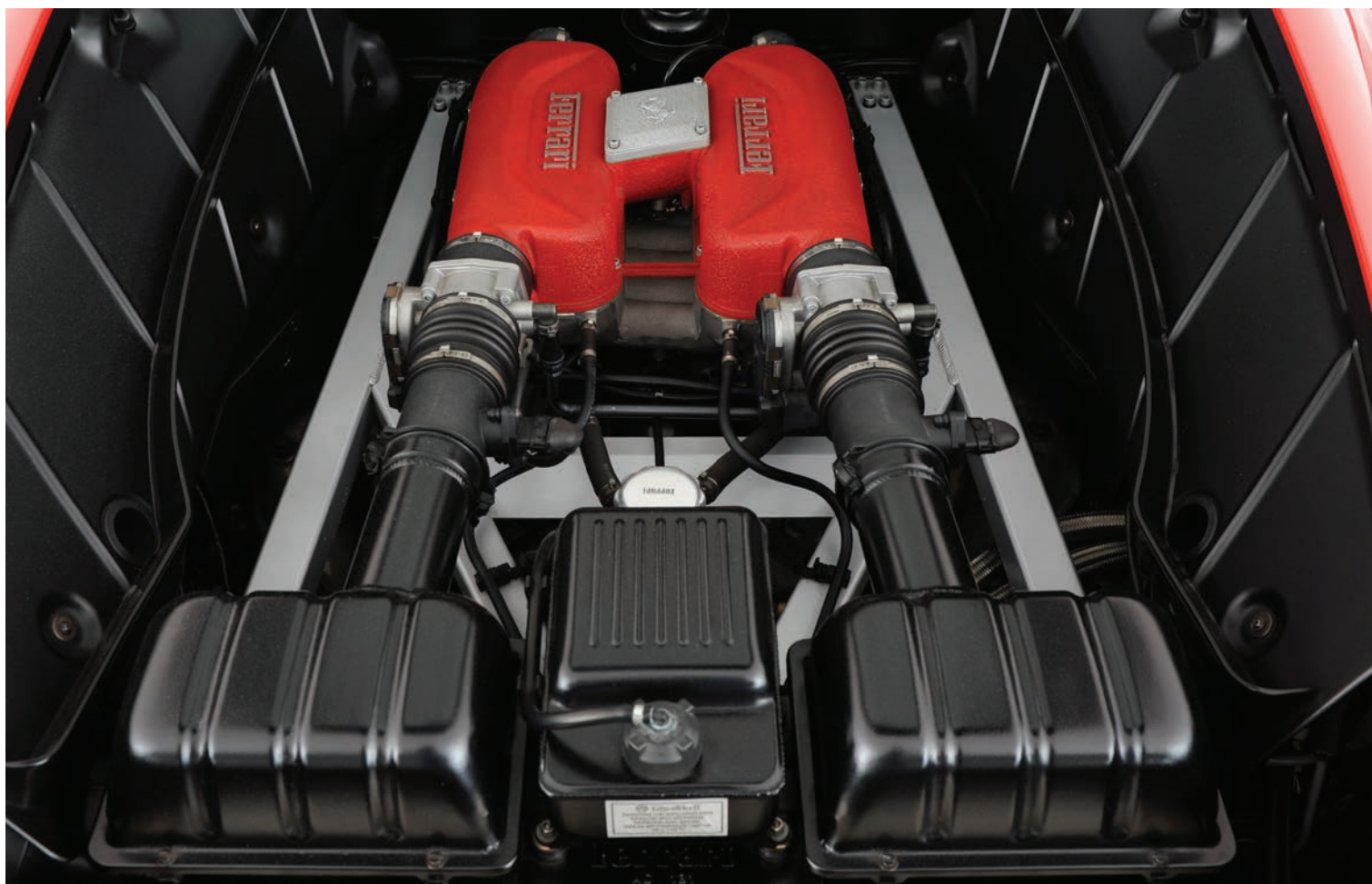
The 360 is easy to drive fast with confidence, but turning the traction control off lets you experience the full, lairy tail-slide action that the 360 offers.

As for the Challenge Stradale, its throttle response is light-speed fast, and the sound from the less-restrictive exhaust at high revs will give your neck hair a work-out. It all feels very mechanical, and the suspension set-up is very hard: you really do feel every single bump.

A button allows you to switch between Sport and Race settings. In 'Sport' mode, the traction control comes in deliciously late, while in 'Race' it's turned off completely, when it feels beautifully tight and superbly adjustable. There's even a launch control function.

The CS's carbon ceramic brakes can be ineffective





when cold, and may catch you unawares until they reach their effective operating window, when they're suddenly unbelievably powerful.

ENGINE / TRANSMISSION

The V8 engine is robust by Ferrari standards, provided it's been looked after. 360s undoubtedly benefit from regular use, but in practice most end up being unused for long periods.

When starting from cold, engines sometimes sound rattly, but this should disappear as soon as it warms up. If not, beware. Check for oil leaks from the cam covers and crank oil seal. Broken engine mounts do occasionally occur, but are relatively cheap to fix.

There was a cam variator recall on early cars. A cambelt change – required every 12,500 miles or three years – is reasonably priced at around £900 (thankfully the engine doesn't need to be removed).

Many 360s today have aftermarket exhausts, while the Stradale has a variable back pressure exhaust system. If an aftermarket exhaust has been fitted, make sure that it suits you, as some can be extremely loud. Some cars have had their catalytic convertor removed, which is an MOT fail, so beware.

About one third of 360s have manual transmission – a robust, reliable unit. Any notchiness when changing down gears (notably third to second) may be due to a worn linkage. The single-plate clutch can last up to 30,000 miles, and it costs around £2000 to replace the whole clutch assembly.

The remaining two-thirds of 360s have F1 automated manual, which obviates the need for a clutch pedal or

gear lever – you have steering wheel-mounted paddle shifters instead. The F1 electronics automatically adjust the throttle opening when it senses the driver changing gear, which makes it less jerky than the 355's set-up, although it's still far from perfect. Post-2003 cars have better control electronics, so this is an upgrade often made to earlier cars. Clutch wear is usually worse in F1 cars – the clutch can last 24,000 miles but may need replacement after less than 10,000 with frequent urban use. You must replace the whole assembly when you do an F1 clutch to check the tolerance of the flywheel, which is critical – budget £3000 for this.

CHASSIS / BODY

The aluminium body panels (which are riveted to the chassis) should have consistently tight gaps, so check every panel carefully. The bodywork is prone to parking dents and minor damage, and look for stone chips on the front bumper, sills and wheelarches. The standard of paintwork from the factory was excellent – and it should still be. Also check for signs of a respray, which might indicate accident damage, and look under the front bumper for signs of speed hump damage.

Corrosion can occur, particularly around the wheel arches, front indicators, front bulkhead and the windscreen area – look for bubbling paint and white 'powder'. The CS's carbonfibre items can turn 'milky' which will mean replacement at immense expense.

360s left outside in winter can suffer from moisture trapped in the door handle assembly, causing corrosion and eventually the handle to snap off. Good indoor winter storage is recommended!

ABOVE: Remarkably uncluttered for a modern Ferrari engine compartment. Cambelts can be changed without engine removal



TECHNICAL SPECIFICATIONS

FERRARI 360 MODENA

ENGINE:	V8
CAPACITY:	3586cc
POWER:	400bhp at 8500rpm (CS: 425bhp)
TORQUE:	275lb ft at 4750rpm
TRANSMISSION:	Six-speed manual or six-speed F1 automated manual
KERB WEIGHT:	1290kg (CS: 1180kg)
TOP SPEED:	184mph (CS: 186mph)
0-62MPH:	4.5sec (CS: 4.1sec)



The Spider's soft top is of very high quality but it can stretch over time, leading to 'ballooning' at high speed. A hood that's worn or ripped is very expensive to replace – as much as £10,000. The electric folding mechanism can be problematic, but this may be simply down to a faulty sensor, which is an easy fix. Check the cover panel for the folded roof – it's easily scratched.

Suspension ball joints and track rod ends are heavy wear items, typically needing attention every 10,000 miles – listen for noises to indicate wear. The cost of replacing a full set of ball joints is around £1000 fitted, and stainless steel upgrades are a common choice to extend life.

The standard wheels are 18-inch five-spoke magnesium alloys with 215/45 front and 275/40 rear tyres. These are costly to repair if damaged, but the powder coating (which comes off the rims easily) is cheap to refurbish.

The Challenge Stradale has stiffer titanium springs, firmer dampers and a bigger anti-roll bar, and sits 15mm lower on 19-inch Challenge wheels with 225/35 front and 285/35 rear tyres (Pirelli P Zero Corsas – don't use anything else). Switching to 19-inch alloys on standard cars is a common mod, although you should expect the ride quality to suffer.

The brakes should feel strong, with a firm pedal feel. Beware of cars that wander or shudder under braking. You need to use genuine OEM discs, otherwise you tend to get awful squealing. The discs are around £150 each. Pad wear can be high, and braking performance drops off markedly with wear, so new pads at least every 12,500 miles is recommended. The front pads



wear more quickly than the rears; the cost of a new set is around £230 plus fitting for each end. To replace discs and pads on all four corners is around £1500. The CS ceramic discs are indestructible but pads are very costly – a full set is around £1500 plus fitting.

INTERIOR

The cabin is better built than some Ferraris, but the door handles and trim are notoriously weak – check for looseness. A tatty interior, meanwhile, is a sure sign of a neglected car.

Leather for the seats and cabin trim is standard. Carbonfibre sports seats with better bolstering were optional. Many owners retro-fit the Challenge Stradale's super-sporty seats with their minimal padding (which also benefits taller drivers as it boosts head and leg room). The driver's seat bolsters are prone to wear, but it's easy to get these reconnected or replaced. Many owners opted for special colour-

coded trim, which looks good but makes repairs trickier and more expensive. If you see fixings for a roll cage or racing harnesses, the car has probably seen track use.

Air-conditioning, electric windows and electric mirrors were all standard, but electric seat adjustment was an option – as ever, check that everything works. Most cars have Ferrari's optional CD audio system fitted, or an aftermarket unit. Leaks in the front boot compartment are common (the panel doesn't have very good seals), so look for signs of mould in the carpet.

Check that your car has two black key fobs and one red one (which is a master key to programme the remote locking). A missing red key could mean big bills if the alarm unit has to be replaced. Check the car has its complete tool kit, too.

ABOVE: Extensive use of aluminium means that the 360 weighs 28 per cent less than the previous F355 yet it has 64 per cent more torsional rigidity



SERVICING

Regular oil changes are necessary, so check the service record carefully. Service intervals are 6000 miles, with major services every 18,000 miles. Most cars do little mileage, so it's more important to see that the car has been serviced every 12 months (the annual service cost is around £1,000). Official Ferrari service centre labour rates are very high, but there are lots of independent Ferrari specialists offering reasonable rates.

OWNER'S VIEW

When Peter Timotheou visited France with the Ferrari Owners Club in his F355 GTS, he found himself following a 360 Modena. "The longer I looked at it, the more I liked it. I could somehow see the DNA of the 246 Dino. I liked it more than the F355 and just had to have one."

His Rosso Corsa 360 Modena with Nero seats with red stitching and Bordeaux carpets has been very reliable. "It's needed nothing except annual servicing, at a cost of circa £1500 per annum. All services have been carried out by main dealer, Meridien Modena, to the manufacturer's schedule, including the cambelt service every three years.

"Owning one has surpassed my expectations because it's very comfortable, has great visibility and is easy and enjoyable to drive. I love the power under your foot when driving it, and also going into the garage with a glass of something nice, uncovering it and just looking at it!"

PRICES

No question, 360 prices are on the rise, but it's still a great value mid-engined V8 Ferrari. Certainly when you look at prices for its predecessor (the F355) and successor (the F430), the 360 seems like an outright bargain.

Demand is strongest for the very best cars, but a RHD example will cost you from around £55,000 for an F1-gearbox Modena coupe with 40K miles in perhaps one of the less popular colour combinations.

Speaking of which, most cars for sale are either red, silver or black. Rosso Corsa with Crema hide is arguably the hot favourite.

Consider the options the car comes with as well





– Daytona-style seat inserts are highly sought after, as are rare carbonfibre bucket seats. The optional fitted luggage set is desirable but won't significantly boost the car's value.

As for the Spider, the best ones with a manual gearbox, low mileage and high specification can cost you up to and beyond £90,000. The rare Challenge Stradale is the most desirable 360 of all, starting at £90,000, with Ed Callow of Foskers reckoning you can pay at least double that for the best right-hand drive examples. 🇮🇹

TYPICAL PRICES

2000 Modena, blue, auto, 71,000 miles, £45,000
 2002 Spider, silver, auto, 52,000 miles, £52,000
 2000 Modena, silver, manual, 41,000 miles, £58,000
 2000 Modena, red, manual, 36,000 miles, £68,000
 2004 Spider, blue, manual, 27,000 miles, £75,000
 2003 Spider, red, manual, 8,000 miles, £97,000
 2004 Challenge Stradale, red, 17,000 miles, £140,000

Thanks

Many thanks to Ed Callow at Ferrari specialist Foskers for his help in the preparation of this buying guide (Web: www.foskers.com) and the Hertfordshire section of the Ferrari Owners' Club



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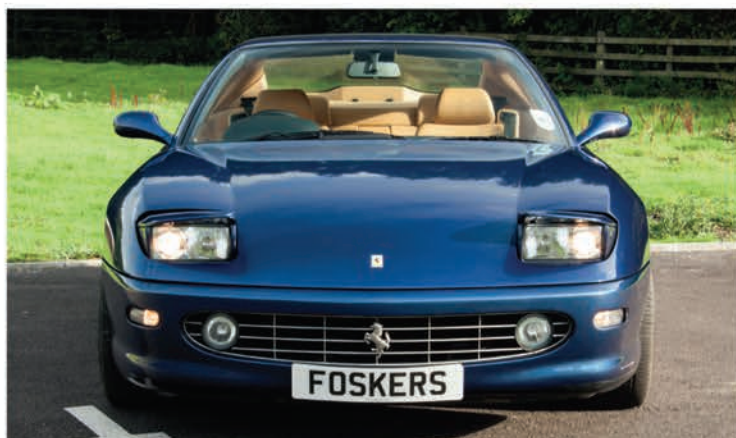
Ferrari 365 GTB/4 'Daytona' Berlinetta (1972)

Rare and original UK-supplied RHD example; presented in its stunning factory colours of Blu Dino Metallizzato with beige hide. Delivered new to Ecurie Ecosse racing driver, Tommy Dickson. Now in immaculate condition, with one of the most comprehensive history files that we have ever seen.



Ferrari 328 GTS - pre-ABS (1987)

With only 5,900 miles from new, and in the exceptionally rare factory colour of Blu Chiaro, this is simply the best 328 GTS available. The interior is trimmed in its original and pristine cream hide, and the car retains all of its correct books and tools. Just serviced by Foskers; ready to drive or show!



Ferrari 456M GTA (2000)

Presented in the popular and beautiful colour combination of Blu Tour de France with tan hide; this car has only ever been serviced by main dealers and marque specialists. A superb example with excellent service history, complete with tan hide tool case, leather wallet, handbook and two key sets.



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CLUBS

Alfa Romeo Owners' Club

www.aroc-uk.com

Alfaowner.com Club

Web based Alfa Romeo club

www.alfaowner.com

Alfa Romeo Association of California

www.alfaromeoassociation.org

Alfa Romeo Club Quadrifoglio Belgium

www.clubquadrifoglio.be

Alfa Romeo Owners' Club of Canada

www.alfabb.com

Alfa Romeo Owners' Club Australia

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www.alfaclubvic.org.au

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www.abarthownersclub.com

De Tomaso UK Drivers' Club

www.detomasodc.co.uk

Ferrari Owners' Club

Gary Dearn, Silverstone Innovation Centre,

Silverstone Circuit, NN12 8TN

gary.dearn@ferrariownersclub.co.uk

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Fiat Club of Victoria

www.fiatclub.org.au

Fiat 500 Club

www.fiat500club.org.uk

Fiat 500 Enthusiasts Club GB

www.fiat500enthusiasts.co.uk

Sporting Fiats Club

www.sportingfiatsclub.com

Fiat Barchetta UK Owners' Club

www.fiatbarchetta.com

Fiat Forum

www.fiatforum.com

Fiat Bravo and Brava Owners' Association

www.fiatboo.co.uk



Fiat Multipla Owners' Club

www.multiploowners.co.uk

Fiat Cinquecento & Seicento

www.clubcento.co.uk

Fiat X1/9 Owners' Club

www.x1-9ownersclub.org.uk

Fiat 127 Forum

www.fiat127.com

Fiat 131 Mirafiori Forum

www.131mirafiori.com

The Fiat Coupe Club UK

www.fccuk.org

Fiat Punto Forum

www.puntosports.co.uk

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www.fiat-scotland.com

Fiat & Lancia Club of Western Australia

www.fiatlancia.org.au

Lamborghini Club UK

Contact: Lynne Bull, Membership Secretary,

Barnside, Wrotham Road, Meopham, Kent,

DA13 0AU Lynne@Lamborghiniclub.co.uk

www.lamborghiniclub.co.uk

Lancia Motor Club

Contact: Sarah Heath-Brook

31 Creffield Road, Colchester, CO3 3HY

membership@lanciamc.co.uk

Lancia Montecarlo Consortium

www.montecarlo.org.uk

International Association of Lancia Clubs

www.viva-lancia.com

Club LanciaSport

www.lanciasport.com

Stratos Enthusiasts Club

www.stratosec.com

Maserati Club

Contact: Dave Smith, 2 Sunny Bank, Widmer

End, Bucks HP15 6PA Tel/Fax: 01494 717701

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Northern Ireland Italian Motor Club

www.niimc.net

Italian AutoMoto Club

www.italianAutoMotoClub.co.uk

Yorkshire Italia

www.facebook.com/YorkshireItalia

Scuderia Italian Car Club

South Australia

www.scuderiaitaliancarclub.asn.au

DIARY DATES

February 3-7

Retromobile

Paris Expo

<https://en.retromobile.com>

February 26-28

Race Retro

Stoneleigh

(Auto Italia/Abarth stand)

www.raceretro.com

April 16

Goodwood Trackday

Lancia Motor Club

www.lanciamotorclub.co.uk

April 17

Spring Alfa Day

National Motor Museum

Beaulieu

www.aroc-uk.com

April 30

Italian Car Day

Brooklands

www.auto-italia.net

June 17-18

Bristol Classic Car Show

Shepton Mallet

www.carsandevents.com

June 17-19

Silver Flag

Castel'Arquato - Vernasca

www.vernascasilverflag.it

June 26

Cotswold Alfa Day

Venue TBA

www.aroc-uk.com

June 23-26

Goodwood Festival of Speed

Goodwood House

www.mortons

mediagroup.com

July 3

Bedfordshire Italian Car

& Bike Day

Sharnbrook Hotel

www.sharnbrookhotel.com

July 10

National Alfa Day

Chatsworth House

www.aroc-uk.com

July 17

Supercar Sunday

Brooklands

www.auto-italia.net

July 29-31

Silverstone Classic

www.silverstoneclassic.com

September 9-11

Goodwood Revival

Goodwood Circuit

October 9

Autumn Motorsport Day

Brooklands

www.auto-italia.net

Summertime Classics

Auto Italia is not planning

an event at

Stanford Hall in 2016



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ALFA ROMEO



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Alfa Spider 2000 injection S4. 1991(H), LHD, Alfa Red, tan leather and suede interior, alloys, high motor way miles 189K km or 135,000 miles, drives better than some of my other Alfas, gearbox changes without crunching and no diff noises. Long MOT, good body condition for age, front seats a little sun bleached and the base a little grubby but no rips. Roof is complete and has minor crack in rear plastic, fabric of roof has slight fluffing at folding bars but not torn. Right hand window cable broken but electric motor still works, new battery just fitted and new brakes, good tyres all round and spare never been on car, car first registered in Holland but been in UK since late 1990s, only 2 owners with lots of history, only £3450. Tel: Euan, 01382 775494 evenings after 6pm 07774 672757 daytime. A240/001



1993 Alfa Romeo Spider S4 2.0 litre. 52,000 miles, red. Completely refurbished, £13,995. Tel: Robin, 07890 269143. Email: rgpaul@manx.net. A240/029



1976 Alfa Giulia Nuova 1300 Super. Blu Ollandese, LHD. Restoration project, engine not seized but not running. Rusty doors, surface rust on nearside rear arch, good sills, boot floor and wings, lovely interior. Will need registering in UK, £2750. Tel: 07813 203727 (Essex). A240/030



Alfa Romeo 156 2.0 TS Lusso Sportwagon. Very reluctant sale, registered 30 Sep 2000, 176,000 miles, Arctic Green. 2 owners from new, current one 13 years since 12,735 miles. Recently completed 2015 Screwball Rally without issue. Everything works except climate control and headlamp washers, some corrosion on O/S/F wing. Recent handbrake cable, front drop links and washer pump. MOT until Sep 2016, sensible offers only. Tel: Phil Gotts, 07539 379707. Email: phil.gotts@btconnect.com (Suffolk). A240/041



2008 Alfa Romeo 156 Selespeed 1970cc. 39,000 miles, Champagne. Immaculate condition, semi-automatic, full leather interior, low mileage, one owner, full service record, MOT until May 2016, alloy wheels, CD player, air con, new front tyres, £2900. Tel: 07768 905385. Email: jack.masters@plmcommercial.co.uk (viewing location Enfield). A240/035



Alfa 156 2.5 V6 Sportwagon. Q-System auto, see test in *Auto Italia* this issue, 2006, 81,000 miles, GT style wheels and bodykit, full leather, service history, excellent runner, £2000 ono. Tel: Geoff, 07860 562659 (Spalding). A240/045



2001 Alfa Romeo 146Ti 2.0 TS. 94,000 miles, Rosso red with Momo leather. Owned for 5 years, £7000 spent on maintenance! MOT until 23/05/2016, cambelt at 88K, clutch at 75K, replaced. Virtually full service history with all MOTs, no accident damage and excellent condition for age, £1750. Please contact Rich for more information/pics. Tel: 07802 456667. A240/031

Alfa Romeo 156 JTS Veloce Selespeed Sportwagon. First registered 31 January 2003, less than 80,000 miles. Occasionally slips out of gear but otherwise in good condition and a great drive, no sensible offer refused. Tel: 01580 831918 (East Sussex). A240/038



2005 Alfa Romeo 156 2.0 JTS Veloce. 94,600 miles, black, light grey leather all in good condition. Timing belt, water pump, auxiliary belt and tensioners replaced at 69,356, last service was 90,281. Plenty of paperwork and MOTs, 2 keys. I am the third owner and have owned this for 4 years, £1800. Tel: Luke, 07501 137646. A240/009



2000 Alfa Romeo 156 2.0 TS Lusso. 155,000 miles, reliable daily transport owned by me for 12 years. A much cherished car with full service history. Silver paintwork and dark blue Momo leather upholstery, new front tyres and very good rears, stainless steel exhaust. MOT till end of September 2016. Runs beautifully and is a pleasure to drive, a future classic? AROC member, £595. Tel: Mike, 01285 652407. A240/037



1998 Alfa Romeo 156 2.0 TS. 107,300 miles, red. Engine rebuilt 95,000 June 2010, belts and pulleys OK till June 2016, red with black leather, 17" alloys, lowered, MOT June 2016, very good condition, no rust, owned for 10 years, good drive, only selling due to I don't use it, reliable car, £750 ono. Tel: 07773 130352. A240/036

Alfa Romeo 164 3.0 V6 Lusso. 1991, 55,000 miles, Racing Green, 1 owner car, full service history up to being garaged for past 2 years. Please contact me with any genuine enquiries. Tel: 07721 384393. Email: rdmoore@virginmedia.com. A240/042



1996 Alfa Romeo 164 V6 Cloverleaf 24V. Pininfarina design, 5 speed manual, registered May 1996, finished in black with full black leather heated electric front and rear Recaro interior, 3 owners from new, full main dealership service history until 55,000 then two specialist services now at 81,000 genuine miles. ABS, alloy wheels, air con, climate control, PAS, power locks, seats and windows, sunroof, cassette player. There is not a mark on this car's bodywork, has been fully repainted at a cost of nearly £3K and is in superb condition throughout, a real head turner wherever it goes, it sounds awesome with its stainless steel exhaust, a real collector's item, no time wasters. Original radio with car, included in the sale is a non runner 1996 164 3.0 V6 Lusso Auto for spares or repair, this will have to be trailered away. Tel: 07962 535948. Email: harvey.khaira@googlegmail.com. A240/051

2001 Alfa Romeo GTV 2.0 Twin Spark Lusso. Silver, Y-reg, black leather, lots of service history, tools, including cambelt change, 3 keys, MOT, all mechanicals working well (clutch heavy). Tyres 4mm+, body a few stone chips, no dents, dings, fresh looking, alloys slightly scuffed, £775. Tel: 07530 181304 (Staffordshire area). A240/032



Alfa Romeo 166 2.0 Twin Spark Ti. 2005, 117,000 miles, Brunello, Ti spec has black leather seats, 18" wheels, lowered suspension, last of the big Alfas! This very rare, one owner, much loved car is crying out to pass into preservation. MoT till May 2016, £2000. Tel: 01935 873064 or 07770 751793 mobile (Dorset). A240/043



2008 Alfa Romeo 1.9 JTD. 106,000 miles, silver, in very good condition. Full leather interior, well looked after. With two near new Michelin tyres on front of the vehicle and a transferrable Platinum RAC cover until April 2016. Currently SORN but being well cared for and regularly started, £3150 ono. Tel: Ryan, 07447 917366. A240/039

1999 Alfa Romeo GTV Series 2 TS.

113,000 miles, silver, grey interior, reg 'S910 DWV'. Recent (@109K) belts, variator and water pump, has had more money thrown at it than Greece. New front brakes for last MOT (exp July 2016), new windscreen, straight thru stainless system, rear pro-flex bushes, refurbished alloys, new window wiper motor (would you believe), new radio aerial, Waxoiled in 2014, good tyres (Goodyears on front). Serviced every year, doesn't use any oil, never broken down! Good all round used condition, sale needed to fund another GTV project, £1000. Plenty of receipts to confirm the above and more! Email: mike.kingpinmedia@gmail.com. A240/034



Alfa Romeo 2.0 T.Spark Spider.

2000(W), 50K, genuine full Alfa SH, good condition, needs little tidying. Bought for investment, no longer have room for it, priced to sell, £1795 ovno. Email: r44bkr@gmail.com. A240/049

Next issue on sale 3 Feb



2001 Alfa Romeo 916 Spider. 58,000 miles, silver, blue interior, blue soft top very good condition. Alloys good, new back window. Plenty of paperwork and MOTs, MOT until May, service history, 10 track CD, spare wheel. Drives like a dream, £3500. Tel: 07951 842676. A240/033



2010 Alfa Romeo Lusso Multi-Air. Black, black leather upholstery. Only 11,700 miles! FSH and MOT to April 2016. In beautiful condition, no work done or required other than regular servicing. Second car only used for school runs and local trips. Very economical, £7200. Tel: Debbie, 07764 768318. Email: atgrade@btinternet.com. A240/050



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1958 Alfa Romeo Giulietta spider
Desirable 750D normale version with only 3 owners, LHD, new engine/breaks/tyres currently being painted and trimmed, ready March 2016 £64,995



1971 Lancia Fulvia 1.3S coupe
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1968 Alfa Romeo 1750 spider veloce
Stunning factory RHD UK car, lady ownership from new, webers, history, mechanicals all rebuilt, body rebuild and perfect paint in original celeste, sensational! £POA



1976 Lancia Beta Montecarlo
All original early car, low mileage and freshly cambelt serviced £14,995



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FERRARI



Unique example of Ferrari California Rosso Fuoco. 2010, LHD, 11,000 mileage with prolonged Ferrari warranty till 05/2016. Price is 119,000 Euro without VAT (around £89,000). It is the only car on the market in this colour now, very rare special hand applied 3 layer pearlescent Ferrari colour Rosso Fuoco Tristrato, extras for 50K. The car is based in Slovakia. For view or more info contact me on kurtyinterbiz@btinternet.com. A240/011



Ferrari 355 GTB. Dec 1996(P), Rosso Corsa with Crema hide with red carpets and over carpets. Full history, and large ownership file with all service records, keys and documents etc, many extras. This car is genuine and immaculate, having been in my ownership for the last 9 years. 52,000 miles, oiro £75,000. Tel: Ian Mackenzie, 07740 928590 (no trade). A240/014



Ferrari 308 GTB Vetroresina. Stunning RHD Giallo Fly yellow with black leather. Original UK RHD, 44,300 miles. Completely original vehicle aside from stereo, will be supplied with original 14" Cromodora wheels as well as the genuine 328 16" wheels currently fitted. Stunning condition having been subject to a full body restoration including new sills and interior retrim in the last couple of hundred miles. Can email breakdown of £40K+ expenditure in my 16 years ownership, £175,000. Tel: 01926 886503. A240/016



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: g11hammad@googlemail.com. A240/015



Ferrari 328 GTB. Darren Wilson offers this for sale which has competed in the Ferrari Classic race series for the past two years. The car competes in the very competitive class 3, has been on the class 3 podium 23 times in 2014 and 2015. Before the start of this season the car had extensive work performed at Nick Cartwright Ferrari Specialist, work included full engine and gearbox rebuild. Replacement stub axles and wishbones and full respray, £75,000, no offers. Tel: 07525 344757. A240/010



2001 Ferrari Challenge 360 GTC Race/Track car. LHD, Rosso Red, big carbon rear wing, carbon front splitter, front and rear air jacks, used mainly for track days, cambelts and roller bearings just fitted. Ready to go, £59,950, part-ex road car considered. Tel: 07802 638618. A240/018

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Ferrari 308 GTB Gr.B TdF Auto 1982 in 1/18th scale
£90 inc. P&P

OTO

2005/55 Ferrari F430 Spider F1.

Finished in Nero Daytona (black) with Sabbia (sand) hide with Nero carpets/stitching, just 22,000 miles and backed up with a full service history. Recently fitted with a new clutch and upgraded pump. Full interior carbon pack, Giallo (yellow) rev counter, Giallo calipers, factory fitted Scuderia wing shields, dark grey wheels, electric seats and Navtrak system, excellent condition throughout and offered at just £75,000. Tel: Ram, 07943 845202. Email: kanadiar@aol.com. A240/013

Ferrari 360 Modena F1. 2000, 20,600 miles, full Ferrari service history. Exterior: Rosso Corsa paint. Interior: beige leather seats, beige carpets and mats, beige leather roof lining. Factory fitted fire extinguisher and road legal roll bar, multi CD player. Interestingly the first owner was Frankie Dettori. Email: zibertova@yahoo.com. A240/017

FIAT



Fiat Seicento Schumacher no 1778. Tiziano Red, needs full recommission including rear suspension arms, dealer history, SORN five years, £500. Tel: Patrick, 07799 566595 (near Chippenham, Wiltshire). A240/058



Fiat Bravo 1.6 diesel Eco. 92K miles, 2008, Bluetooth car phone, service history, good condition, 1 previous owner, still retains 60mpg combined, MOT Jan '16, £2500. Tel: 07456 555555 (Cambridge). A240/057

PARTS



Ferrari 355 front left hand passenger side seat. Black leather, no snags or tears, good condition, £300 plus postage. Tel: 07971 967904 (Lyngington). A240/020



Ferrari 308/328 and transverse engine Mondial models. Clutch replacement tools and instructions. Kit consists of: i) 70cm long 1/2" drive extension bar to allow pressure to be applied outside the vehicle wheel arch when removing/refitting transfer gear casing; ii) 60cm long 3/4" drive extension bar for loosening/tightening transfer gear nuts (very, very tight); iii) 4 toothed transfer gear socket 3/4" drive (essential); iv) used but good condition transfer gear nut; v) two clutch plate centering tools (home-made but effective); vi. written instructions on clutch replacement. All the above tools have been workshop created for the specific task but are not actual Ferrari parts apart from iv) above. Price £100 + delivery charge (not more than £5). Contact Les at: lesed@hotmail.co.uk or text: 07950 962716. A240/007

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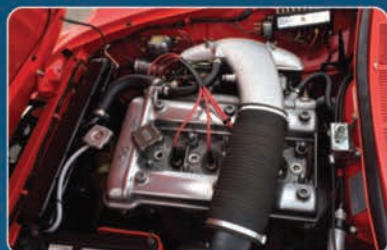
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Lancia Montecarlo interior, in red velvet. Includes seats, door cards centre consul, glove box etc, some cig burn damage but repairable. Buyer collects Brentwood, £250. Tel: 07854 990674. A240/002



For Ferrari 512BB and BBi. Complete rear body clip brand new in primer comprising engine lid, wheel arches and rear panel. Also included is bottom 'bumper' panel which forms the exhaust surrounds. Will need a new 'hinge' bar fitting and some redressing of the aluminium but also included is the old hinge bar as a template, £3000 for the lot, (probably fits older 365BB also but later cars had more 'louvre' cut outs). Contact Les Arrowsmith at: lesed@hotmail.co.uk or 07950 962716 (text is best). A240/006



Capristo exhaust for sale for Ferrari 430. Purchased last December from Scuderia Systems for £3000 + VAT, used for only a few months on my Ferrari F430. Comes with a switchable remote, see picture. Asking price: £1350. Tel: David Snelson, 07850 906476. A240/022



Ferrari Daytona body panel. Daytona rear quarter panel and boot floor. Original new old stock, £6000 (plus buyer pays postage or collects from West Midlands). Tel: 07590 755179. A240/021



Genuine Ferrari F430 alloy wheel rims. These are OEM/original Ferrari wheels and wider at the rear, and were removed from my car to make way for some different wheels. I have used the tyres and centre caps on my new wheels, this sale is for the rims themselves. The wheels are in excellent condition having been professionally refurbished last year. Approx 3K miles covered since, £1475 cash on collection from Lincolnshire, although I may be able to meet elsewhere depending on distance. Email: mw.stewart@gmail.com. A240/019

Ferrari F355 Capristo exhaust. Excellent condition, less than 5K miles. The exhaust note is subtle in town and during MOTs but changes to an F1-like wail above 6000rpm. Guaranteed to make you smile, £1000. Tel: 07808 717631. A240/024



Original Abarth exhausts (NOS). All makes A to Z, sixties, seventies; Fiat 850 Coupe/Spider/Berlina, see www.abarth-exhausts.com or info@abarth-exhausts.com. A240/008

Alfa 2600 period tyres. Alfa 2600 set of original nearly new 1960s Cinturato tyres 165 HR 400 for sale, loft stored in the dark, £150. Tel: 07515 328792. A240/044



Triple Weber DCZ/6 twin carburettors and inlet manifolds for 330/330GT+500 Superfast (all V12 Engines). The carburettors are original, unrestored, complete, and in relatively good working order (but will require some refurbishing/cleaning/service before use). The original 'FISPA' fuel pump is included as is some of the original throttle lever opening rail. All three alloy inlet manifolds are in very good working order, additional photographs can be provided, £9500 or nearest offer. Please contact Emmanuel on 07966 947551 to discuss. A240/027



348 Spider leather seats. Matched pair of Ferrari 348 Spider leather very dark blue almost black seats. In good condition, £2200 ono for the pair. Buyer collects. Email: deirdrecatchpole@gmail.com. A240/025

Pirelli P2000 185-70 R14 tubeless tyres + tubes. 5 tyres app 5mm tread on all, no obvious damage. Tubes as well, also steel wheel, some rust. Tel: Mr Stacey, 02392 463880. A240/052



Four Caliber Vertigo alloy wheels. 7x16", 4x98mm PCD, fitted with Falken Ziex 912 205x45 tyres with 5mm tread, excellent condition. Will fit most early 90s Italian cars, £160 ono. Tel: 07780 702770. Email: rupertorgan@live.com (Worcs). A240/062



Exhaust and tail pipes from an '03 Ferrari 360 Spider with less than 10,000 miles. Collection only in Leeds due to weight, £500 ono. Tel: 07931 383516. A240/028



Set of wheels for Maserati Coupe. An alloy wheel upgrade means my 2002 Maserati Coupe wheels are for sale. The tyres are all legal with fronts 4mm and 7mm tread and the rears 4mm and 2.5mm. One or two kerb scuffs but otherwise in very good condition, £600 ono. Tel: 07890 898777. Email: seismatters@hotmail.co.uk (Teesside). A240/065



Original wind deflector for Alfa Romeo Spider type 916 (1994-2006), car recently sold. Deflector in good condition, £80. Tel: Marco, 07931 686897 (North London). A240/064



Cromodora CD30s for sale. Four original 1970s wheels, some dents and pitting, one or two cracks. Offers please. Tel: Rob, 07798 526852 (Epsom). A240/063

MISCELLANEOUS



Leather Maserati luggage set. Black leather five piece luggage set perfectly designed for QP IV boot will fit QP V, was £3600 when new, looking for £1000 but no reasonable offer will be refused. Set consists of: two large suitcases with integrated suit carriers, one medium suitcase, one wheelee, one vanity case, used a handful of times on cruises. Will consider splitting the set if individual pieces are desired. Tel: Christopher, 01787 242136 or 07788 203143. Email: chris_p_johnson2005@yahoo.co.uk. A240/046



Hand made Ferrari steering wheel table. 450mm dia, 515mm high. Centre and spokes in polished stainless steel laid on shiny black glass top. Centre leg chrome set on shiny black glass base, P&P and accessories not included, £285, more pics on request. Tel: 07800 621534. A240/061



Indoor cover for F430 Spider
manufactured by Specialised Covers Ltd,
6 months old, as new, £150 ono. Email:
richard@rtcinsulation.com. A240/023



Number plate for Maserati. 'MAZ 5 42'
was on 4.2 Coupe, £1250 ono. Tel: 07890
898777. Email:
seismatters@hotmail.co.uk. A240/066



Lancia Flavia sales brochure. Printed in
Italy, 18 page, 11.5 inch x 8.5 inch, no
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(Surrey). A240/012

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A240/060

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A240/053

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tools and collectables etc, also want
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signet ring and Zippo lighter. Email:
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or 01162 788739 home. Email:
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Please tel: Stephen, 01756 752848 or
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ADVERTISEMENT INDEX

Autodelta	71	Southwood Car Company	53
Autofficina	04	Superflex	45
Autshield Maserati	04	Superformance	9/75/97
Days MK	17	Talacrest	31
DTR Sports Cars	89	Whybee	99
Emblem	71	CLASSIFIEDS	86-93
Foskers	02/83	Mr Speedlux	
FTech	23	FCSS	
Giallo Cars	37	Hobby Shop	
Hoyle Fox Classics	13		
Love Alfa	17		
Monzasport	15		
NJS	65		
Oakley Design Automotive	100		
Omicron	71		
Rardley Motors	71		
RH Insurance	11		
R Proietti	17		



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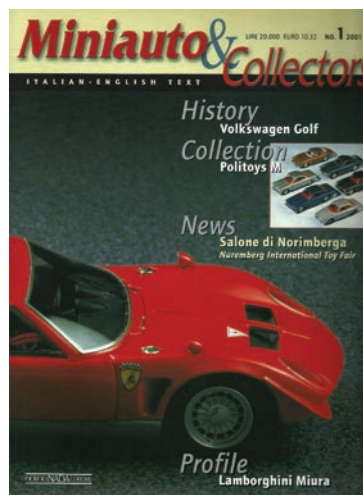
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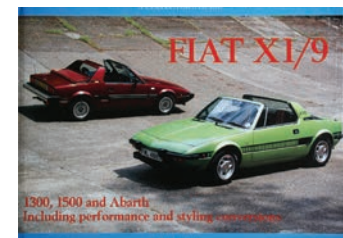
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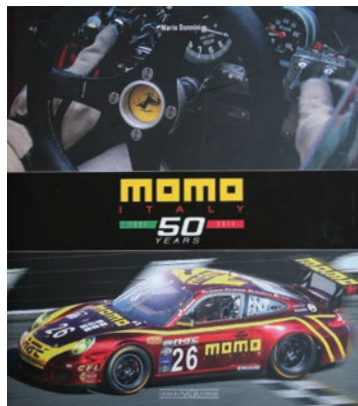
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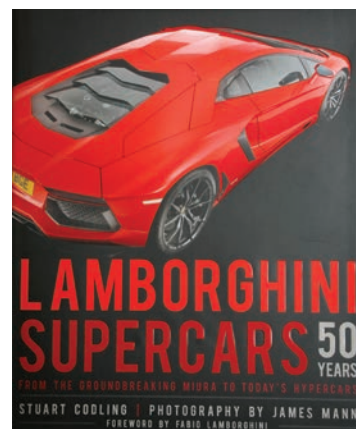
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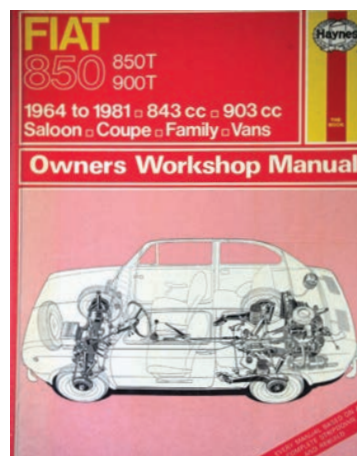
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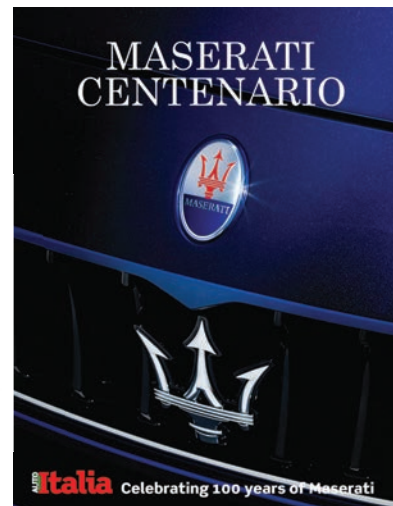


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Pininfarina Cr 25

Story by Richard Heseltine



press releases didn't quote performance figures, but then it isn't as though the car ever ran under its own steam. Pininfarina subsequently claimed it was hypothetically capable of speeds in excess of 200mph, but then so did every other manufacturer of

The 1970s witnessed its fair share of styling fads, the angular 'origami' look chief among them. Then there was the rise of the safety vehicle, with manufacturers vying to create the most crash-resistant (and by default) ugly concept vehicle. Oh, and let's not forget the many aerodynamic styling studies. In many ways, the car pictured here was an amalgam of all three prevailing trends, with the pros and cons that infers.

The Pininfarina Cr 25 (aka Ferrari Studio CR25 Prototipo) broke cover at the October 1974 Turin Motor Show amid a backdrop of labour disputes in Italy, proposed demonstrations over 80,000 job losses in the Italian motor industry threatening to shutter the 55th running of the event before it even opened for business. As it transpired, protests were muted. However, it was telling that against a milieu of industrial unrest and spiralling fuel costs, many exhibitors displayed stark, ultra-high mpg city cars. This wasn't one of them.

The Cr 25's dramatic outline has more recently been attributed to ex-Cisitalia man Aldo Brovarone whose bulging resume also includes the Lancia Gamma Coupe and the Ferrari 365P Berlinetta Speciale which foretold the Dino 206GT. It was the first car to be developed in the Turin firm's newly-built full-size wind-tunnel and was reputedly powered by a Ferrari flat 12 unit.

Road & Track correspondent Paul Frère reported that: "[The cr 25] is based on a hypothetical Ferrari chassis in which the Berlinetta Boxer engine is supposed to be at the front end. The car itself is a quite large four-seater for which the lowest possible drag, coupled to some slight downthrust to enhance the stability at speed, was aimed at. The result is a drag coefficient of 0.256 and a lift coefficient of 0.093."

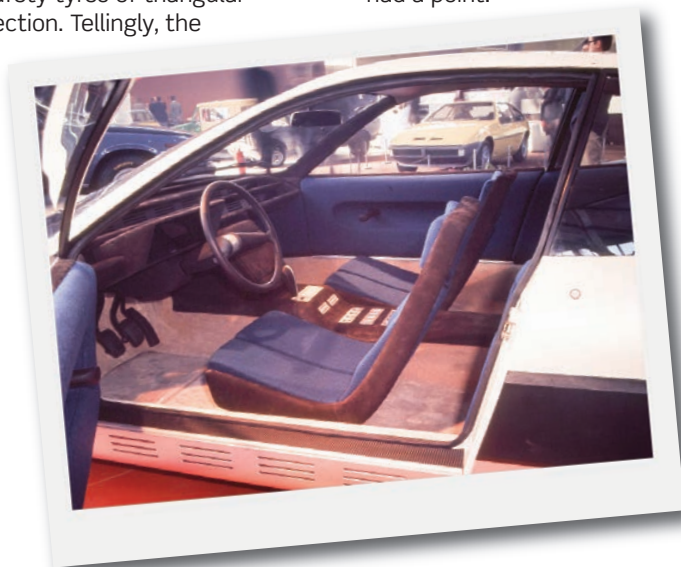
The former Le Mans winner went on to add: "The design is notable for the combined front bumper and airfoil, and a three-

dimensional windshield that ensures smooth airflow at its lower part. To compensate for the increased braking distances that would result from the low-drag body when stopping from high speeds, the quarter panels incorporate mobile flaps, forming airbrakes when the brake pedal is pushed at speed!"

Tyre manufacturer Pirelli was also a technical partner, the Cr 25 featuring experimental belted safety tyres of triangular section. Tellingly, the

Latin exotica.

While a worthy concept, the Cr 25 was perhaps undone by its out there styling. Frère concluded his report by saying: "One might surely object that a 12-cylinder car with a top speed in the 180mph bracket is unlikely to be what is required in the immediate future, but is relevant is that aerodynamics are just as effective in saving fuel as in boosting performance." The man had a point.





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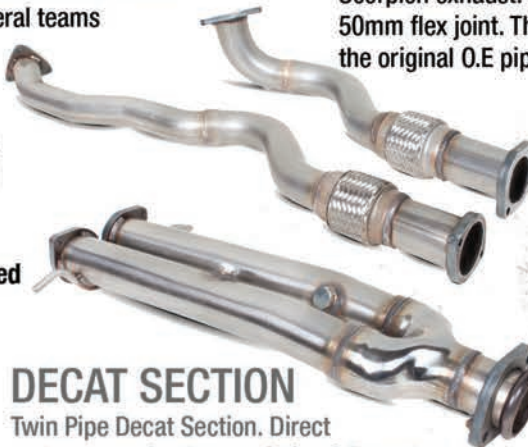
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