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## Ferrari 250 Lusso Berlinetta

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Images courtesy of John Mayston-Taylor collection

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Shock, horror. This month I thought I was going to have to say farewell to my beloved Fiat Panda 100HP. After six years of ownership, I had been looking for a change. The quandary of what should succeed it has now been resolved – I'll let on more about that next month – but in the meantime, it was time to wave goodbye to the little Panda.

Genuinely, it was a wrench to consider selling it. No matter that used values are holding up pretty darned well. The 100HP's reputation is solid among those who know – and there are lots of us (I personally know of eight people who currently own one).

The 100HP has been an utterly loyal friend. It's been reliable (almost 100 per cent, in fact), has returned 41mpg over my six years of ownership and has cost me peanuts in parts and servicing (incidentally, I've always had it serviced at a Fiat dealer – Thames Fiat). Very few cars of any description can put a smile on your face so consistently as the 100HP. No one bats an eyelid at it so you can make really fast progress without offending anyone. It's the easiest car in the world to park. And when you want it to carry things, it'll swallow anything; two mountain bikes in the back, all wheels still on? – no problem!

Yes, it was a real wrench to see it go. But it hasn't gone: I'm happy to say that just as it was due to disappear, my daughter returned unexpectedly from a sojourn in Asia and needed a car in a hurry. Arise, Sir Panda: your group five insurance rating is perfect for the younger driver. Yay – the 100HP remains in the family!

And speaking of HP, one little change you'll notice in this issue is our switch from 'brake horsepower' to simple 'horsepower' when we quote power figures. Very few people still quote the imperial measure (bhp), so we've decided to adopt the system used in Italy and just about everywhere else in the world and use 'cavalli' (CV) or simple horsepower (hp). For the record, the figures are virtually identical in any case (you get 1.0143hp for every 1bhp). And let's face it, it gets boring having to explain why the Panda isn't called the 99HP.

**Chris Rees**  
Editor

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# NEWS & VIEWS

## FERRARI LAUNCHES BESPOKE J50



**F**errari has unveiled the latest in its line of bespoke special-series cars: the J50. Based on the Ferrari 488 Spider, the J50 was revealed at the National Art Center in Japan to celebrate 50 years of Ferrari in Japan.

The 488 Spider basis is clearly discernable in the J50's shape but the bodywork is all-new – a look which Ferrari describes as “evocative of several well-loved Ferrari road cars of the 1970s and 1980s.”

The 488's folding metal roof is replaced by carbonfibre targa panels that can stow behind the seats. The windscreen has a more dramatic ‘helmet visor’ wrap-around shape. The front end features new horizontal LED headlights, a lower front bonnet line and a higher front wing line, and there's a distinctive black line stretching into the side air vents behind the doors, reminiscent of the Ferrari F50.

At the rear, four tail-lights revive a look not seen since the F430, while the rear diffuser's shape is “inspired by jet engine afterburners,” says Ferrari. The engine is visible under a transparent polycarbonate cover, shaped to echo the two roll hoops over the driver and passenger, bridged by a transverse aerofoil.

Aerodynamic changes include a redesigned front bumper, lower windscreen header rail and radiators positioned more closely together. The cabin, meanwhile, features bold new trim and duo-tone leather-and-Alcantara upholstery.

Mechanically the J50 is essentially a 488 Spider underneath but its 3.9-litre V8 engine has been tweaked to develop 690hp – 20hp more than standard.

Built by Ferrari's Special Projects department (which also made the 458 MM Speciale, the Eric Clapton SP12 EC and the P540 Superfast Aperta), just 10 examples of the J50 will be sold, tailored to each customer's individual requirements.



## AVENTADOR EVOLVES TO 'S' SPEC

Lamborghini's updated Aventador – the Aventador S – offers more power, revised looks and sharper handling.

Lamborghini has tweaked the naturally aspirated 6.5-litre V12 engine's variable valve timing and intake systems, and raised the red line from 8350rpm to 8500rpm. There's also a new exhaust which is 20 per cent lighter. The V12 now develops 740hp, up by 40hp, while torque is rated at 690Nm (509lb ft). The claimed performance figures are 0-62mph in 2.9sec and a top speed of 217mph. At 1575kg, the 'S' weighs the same as the outgoing Aventador but the power-to-weight ratio is up to 470hp per tonne.

As before, all four wheels are driven via a seven-speed gearbox. The 'S' retains a carbonfibre monocoque structure but has a

new four-wheel steering system, the first ever in a production Lamborghini. This is claimed to improve agility, high-speed stability and low-speed manoeuvrability.

The suspension gets tweaks designed to speed up responses, while the rear springs have been changed to suit the rear-wheel steering. The stability control gets faster software, too.

The Aventador's three existing driving modes – Strada, Sport and Corsa – have been recalibrated, while a new fourth mode called 'Ego' allows drivers to tweak the car's individual settings: engine, gearbox, 4WD system, steering and suspension. There's also a new TFT touchscreen with Apple CarPlay.

In terms of styling, there's a more aggressive front end design with a longer front splitter, claimed to produce 130 per

cent more downforce. The new rear wing has three positions to increase downforce by up to 50 per cent and reduce drag by up to 400 per cent.

The Aventador S replaces the existing Aventador and goes on sale in April 2017 in the UK priced at £271,146, a rise of £11,106.



## SP275 RW COMPETIZIONE

Ferrari has unveiled a new one-off car, the SP275 RW Competizione, at the Ferrari Classiche Concours Awards at Daytona in the USA.

It's based on the Ferrari F12tdf and uses that car's 6.3-litre V12 engine unchanged, meaning it has 780hp and 705Nm (520lb ft) of torque, plus rear-wheel drive and a seven-speed dual-clutch gearbox. Performance is expected to match the F12 tdf's 0-62mph in 2.9sec and top speed of 211mph.

The SP275 RW Competizione also has the F12tdf's four-wheel steering system to boost high-speed stability, but boasts a wider track. While the headlight position, door mirrors and windscreen are unchanged from the F12tdf, the new exterior design is inspired by the classic Le Mans Ferrari 275 GT, complete with swoopy curves and louvres. Compared to the F12, it has sleeker headlights and a more rounded grille. The yellow paint, meanwhile, echoes the 1965 Ecurie Francorchamps 275 GTB racer. The cabin is identical to the F12tdf's.





**HURACÁN GT3 BREAKS DAYTONA RECORD**

Lamborghini has returned to the 24 Hours of Daytona race in 2017 with a record-breaking eight-strong line-up. The American endurance race sees eight Huracán GT3s competing, making Lamborghini the manufacturer with the highest number of racers in the GTD class. This is the category for Gran Turismo cars with GT3 homologation, which features 29 racers in all.



**ABARTH POSTS BEST-EVER UK SALES**

Abarth enjoyed its best year ever in the UK in 2016, with total sales of 3966 – a rise of 45 per cent over 2015. Abarth was the third-fastest growing car brand in the UK, with sales boosted by the launch of the 124 Spider and revised 595. Abarth's market share is now 0.15 per cent, up from 0.1 per cent in 2015.

**ABARTH 124 MAKES RALLY DEBUT**

The new Abarth 124 Rally has made its debut in competition at the Monte Carlo Rally, the opening round of the 2017 World Rally Championship.

Three private crews (Francois Delecour/Dominique Savignoni, Fabio Andoh/Manuel Phenols and Gabriele Noberasco/Daniele Michi) entered the event under two different teams, French Milan and Bernini Rally Racing.

Abarth has also launched its 2017 Trofeo Abarth 124 Rally one-make series. The prize money is €5000 for the first-placed driver, €4000 for the first-placed team and €2000 for the best under-23 driver, plus a final prize of €30,000. The overall champion will also win a brand new Abarth 124 Spider road car.

The Trofeo seven-event rally series (six asphalt stages and one gravel) forms part of the Italian Rally Championship, so entrants can also compete for the R-GT class title.

Abarth's 124 Rally uses a 1800cc turbo engine with selectable mappings for up to 300hp at 6500rpm. Transmission is via a sequential six-speed gearbox with shift paddles plus a mechanical limited-slip differential. The double-wishbone front and multilink rear suspension are mounted on specific subframes to boost strength and reduce weight. Hydraulic dampers are four-way adjustable. It's available to buy now at a price of €140,000.



**RARE ZAGATO ASTONS GO UNDER THE HAMMER**

Two Zagato-bodied Aston Martins are to be sold by RM Sotheby's at its 8th February Rétromobile auction in Paris.

First up is a 2003 DB7 Vantage Zagato (above), the very first of 99 examples produced. It's finished in Nero Black over Claret Red leather and the estimated sale price is £320,000–£380,000.

The second car is a 2012 Aston Martin V12 Zagato (below), built to celebrate the 50th anniversary of the DB4GT Zagato. It's not merely one of just 61 road-going cars constructed, but is a 'No. Zero' special commission by Aston Martin's bespoke 'Q' department, featuring a unique painted fixed wing and a 'Scarab' badge. It's estimated to make £600,000–£650,000.



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### NEMBO FERRARI CHARITY SALE

When racing driver and ex-chairman of the Ferrari Owners' Club (UK), Richard Allen, passed away in November 2016, he donated a rare Ferrari Nembo Spider to be sold at auction for charity.

The 1964 Ferrari 330 GT was converted to a Nembo Spider by one of Nembo's founders, Giorgio Neri, who was the 'Ne' in Neri & Bonacini (or Nembo for short), a celebrated Modenese coachbuilder specialising in Ferrari conversions.

This is said to be the fourth and final Nembo Spider made, commissioned in the 1980s by a British collector. Unlike most Nembo Ferraris, which were based on 250-series components, it uses a 330 GT chassis. It's also the only right-hand drive Nembo Spider. It has a short wheelbase, a 4.0-litre V12 engine with 300hp and a four-speed manual gearbox. The sensational two-seater bodywork is realised in aluminium.

H&H Classics are to sell the car on 29th March 2017 at the Imperial War Museum, Duxford. It's offered at no reserve but is estimated to sell for well over £500,000. All proceeds will go to the East Anglia Air Ambulance Service.



### ALFA 156 ON TRACK TO SAVE LIVES

An Alfa 156 is being built by young people at a Hammersmith education centre to give them a taste of motorsport. The 156 was acquired after a donation from tutor Robert Stanger. Young people aged between 14 and 16, all with a variety of life issues, will help convert the car to track spec. Acquiring engineering skills along the way, the aim is for them to use motorsport as a learning tool. They will be rewarded by going trackside as part of a pit crew. Donations are being sought to fund the project – please contact [nick.mckenzie@lbhf.gov.uk](mailto:nick.mckenzie@lbhf.gov.uk) or find the team on Twitter at @alfaontrack

## AUTO ITALIA DRIVING EXPERIENCE

Longcross, April 28th

The popular driving experience for owners of selected Italian cars will return to the private Longcross test facility (and *Auto Italia's* photo location) on Friday April 28th 2017, one day ahead of the traditional Brooklands Italian Car Day on Saturday April 29th. With the events being held over consecutive days, Italian car owners have the opportunity to take in two neighbouring venues.

The Longcross driving experience is not a conventional track day that places stress on both cars and drivers but an opportunity for owners to demonstrate their skills. The two-mile circuit includes fast straights, banked corners and a hill in the 'forest' section. The demanding nature of the course requires the use of pace cars to control the groups of cars. Numbers will be limited so drivers will have plenty of laps.

Because the venue is not open to the public, attendance needs to be pre-booked. In the first instance, Italian car owners should apply to the organisers with registration details of the car they wish to enter.

Subject to entry acceptance, the cost will be £150 per car plus a three-course Italian buffet lunch at £25. The fee for nominated additional drivers is £50 including lunch. Lunch for drivers' passengers or guests is £25 per person.

Owners of pre-booked Italian cars are invited to join the paddock display and space will be set aside for clubs. There will be a track parade for all cars during the lunch break. The cost is £20 per car. On-site catering will be available. Closing date for all applications is April 18th.

For entries, please contact [mail@philwardevents.com](mailto:mail@philwardevents.com)



## AUTO ITALIA ITALIAN CAR DAY

Brooklands April 29th

The Italian Car Day has become established as the UK's premier event for owners and admirers of Italian cars, with record attendances in 2016. The event provides visitors with the opportunity to see and hear Italian cars being demonstrated on the circuit at the adjacent Mercedes-Benz World and the demanding hillclimb.

Visitors arriving in any Italian car, be it a Fiat or a Ferrari, will have the opportunity to park in the areas set aside for the appropriate marques, car clubs and register displays.

Applications are invited for an opportunity for selected interesting cars to take part in the track demonstration and the hillclimb.

For information contact: [mail@philwardevents.com](mailto:mail@philwardevents.com)

**PLEASE NOTE THAT OWNERS OF CARS AND THEIR PASSENGERS  
SELECTED TO RUN ON THE TRACK AT MERCEDES-BENZ WORLD WILL BE  
REQUIRED TO WEAR CRASH HELMETS.**

### Brooklands ticket information

**Adults: £13 advance, £16 on the day**

**Seniors: £12 advance, £15 on the day**

**Children: (aged 5-16 inclusive) £6 advance, £7 on the day**

**Family: £35 advance, £40 on the day**

**Under-fives: free**

**Advance ticket sales: [www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)**





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## KIWI FIAT 124 SPIDER 50TH ANNIVERSARY

We were in Christchurch, New Zealand to see in the 50th Anniversary of the Fiat 124 Spider. The weekend was organised by the Canterbury Fiat Lancia Club in conjunction with the Italian car show, Belle Italiane, in November. The day before, we did a rally from Christchurch to Oxford and return. There was another rally from Christchurch to Akaroa on Sunday, where the three-day event finished.

On Friday, everyone assembled at The Groyne Recreation Reserve. After lunch at Oxford, we went to Yaldhurst where we visited the Yaldhurst Transport Museum. Among a huge variety of objects to look at were an early Fiat 500 Topolino, Fiat 125 T, Lancia Flavia Coupe and Lancia integrale.

On Saturday was Belle Italiane, held in the grounds of Christ's College. All the cars were parked around the Quad with the old stone school buildings as a backdrop. One person who looked at my car recognised it as he'd fully restored it several years before.

Fiats on display included 10 124 Coupes and 15 124 Spiders – quite amazing considering

the Spider was never sold new in New Zealand. Also present were a 1500, two Nuova 500s, replica Abarth 595, 850 Coupe Abarth replica, 850 Sport Coupe, 128 SL Coupe, 128 3P, 127, 127 Sport, 132 2000, 131 Racing, 131 Abarth replica, Fiat Dino Coupe and Spider, X1/9 1500, early Panda and Coupe 20v Turbo. Alfa Romeos present included a Giulietta Coupe with Zagato body, Giulietta Sprint Speciale, Giulia saloon in 1960s Italian police car livery, Alfasud TI, 2000 Spider, 2000 GTV, GT, Brera and RZ. Others included a Ferrari Dino 308 GT4, 308 GTS, three 458 Italias, Lancia Flavia Coupe, Lancia Monte Carlo, Lancia HPE Volumex, Lancia integrale 16v, Lamborghini Espada and Iso Grifo.

EuroMarque, the Christchurch Alfa Romeo,



Fiat and Maserati agent, brought along new Fiat and Abarth 500s, Maserati Ghibli and Quattroporte and Alfa Romeo Giulietta and 4C.

Saturday evening was a dinner with speeches and prize-giving. As a backdrop, there were continuous photos of original advertisements for the 124 Spider and some for the Coupe. My father and I were presented with a certificate for having travelled the furthest.

On Sunday we travelled

to Akaroa via the Port Hills and Banks Peninsula, stopping at Little River for a group photo of all the 124s that participated. Overnight in Akaroa there was an earthquake that measured 7.8 on the Richter Scale. I slept through it and didn't know about it until the next morning! All roads north of Christchurch were closed because of the earthquake and the Cook Strait Ferries weren't operating. After a delay, we had a very long but

picturesque drive north from Christchurch via the Lewis Pass to Picton.

We travelled approximately 3000km in my 1974 Fiat 124 Sport Coupe 1800 CC. During the trip the car needed half a cup of water, half a litre of oil and one headlight bulb. This 42-year-old car was comfortable, fun to drive and easily capable of keeping pace with modern traffic.

**Neale Batchelor**

## A SERIOUS COMPLAINT!

I feel that I must complain about some of the content in your otherwise excellent magazine. The content in question was firstly your initial review of the Fiat 124 Spider, followed shortly after by an explicit test drive of the Abarth 124 Spider. Because of these reviews, I was relentlessly persuaded to order an Abarth 124 Spider from Westover Motors in Poole, Dorset. Today I collected the said vehicle in Turino White with black bonnet and boot. Thank you for hypnotising me and I take back the complaint.

**Campbell Sims**



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# DESIGN

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

## FERRARI J50



### CHRIS HRABALEK

**Age:** 39  
**Born:** Vienna, Austria  
**Design Education:** MA at The Royal College of Art, London  
**Current Job:** Director of Entence Design Group, a holistic design consultancy with studios in London and Berlin, working with OEMs from US, Europe and Russia, with sub-contracts for design houses with deliverables in China and Japan



Ferrari's 70th birthday this year will see a lot of presents, if the recently unveiled Ferrari J50 is anything to go by. Unveiled at the National Art Center in Tokyo – and to be built in a limited series of 10 cars only – the J50 marks the brand's 50th anniversary of Ferrari in Japan.

Where other brands would have simply graced the golden anniversary of one of their foreign markets with a 'special edition' – simple decals and the obligatory dash plaque – Ferrari goes 50 steps further. The Ferrari J50 is the most impressive automotive artwork ever to leave Ferrari's Special Projects department.

Styled in-house at Maranello and based on the mighty Ferrari 488 Spider, it is impressive to see how far modern coachbuilding has evolved since the early days of the F430-based Ferrari SP1 ('SP1' standing for 'Special Projects 1') eight years ago. Apart from unique design, the Ferrari J50 not only features larger rims, but a unique

DLO (Day Light Opening), fresh light clusters and different body panels all round.

Quite how Ferrari is able to amortise the development costs of the Ferrari J50 with a limited production run of only 10 units is beyond me, even if it were to price the J50 in the region of the Ferrari FXX K. But it takes little imagination to forecast its value at Ferrari's 100th

anniversary, almost certainly making the J50 a cunning investment.

Styling-wise, the Ferrari J50 is reminiscent of several classic V8-powered mid-engined GTs of the past decades, not just in the overall appearance of an agile roadster, but also the revival of a raked swage-line rising dramatically from the low-set nose and vanishing into the air

intake behind the doors.

The helmet visor-like DLO – not unlike that seen on the one-off Ferrari 458 MM Speciale – bridges the gap visually to Ferrari's F-series hypercars. The J50 is a very fresh interpretation of Ferrari's stylistic heritage and a clear vision of a direction Stile Ferrari could take; it appears significantly more modern without sacrificing elegance at

the cost of aggression, or moving into the 'stealth design' trap of some other brands.

While one would have a hard time taking a 1990s or 'noughties' Ferrari to Villa d'Este or Pebble Beach concours in a couple of decades, we now find ourselves in the midst of a renaissance of the unique. The Ferrari J50 marks the beginning of a new dimension.



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# Junior Grows Up

For 2017, Maserati's junior executive express gets a subtle makeover and more power

Story by Simon Park  
Images by Michael Ward

In the chest-beating, elbows-out world of premium executive saloons, you can't afford to sit on your laurels for long. Virtually every week, one or other of your rivals will be upgraded in an endless game of catch-me-if-you-can. So now, hard on the heels of a revised-for-2017 Quattroporte comes a similarly refreshed Ghibli to reinforce further Maserati's claim to a piece of this particular prestige pie.

But this is no 'facelift'. Visually, nothing much has changed, which is no bad thing. The Ghibli's looks have grown on me – although I still think the new family grille (which Maserati proudly describes as “reminiscent of the iconic A6GCS of the 1950s”) is a bit of a monstrosity. The rest, though, is a harmonious blend of lines and curves that have aged gracefully. For 2017, the Ghibli gets rejuvenated with a range of Advanced Driver Assistance Systems (lots of clever stuff you hadn't realised you needed), 360-degree

cameras, a new 'infotainment' system, improved interior noise insulation and optional new Luxury, Sport and Exterior Carbon packs. The petrol models get a little bit of extra oomph, too – always handy to have up your trouser leg.

And where better to show it off than Monte Carlo? Lined up outside Monaco's famed casino, a selection of the new cars cluster round an immaculate 1972 Ghibli coupe (although there's no sign of the 1990s Biturbo-based namesake – clearly still officially *persona non grata*). Just two of the five versions of 'Mark 3' are available for us to try, the 275hp diesel and the 410hp SQ4(x4). Missing are the two rear-drive-only petrol models – basic (now with 350hp) and S (also 410hp) – plus the 250hp diesel (for the Italian market only).

As ever, it's a pleasure to climb aboard a modern Maser. This is one area where the Germans simply can't compete – beautifully executed interiors which ooze





style and burnish one's sense of well-being; and the Ghibli's is no exception. But to list and describe all the toys it provides would fill this whole mag – and that's just the ones I discovered. So let's get going...

Heading down the hill to Mirabeau, on the 'GP circuit' (a bit freaky, that, in heavy two-way traffic), there's a lot to take in. We've started in a diesel, but you'd barely know it, so hushed is the newly insulated interior. We are in default Normal driving mode, with the ZF gearbox unobtrusively minding its own business. There are also separate, but combinable, Sport modes – for powertrain and suspension – as well as an ICE (Increased Control & Efficiency) mode for those who should really have bought a Dacia. The new, higher-resolution 8.4in touchscreen is superb, and easy to use with or without the Audi-esque multi-function rotary knob behind the gear selector. Compatible with Apple CarPlay and Android Auto (and NASA, too, for all I know), it's a mine of information which might take you months to master if you're over 15 years old.

Once clear of the Principality, heading south-west along the Côte d'Azur, the Ghibli begins to plead its case. First impressions are often crucial; but after a few miles nothing much stands out – which can cut both ways. For me, the driving position is fine, and the comfy seat is supportive in all the right places. Among the primary controls, only the central gear selector is less than perfect to operate, lacking a degree of positivity – but the paddles are a doddle. It's quiet (the new noise-suppression measures even include reprofiling both door mirrors, as well as extra floor and cavity insulation), the double-wishbone/multi-link suspension delivers responsive handling and a fine if firm ride, whilst the hydraulic steering (which eschews electronic assistance) is nicely weighted, if a little lifeless. Like the gearbox, the brakes are a model of subtle, unimpeachable efficiency and 443lb ft of diesel torque makes the quietly efficient ZF's job easier still.

But am I thrilled? No, not really. The Ghibli is doing everything right and it's a lovely place to be. However, even when a prod on the throttle turns on the diesel's artificially actuated full-on growl (which, to these moderately musical ears, actually sounds better than the contrived scream of the petrol engine), the 'tingle' factor simply isn't there. Other testers spoke of some over-eager interference from the electronic safety systems, but they left us in peace.

By the time we reached our half-way coffee stop, I was keen to see whether a rev-happy petrol engine and an extra 135hp would raise the pulse rate, even though the only version available, the SQ4, still won't be coming to the UK (the routing of the transmission to the front wheels precludes RHD). But we do get the 410hp mill in the rear-drive-only S, so it was worth a punt, particularly as the return route took us up into far more interesting, hilly terrain...

Consequently, I wouldn't bemoan our loss of the 'Q4' bit. Rear-wheel drive, combined with mechanical limited-slip differential (standard on all variants) and ideal 50/50 weight distribution is the perfect recipe for ultimate driving satisfaction. It's not that the all-wheel driver wasn't impressive on the sinuous mountain roads – it was – but merely a suspicion that the front-drive's contribution to the fun factor is at best minimal, and probably negative. As an amusing distraction, you can select a visual read-out on the driver's 7in TFT display



of the front-rear torque split at any given moment (anything from 50/50 to 100 per cent rear); but whilst pushing hard round some quite challenging bends, with both Sport modes activated, you sense the split rather than read it – and find yourself yearning for a looser back end. Turn-in, grip – all good; but there is a certain stodginess here, and the finger of blame definitely points forwards.

The twin-turbo petrol V6, however (who said Biturbo?), is a paragon. In practice, the wildly different torque characteristics vis-à-vis the oil-burner – here peaking around 3000rpm higher – are nothing like as marked on the road as the figures suggest. There is never any question of a ‘hole’ in the power delivery,

which feels linear and sustained all the way to the 6500rpm red line. Without question, this is the engine with which the true blue Maserati aficionado will instinctively feel most at home.

And while I’ve previously questioned the point of manually shifting eight gears with the admirable ZF gearbox, I now realise that I simply wasn’t going fast enough. Avail yourself of the SQ4’s 410 thoroughbred horses on roads such as these and it will soon become apparent that you and ZF won’t always agree about exactly when to swap cogs. A peak-revs gearchange typically takes 0.25sec in Normal mode and just 0.1sec in Sport, which is none too shabby. But at the cross-country speeds the boss Ghibli is capable of, you will

*The revised Ghibli is now much more refined in action and has a lot more goodies to play with*

## TECHNICAL SPECIFICATIONS

	MASERATI GIBLI DIESEL	GIBLI	GIBLI S
ENGINE:	V6 turbodiesel	V6 twin-turbo petrol	V6 twin-turbo petrol
CAPACITY:	2987cc	2979cc	2979cc
BORE X STROKE:	83mm x 92mm	86.5mm x 84.5mm	86.5mm x 84.5mm
COMPRESSION RATIO:	16.5:1	9.7:1	9.7:1
POWER:	275hp @ 4000rpm	350hp @ 5500rpm	410hp @ 5500rpm
TORQUE:	600Nm (443lb ft) @ 2000rpm	500Nm (369lb ft) @ 4500rpm	550Nm (406lb ft) @ 5000rpm
TRANSMISSION:	ZF eight-speed auto, rear-wheel drive	ZF eight-speed auto, rear-wheel drive	ZF eight-speed auto, rear-wheel drive
SUSPENSION:	Double wishbone (front), five-bar multi-link (rear), anti-roll bars, optional Skyhook adaptive dampers (Sport pack)	Double wishbone (front), five-bar multi-link (rear), anti-roll bars, optional Skyhook adaptive dampers (Sport pack)	Double wishbone (front), five-bar multi-link (rear), anti-roll bars, optional Skyhook adaptive dampers (Sport pack)
BRAKES:	Four-piston vented discs 345mm (front), 330mm (rear)	Six-piston 360mm vented discs (front), four-piston 345mm vented discs (rear)	Six-piston 360mm vented discs (front), four-piston 345mm vented discs (rear)
TYRES:	235/50 R18	235/50 R18 (front), 275/45 R18 (rear)	235/50 R18 (front), 275/45 R18 (rear)
0-62MPH:	6.3sec	5.5sec	5.0sec
TOP SPEED:	155mph	166mph	177mph
FUEL (COMBINED):	47.9mpg	31.7mpg	29.4mpg
CO2	158g/km	207g/km	223g/km
PRICE:	£48,925	£52,885	£63,805

definitely want to be in charge, happily paddling up and down in manual Sport mode.

Offering a fine blend of style, refinement and performance, the Ghibli has a great deal going for it. It has clearly made a well deserved impact in this market segment, as well as on Maserati's sales figures. It helped raise sales from 6200 Maseratis (all models) in pre-Ghibli 2012 to 33,500 in 2015. Residual values after three years/60,000km are claimed to be the highest in the class – something of a first for Maserati. But it can't hope to defeat its rivals from north of the Alps with statistics – or even the driving experience – alone.

Indeed, it may not be the undisputed Beemer-basher or Merc-mugger we Auto Italians would so dearly love it to be (except on their own limit-free *autobahnen*, of course, the Ghibli being exempt from the German marques' 'voluntary' 155mph speed restriction). But so closely matched are these premium E-segment saloons that the allure of the Maserati name – and the fact, frankly, that it's not German – should continue to sway significant numbers of those of a more individualistic bent.

But here, ironically, it faces stiff opposition from much closer to home. My impertinent question, at the launch press conference, about a rival 500hp saloon from (supposedly) junior sibling Alfa Romeo (the Giulia Quadrifoglio) elicited both wry smiles and brave faces from the assembled executives, and some unconvincing mutterings about "separate markets and missions." In terms of corporate FCA product planning, 'mixed messages' might be a more apposite observation. But we, of course, wish them both *buona fortuna* – and may the best *macchina* win. 🇮🇹





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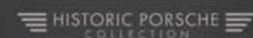


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# Fast drive in the country

We tackle the Best of Italy Festival – a new Italian exotic driving experience near Piacenza – in a Ferrari California T

Story by Phil Ward

Images by Michael Ward



**T**he Best of Italy Festival was created by Enzo Scalzo, a Ferrari owner and prominent Italian car enthusiast. Enzo's day job is as a restaurateur – he's the Managing Director of the Sicily Restaurant and a chain of Patisserie Valerie bakeries and cafés in central London.

Inspired by the superb Silver Flag hillclimb, Scalzo decided that he would create a new event based at the same location of Castell'Arquato, near Piacenza. While Silver Flag has become famous for its entry of historic and classic cars, complemented by a small element of modern machinery, the Best of Italy Festival reverses the emphasis by concentrating on supercar and superbike entries with a selection of classics.

Like Silver Flag, the course begins at Castell'Arquato, but instead of taking the hill route from Lugagnano to Vernasca, it runs along the Arda Valley up to Morfaso. This scenic route is 26km long and the gradual climb eventually reaches 750 metres.

*Auto Italia* was invited to join in the activities. In fact, we previewed the event at our Brooklands Supercar

Sunday in July, where TV personality and fashion model Jodie Kidd unveiled the special Maserati 420 Monoposto that she would be driving during the festival. To enter into the spirit of the event, we ran a factory-supplied Ferrari California T. Having already driven normally aspirated Ferraris at Silver Flag, this was the first time I had driven a turbocharged version with determination, and an open car at that.

Having collected the California from Maranello, we arrived in Castell'Arquato on the Friday afternoon to check out the paddock for early arrivals and complete the registration formalities. Later we met up with some familiar UK Ferrari and Maserati owners, as well as Jodie Kidd in the Maserati 420 Monoposto. Celebrity chef Aldo Zilli was also on hand in his newly nominated role as Brand Ambassador UK.

On Saturday morning, we took up position in the paddock with three more Californias, plus several mid-engined Ferrari V8s and V12 GTs. There was plenty to feast our eyes on: a yellow Bizzarrini Strada, a Pagani Zonda R and a very rare appearance of the Stola



Fiat Barchetta. This Lancia Delta integrale-engined design concept was resplendent in peppermint green and attracted much attention. Joe Macari brought along two of his racing cars from the UK, one a full-race Ferrari 458 GT car and the other the FIA GT Championship winning Maserati MC12 Corse. Lamborghinis were very much in evidence with an assortment of Aventadors, Murciélagos, Diablos and Huracáns – including the stunning ‘Polizia’ example. Celebrity guest entries included Sandro Munari driving a works Stratos, Valentino Balboni in a Lamborghini Miura and Giacomo Agostini riding a works MV. It doesn't get much better than that!



At 10.30, the superbikes opened the course, with Agostini leading the pack on his fabulous MV, the extraordinary sound reverberating all round Castell'Arquato. Then it was our turn. The full-bore start took us 7km down the SP4 to Lugagnano. This is a seriously fast piece of good quality road, mostly straight with a few kinks. Over the years, Silver Flag has included chicanes to slow down some of the more ambitious drivers but Best of Italy elected to leave the road ‘clean’, which puts a lot of faith in the drivers. To be fair, most supercar drivers in speed events know what they are doing, unlike members of the Kings Road Traffic Light Grand Prix Club. Even so, it tests your mettle when you are driving a very fast car on the public road at high speed. It's a very rewarding experience to drive a high performance car at somewhere approaching its full potential. Racing circuits offer some security in that if you make an error it is possible to recover unscathed, while getting it wrong on an off-camber bend on a tree-lined public road will cause a lot of damage – and pain.



Apart from the missing chicanes, the run down to





Rare appearance for the Pagani Zonda R (above). Maserati 420 Monoposto (bottom) was Kidd's ride



Lugagnano was familiar, so a good speed could be maintained with confidence. However, the other 19km were unknown – perhaps we should have done a recce the day before.

Instead of taking the 90-degree left in Lugagnano as usual, the organisers had created a novelty 'drag race'. Upon arrival in the town centre, the cars were slowed to walking pace and then fed round a loop to restart. The idea was to launch and then be timed across the long straight across the River Arda bridge. It was quite a fun thing to do and, of course, an exciting spectator attraction.

After this interlude, the real business began with an uninterrupted 1.9km straight alongside the river. With 230km/h on the clock, it quickly became obvious what we were going to encounter. The rest of the gradually ascending course comprised a series of fast sweepers and tight bends to concentrate the mind. The limiting



factor was the condition of the road. The surface was intact but uneven and affected by subsidence in places, not quite as bad as the Targa Florio but enough to bottom out a fast car and unsettle the suspension, often in all the wrong places, like the entry to a series of S-bends.

The California felt very lively but forgiving. I could feel the rear axle working hard to keep up with what was happening up front, and the suspension was trying its best to absorb the multiple irregularities – often in the same corner! This was not an unpleasant sensation but it was quite obvious the California was not designed for this kind of treatment – this was seat-of-the-pants 458 Speciale country. Having said that, while the high-revving 458 might have been more spectacular, the California's turbo torque was formidable, the grunt was very useful on corner exits and the relatively low-revving engine felt effortless, allowing the driver





to hold on to higher gears for longer.

26km is quite a long way to drive quickly on an Italian country road, but it is long enough to hold your attention. Any longer and the attention threshold could be exceeded and that's when the incidents can happen.

A very fine lunch awaited us at Morfaso where we could observe the lycra-clad cyclists completing their gruelling 45-minute race, a valiant Jodie Kidd included. After lunch the cars were released to make their own way back down to Castell'Arquato for late afternoon and evening entertainment. On Sunday, the run was repeated but without the 'drag race'.

For a new, ambitious event to work so well for the first time was quite an accomplishment. Enzo Scalzo and his team are to be congratulated for their diligence in making Best of Italy an exciting, well-organised and safe event. The last word should go to the entrants

who were presented with an unfamiliar and challenging course and, even though they had very few restrictions on an unfamiliar road, drove their spectacular cars both quickly and sensibly.

For 2017, the Best of Italy Festival will be held over the long weekend of Friday 15th to Sunday 17th September. The welcoming and efficient Best of Italy team offer a range of support including a transportation package for UK supercar owners who do not wish to drive their cars to Italy. Cost effective multi-car transporters are available to consolidate movements. There is also an arrangement for drivers to hire supercars or superbikes locally if required.

Check out [www.bestofitaly.com](http://www.bestofitaly.com) for entry packages that include entry to the hillclimb, comprehensive hospitality and recommended hotels. The website also has a gallery of 2016 images, an aerial 'drive' up the course and an excellent video of the action.

*Polizia Lamborghini Gallardo looked super-cool. Jodie Kidd (below) took part in the cycle race too*





## DRIVING THE CALIFORNIA T

No surprise that the 'T' in the latest Ferrari California model stands for 'Turbo'. Once a heresy among supercars, turbocharging is now pretty much *de rigueur* in this market segment. The reason is simple: turbocharging makes effortless performance far more accessible – and also far less prone to guzzling gas.

So while the turbochargers fitted to the Cali T don't feel 'raw' – they certainly don't make the car behave like someone's lit a touch-paper when you hit the accelerator – there is, however, one very big difference. There's just so much more oomph available than in the old non-turbo V8 engine – and that oomph is ready to use just about anywhere in the rev range. The turbos may add a whole slug of power in absolute terms (up by an astonishing 100hp to 560hp) but far more importantly, there's a whole heap of torque – a grand total of 557lb ft of it, in fact (a leap of 50 per cent over the old non-turbo Cali).

As a result, engine response is pretty much immediate, with perhaps just a little turbo lag at higher revs (the 3.9-litre V8 revs all the way to 7500rpm, incidentally). With epic grunt available from pretty much tickover, the California just pulls and pulls, anywhere, anytime. It's as eager to accelerate as a

hunting dog, and boy does it feel fast when it's on song. Indeed, it's knocking on the door of proper supercars: 0-62mph comes up in just 3.6 seconds and it'll almost reach 200mph flat out.

Yet it all feels surprisingly refined. The engine has a crisp but muted soundtrack. The F1 dual-clutch seven-speed semi-auto transmission is super-smooth and effortless, too.

Handling-wise, the T benefits from a slight rearward bias in its weight distribution (47 per cent front, 53 per cent rear). You'll get nothing but gentle understeer in normal use. But if you flick the manettino switch on the steering wheel to Sport or TC Off mode, you can certainly make the tail wag; frankly, however, the Cali isn't meant for this. It's much more about comfort, and fittingly the ride is amazingly good for a car sitting on 35-profile rubber. Remain in Comfort mode and the suspension is ideally suited to pockmarked B-road tarmac. The carbon brakes are epically sharp, too.

The character of the Cali T is much more 'cruiser' than 'crusher' – and that's not intended as a criticism. Few cars are so well suited to rapid touring in a gentle, unfussed manner. To sum it up, the California T may put the 'soft' in soft-top motoring but it certainly still has the power to perform when you want it to. 🇮🇹

*Wheel-man Phil Ward lines up in the California T alongside the peppermint green one-off Stola Barchetta*





# Bewitched

This stunning right-hand drive 1963 Giulia Spider cast such a powerful spell over its owner that he had it restored to Ferrari standards. We tell the story of a 2000-hour, two-year job

Story by Peter Nunn  
Images by Michael Ward





**T**wo thousand hours. Michelangelo might well have spent less time painting the Sistine Chapel. But that's how much effort and love has been invested in the restoration of this stunning 1963 Alfa Romeo Giulia 1600 Spider.

If you think 2000 hours' worth of work is a tad excessive for an Alfa Giulia, you may well be right. But sometimes passion simply takes over and proportionality goes completely out of the window.

To say that this Giulia underwent a complete, ground-up restoration to return it to factory-spec, concours conditions doesn't even begin to tell the story of this remarkable car. As we will discover, the restoration was far from conventional. Over time, it became a total, whatever-it-takes rebuild by a company more associated with concours-winning Ferraris. Hardly surprisingly, the restoration costs far exceed the Alfa's actual worth.

For both the owner/collector, James Needham, and the Ferrari specialist that rebuilt that car (Barkaways of Tonbridge), the project took on a life of its own and became a painstaking labour of love, taking a good two years to complete.

The car's uniqueness is helped by the fact it happens to be a rare, original right-hand drive 1963 model (when the bulk of cars Alfa built in that period were naturally LHD). As you can see, the end result is spectacular, with authenticity the driving inspiration behind the rebuild. Try imagining driving a brand new Giulia Spider off the line at Alfa's Portello works in Milan in 1963. This must be as close as it gets.

Alfa Romeo has built many seductive



open-top sports cars throughout its long and illustrious history. The Giulia 1600 Spider ranks as one of the most desirable of all, and certainly helped to maintain Alfa's reputation as a prestige sporting marque in the 1960s.

Alfa's new-generation 1570cc Giulia first appeared in 1962, succeeding the smaller-engined 1290cc Giulietta, the model range that had dramatically revived and expanded Alfa's fortunes in the '50s and early '60s. The delicate, jewel-like Giuliettas were highly prized, successful cars in their day. When the time came to move up to the Giulia series, Alfa wisely carried the essential formula over.

The achingly pretty Giulietta Spider thus evolved to become the Giulia Spider in 1962. That svelte two-seater Spider body retained its original Pininfarina shape intact, but now there was a raised bonnet to accommodate the taller block of the longer-stroke 1570cc twin-cam engine.

In the changeover, the Spider also gained a five-speed gearbox, a set of disc front brakes and

an improved suspension set-up. There was also more power, now up to 92hp, while the desirable twin-carb Giulia Veloce offered a racier 112hp.

Such high-brow engineering all came at a price, of course. At the 1962 Earls Court Motor Show, you could have ordered an MGB for £949, or a Triumph TR4 for £1032; the Giulia Spider, on the other hand, would have set you back fully £1798 – not far off contemporary Jaguar E-Type money.

The Giulia 1600 Spider you see here is chassis number AR 383171. The engine bay VIN plate shows a prefix code of 10119 GD. The 'GD' or *guida a destra* designation confirms that this is an original factory RHD spec car. The chassis number identifies it as a Tipo 101.19 model, part of a short 1963 run of Giulia Spiders built by Alfa.

According to Luigi Fusi's book on Alfa Romeo, just 400 RHD Giulia Spiders were built between 1963 and 1964 and you can imagine only a small number ever made it as far as the UK in period. This particular Giulia was





*Finding the parts to complete this amazing restoration wasn't easy but definitely worth the effort*

actually UK registered in 1964.

Such provenance clearly sets this Giulia apart. The people entrusted with the car's restoration, Barkaways, conducted exhaustive research into the Alfa's past ownership, revealing that it has had just nine owners since 1963. The current owner, James Needham, bought the car in August 2010.

As a serial Ferrari collector, James saw the little Alfa as something of a fun diversion. It really caught his imagination. "When I bought it, I enjoyed driving it around but in the end, I spent two years thinking what to do with it," he recalls with a smile.

Eventually, decision time arrived. "Sadly it just kept on breaking down," remembers director Ian Barkaway. "It was jumping out of gear and it had electrical problems. In the end, Jim said he'd had enough and wanted it rebuilt. He brought the car in to us and said, 'Just do it!'"

So the Giulia was entrusted to Barkaways for the restoration process to begin. "We completely stripped the car and found lots of issues. For example, the engine was running on only three cylinders; within the fuel system, there was a lot of sediment inside; and underneath, it was very rusty indeed."

to find. It almost got to the point where we thought it couldn't be done. We even looked at getting another shell – we found two, but they were basically in the same condition as this one!"

In the end, parts were painstakingly sourced from both the USA and Europe. Even so, some major areas of the car still had to be fabricated from scratch, such as the chassis outriggers, sills and boot lid.

The restoration was at that point up to 1000 man-hours and counting – and there was still a very long way to go. Originally the Giulia was painted white, but the body colour was changed to a very attractive shade called Celeste blue. A new windscreen was purchased, while a complete new set of door side glass for the Alfa had to be made up. No less daunting, a new wiring loom was created and installed from scratch.

Some of the detailing went far beyond the remit of any normal restoration. Inside, the dash gauges are the original items but have been carefully refurbished internally. A period radio was also located. The original steering wheel was broken so it was sent away to a specialist to be remade. As with everything on this car, it had to be exactly right.

## “Sadly it just kept on breaking down”

Barkaways began by taking literally everything off the car. The wiring was all taken out and the suspension and braking systems were removed entirely. The bare shell was then media-blasted, removing all the old paint, underseal, rust – everything. Of course this showed up all the places the car had been patched up before.

"We couldn't get replacement panels," sighs Ian Barkaway. "The wheelarches had gone. Parts were hard

The Giulia's seats are original but have been completely renovated by Barkaways. Finished in navy blue leather with piping chosen to match the colour of car, everything has been hand-made.

Under the bonnet, an awful lot needed sorting, too. "The engine was a mess," recalls Ian Barkaway. "It had low compression and a burnt inlet valve. We did pretty much everything: all-new liners, new valve guides and new pistons that were blueprinted, lightened and





balanced. We also did a conversion so that the engine can run on unleaded fuel.”

At this point, there was an obvious temptation to convert to twin-carb Veloce spec but there was a problem: on right-hand drive Giulias, the positioning of the steering box means there’s insufficient space.

“We talked to many Alfa owners, trying to work out how to make a twin-carb set-up work. Some people had tried tilting the engine, all kinds of tricks. It was a real heartache but we had to face the fact we couldn’t get it to work,” grimaces Ian. Eventually, a new Weber twin-choke carb was chosen, which at least has the benefit of retaining originality.

As for the rest of the mechanicals – gearbox, clutch, diff, suspension, brakes, fuel tank – everything was either renewed or comprehensively rebuilt. Throughout the restoration, Barkaways kept a complete photographic record, which we were privileged to see. The presentation is exemplary and the photos of the

Giulia underneath are simply amazing.

“Everything was thrown at it,” adds Ian. “In the end, you’re talking about the same level of restoration outlay that would go into a Ferrari 250 SWB or Lusso. Getting the suspension to work, the shut lines, the doors, the boot – it was all very time-consuming. The boot lock, for example, is one of the most complicated designs I’ve ever seen; it was a real job to make that work again! But in the end, things like that are what really make a restoration.”

The Giulia Spider project was clearly one hell of a mission for the owner and restorer, as Ian confirms. “This Alfa was a real challenge but the team absolutely loved doing it. It pushed them to the limit, forcing them to think outside the box and solve problems with a very limited parts supply.”

James Needham’s Spider duly made a splash at Salon Privé at Blenheim Palace in the summer of last year. “I was asked to go and I certainly didn’t expect to

*As much money was spent on this restoration as any classic Ferrari. The car has been repainted in Celeste blue*



ALFA ROMEO GIULIA SPIDER



win,” recalls James. Nevertheless, the Alfa really stood out, easily holding its own alongside all the Ferraris. One look at that style and exceptional presentation and you can see why.

When we were offered a chance to drive the Giulia, it was, of course, impossible to turn down. So on a wintry Wednesday, we ventured out on to the rural Kent back roads near Barkaway.

Dynamically, two key aspects of the Giulia immediately stand out. First, the sound from the all-alloy 1.6 twin-cam engine: it's a deep, aristocratic rumble that's a pure joy. The power and torque is strong and the feeling super-smooth, imbuing the car with real sporting character. Fabulous!

This is without question one of the classic Alfa engines, good for high revs, and it's especially on song in the 4000-5000rpm bracket. However, out of deference to the Alfa's overall 'newness' and stellar condition, it didn't feel the right occasion to push the performance too hard.

The second stand-out feature is the gearchange. As later Alfa 105 owners will recognise, the long lever in the Giulia is something more than simply a mechanical way to swap cogs: it's more like an extension of the driver's arm. The quality of the change is so smooth, precise and satisfying that it really is something to

savour. Having five speeds to play with in an era when more basic four-speeders were the norm (even among sports car) is a treat, too.

Out on the road, the Giulia feels very tight, almost like new. I suppose this is to be expected following such an amazing ground-up restoration. Writers in period spoke glowingly about flinging the Giulia from bend to bend, the car feeling beautifully balanced, solid and responsive. No doubt, the Giulia Spider can still serve up a lot of that today but with the car 'just out of the box' it felt a little stiff in terms of feedback. No doubt with extra miles on the clock, it will free up a little more.

Inside the Giulia, there are no seat belts – yikes! – and the driving position, with its thickly bolstered seats and huge steering wheel, takes some getting used to. So does the action of the tiny floor-mounted pedals, for that matter. You sit remarkably high up in the Giulia (or maybe it's the windscreen that's unusually low), but then that's how it's always been.

Such are the intricacies of this bewitching Italian convertible. More than 50 years on, it still looks incredible and it still sounds superb. A very special car in its day, today it's a classic Alfa with allure aplenty. This particular example is very, very special indeed. The best of its type in the world? Could well be. 🇮🇹

*Like the rest of the car, the engine bay is like new. The temptation to switch to twin carbs was resisted*



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# THE BRILLIANT 'B'

Alfa's Tipo B epitomised the glorious spirit of mid-1930s Grand Prix racing. We look back at the golden era of the so-called 'P3' and put the spotlight on a 1934 ex-Scuderia Ferrari racer

Story by Peter Collins  
Images by RM Sotheby's



It is remarkable just how many ultra-successful Italian makes and models have been created out of the white heat of knee-jerk rule changes and official prevarication. We can include the Ferrari Sharknose GP car, the Lancia 037 and all-wheel drive Deltas, the Ferrari 250 Testa Rossa and GTO and, to a lesser extent, the 512 Sportscar series. To these I would contend that Alfa Romeo's Tipo B Grand Prix car should be added.

The Tipo B has become known colloquially as the P3, although it was never officially given that appellation. Journalists and pundits in the period – the mid-1930s – coined the P3 name as the Tipo B succeeded the very successful P2. Alfa itself was quite happy that the media wanted to publicise the new cars

in their own way, as it could see the advantages of free marketing and publicity.

At its highest level, motorsport had, by 1930, reached a watershed. The organisation supposedly in control was the AIACR – the Association Internationale des Automobiles Clubs Reconnus – the forerunner of today's FIA. It was considerably French-influenced and appeared to be gradually losing its grip on drawing up sensible rules and, what's more, policing them.

For the period 1931-1933, it proposed that engine capacity should be limited to 5.0 litres, that superchargers should only be allowed on two-stroke engines and that minimum weights should be on a capacity-based sliding scale.

There was unanimous opposition to all of this by



event organisers and promoters which led to a rethink, with the result that the only serious rules were a requirement for two-seater bodies still to be fitted (although only the driver now needed to be on board whilst actually racing) and a return to the he-man lengths of 10 hours per race.

The races effectively became free-for-alls. As far as Alfa Romeo was concerned, for the first race under the new regulations, the 1931 French Grand Prix at Montlhéry, the cars entered were the new Monza 2300 eight-cylinder cars that the highly talented engineer, Vittorio Jano, had developed from his six-cylinder 1750 sports cars.

Jano had been poached from Fiat by Enzo Ferrari and started work at Alfa in October 1923. His first success

was the P2 Grand Prix car which utilised a 2.0-litre straight-eight power unit. For 1928, though, he designed a six-cylinder twin-overhead-camshaft unit of, at first, 1500cc. It was enlarged in 1929 for the launch of the 1750 before growing again, with the addition of two more cylinders, to create a 2.3-litre straight-eight twin-cam.

In 1931, in order to compete in Libre races, Jano also came up with his Tipo A model, which was an extremely complex and bulky amalgam of two 1750 engines mounted side-by-side to create what was, in effect, a 'U12'. If it stayed together and the driver had the stamina to control it over long distances, it was immensely fast. Laurence Pomeroy quotes period Alfa managing director, Signor Gianferrari, telling the



journalist W F Bradley that the car was the result of a joke at a meeting when someone had asked, "Why don't we fasten two cars together?"

While there may be some truth in this apocryphal story, there were two aspects of the Tipo A that were particularly apposite to the Tipo B. One of these was that the 'A' was the first Grand Prix car to be built as a monoposto or single-seater racing car; the other was that no effort was made to link the output end of the two power units before they connected with the rear axle, so the drive from each was transmitted by two separate propeller shafts, connecting with the axle by bevel gears.

The two Tipo As built were used rarely and, by September 1931, Alfa Romeo's board had authorised Jano to design and construct an entirely new Grand Prix car to the specifications laid down by the new AIACR rules due to become ratified in January 1932, for the three races making up what would today be known as the Formula One World Championship, but then, in its infancy, made up the Championnat International de Vitesse. In fact, not a lot had been specified except for the final abolition of two-seater cockpits and a new race length requirement of between five and 10 hours.

Jano could at last get to work on a car designed around rules that would be stable for at least two years. His masterpiece was the Tipo B, or P3. Its single-seater bodywork covered a mix of radical ideas and traditional functionality. Guidotti, Alfa Romeo's head test driver, is on record saying of this generation of cars: "The hardest thing was not to get them around corners, but to keep them on the road where straights allowed the cars to reach their maximum speeds."

Taking the engine first, this was updated from the eight-cylinder power unit that debuted in Jano's 2300 sports car. The biggest headache with a unit of this configuration and length is torsional flexibility and vibration, as it is prone to affecting valve timing with knock-on effects on reliability. So Jano's design was ingenious, incorporating two separate four-cylinder blocks, each resting on a common aluminium crankcase. Each block had its own aluminium cylinder head; the crankshaft was made in two four-cylinder parts, between which were two gears, one driving the

camshafts and the other the superchargers and the oil and water pumps. The result: perfect balance.

For the first Tipo B, the capacity was raised from 2300cc to 2655cc by extending the stroke from 88mm to 100mm. The method of construction was also changed: each group of four-cylinder blocks and heads was cast in one aluminium monobloc part containing the camshafts. Separate Roots-type superchargers fed the two blocks and, in initial form, the units produced 215hp at 5600rpm.

The engine wasn't the only radical innovation, though. Attached to it was a perfectly orthodox four-speed gearbox but behind that was a differential mechanism from which spread, in a 'V' shape towards the rear of the car, two propshafts which met the rear axle just inboard of the rear wheel hubs and connected to it by means of bevel gears. In concert with the perfect engine balance, this system meant a far more even power distribution to the rear wheels, eliminating any possibility of the wind-up associated with single propshafts. It would seem likely that Jano devised this split drive in order to reduce unsprung weight in the 2650mm chassis. It certainly worked: of the first 26 races that Tipo Bs took part in, they won 22 of them.

By 1933, Alfa Romeo was in dire financial straits and in the hands of the receivers. Then three things happened for 1934. The first was that there was, at last, a rule change with some teeth. This consisted of a maximum weight limit of 750kg and a minimum cockpit width of 85cm. Secondly, the Germans had awoken to the prestige value of winning Grand Prix and Hitler had authorised massive funds to be made available, as a prize, to Auto Union and Mercedes to build money-no-object, state-of-the-art, world-beating racing cars. And finally, with the help of Pirelli money and political heft, Enzo Ferrari's Modena team took delivery of Tipo B project cars.

A new, modified Tipo B to comply with the new regulations was therefore drawn up by Jano with an increased piston bore size to raise capacity to 2905cc (good for 255hp at 5400rpm), although the chassis remained the same.

Instant success was achieved at the 1934 French GP when Louis Chiron won, with Varzi second and

*Proudly wearing its Scuderia Ferrari insignia, this Tipo B may well have been handled in era by Nuvolari*



Trossi/Moll third – a Tipo B 1-2-3. Laurence Pomeroy commented that he hoped “the vino rosso flowed freely amongst the team that night.” It must be admitted, however, that all the German cars entered suffered reliability problems.

However, everyone could see that it was only a matter of time before the German entries would sweep all before them, making all other GP cars seem old-fashioned. Even so, development continued in Modena. First, cantilever reversed-spring rear suspension was tried with success and then, once it had been understood, the 1935 cars were fitted not only with bored-out 3165cc engines, but Dubonnet independent front suspension and hydraulic brakes. Some of the previous year's cars were similarly updated.

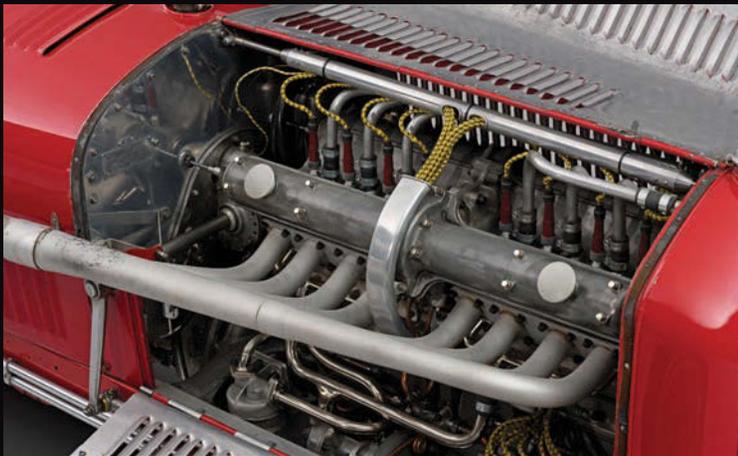
Whatever Ferrari did to the cars, though, by the end of 1935 they were outdated. They had achieved an incredible tally of results, including Nuvolari's legendary win over all the Auto Unions and Mercedes at the Nürburgring in that last year.

In all, according to the historian Fusi, six narrow-bodied cars were built with chassis numbers from 5001, plus nine of the later 750kg wide-bodied examples, with chassis numbers from 50001. The example featured here is chassis 50006. It was completed in 1934 and went to Scuderia Ferrari, being numbered SF 46 there. It is one of three originally fitted with the cantilever reversed quarter-elliptic rear springs and Dubonnet front suspension.

As is so often the case with Italian competition cars, few records were kept, but there is definite evidence that 50006 took part in the 1935 Masaryk Grand Prix at Brno, Czechoslovakia and, with Antonio Brivio at the wheel, it finished fourth overall. It is more than likely that it would have been handled by Tazio Nuvolari at the time, too. Once its front-line days were over, it was sold to Frank Ashby in the UK in 1936.

One problem arising from the symmetrical design of the engine was heat build-up around the exhaust valve, as both sides were the same, and Pomeroy claimed he had a copy of a letter from Alfa Romeo, which was in reply to a complaint from Mr Ashby about cracks already showing in the exhaust valve area. The reply merely suggested turning the block around so that the





cracks would be on the inlet side and all would be well! Ashby then built his own cylinder heads and competed at events like the Brighton Speed Trials.

After the war, 50006 went to Ken Hutchison to replace an Allard for sprints and hillclimbs in the UK (at a time when circuits were not readily accessible) and he described the handling of the car as "absolutely perfectly balanced." Later it was acquired by James Goodhew, while by 1953, the car was in the hands of Josh McMillan and took part in the 1954 New Zealand Grand Prix. It also competed in NZ in the hands of the experienced Ernie Sprague, who passed it on to Bill Harris, followed by Leon Witte in the 1970s. It spent a long time with the latter before Yoshjuki Hayashi purchased it for his collection in Japan in the 1990s.

It was subsequently sold by Bruce McCaw to Umberto Rossi, who has been its custodian ever since. He frequently participated in vintage races with this lovely car. He acquired an original 3.2-litre engine that had come out of the famous Bimotore car, but commissioned Jim Stokes Workshop to build up an authentic copy of this engine using some original parts so as to keep the original, SF-50-A, intact. Now the car is up for sale again, in Paris in February by RM Sotheby's.

Let's hope that the next keeper will maintain this car's competition history and continuous provenance in the style to which this fabulous old racer has become accustomed, and not hide it away from the public's gaze. 🇮🇹

*This stunning Tipo B is one of only three Second Series cars fitted with reversed rear leaf springs and Dubonnet front suspension*





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# TOY BOY

We survive heckling nuns and comedy proportions as we climb aboard this 1948 Mille Miglia racing Siata-Fiat 750 Spider Corsa

Story by Richard Heseltine  
Images by Lyndon McNeil

She holds her chest with one hand while pointing with the other. Her friend, meanwhile, looks on in disbelief before cracking up. Neither can resist shouting words of encouragement. The gist is clear, so direct translation is unnecessary. Who knew that nuns could heckle? Maybe it's the cap; whatever, it's hard to pull off nonchalant cool when you look like you're wearing your car. It's also hard not to draw attention to yourself when your ride is packing an unsilenced 742cc race engine, the frenzied backbeat ricocheting off the walls of a police station and a courthouse nearby.

The Siata-Fiat 750 isn't the sort of machine that has onlookers nodding at one another with gravitas. Not even close. Park just about anywhere and people jostle for position like puppies surrounding a food bowl. Everyone remarks on its size and passes comment on how 'cute' it is. But make no mistake, this is a competition tool. It was conceived to contest the Mille Miglia and enjoyed a lengthy career in motor sport. That said, its back-story is far from linear.

The instigator of the Siata marque, Giorgio Ambrosini, was born in Fano, Pesaro in 1890. Shortly after, the family moved to Turin where he became enamoured of the new-fangled automobile. So much so, he

designed his first car while barely out of his teens, which he marketed from 1913. He christened his new baby Victoria but his timing couldn't have been much worse. Few cars, if any, were sold before Europe was plunged into conflict.

At the end of The Great War, Ambrosini began making bespoke tuning parts. Scroll forward to 1926 and he formalised his business arrangements under the name Società Italiana Applicazioni Tecniche Automobilistiche – Siata for short. Siata would become inextricably linked with Fiat after Ambrosini and future Cisitalia founder Piero Dusio teamed up to field a specially-prepared straight-six-engined 521 on the April 1929 Mille Miglia. Theirs was the first Fiat home, in 25th place.

The arrival of the 508 Balilla in 1932, however, moved matters on apace. Ambrosini devised a raft of tuning gear, ranging from blowers and manifolds to special dampers and uprated brakes. These in turn attracted the attention of Fiat engineers and so began a symbiotic relationship that would flourish over subsequent decades. Not that there weren't a few bumps in the road. Ambrosini had ambitions to be more than just a tuning specialist, but was initially barred from opening his own *carrozzeria*. Protectionist

laws prohibited new operators from entering industries that were already saturated. There was an overabundance of body shops in Turin but Ambrosini was persistent. He reasoned that, while there were plenty of *carrozzerie*, there were few aircraft manufacturers, so he came up with a cunning ruse: the acronym would henceforth stand for Società Italiana Applicazione Tecniche Aviatorie, with two aircraft being added to the Siata logo. In theory, if not necessarily in reality, it was now a player in the aviation industry.

But this scheme to circumnavigate the barriers to entry didn't work. The badge remained, but the company name soon reverted back to its original alias and Ambrosini simply struck up an alliance with Andrea Mantelli's eponymous coachbuilding firm (which may, depending on who you ask, have amounted to a partial takeover).

One of the first standalone Siatas (as opposed to tuned Fiats) was the 508-based Berlinetta Aerodinamiche designed by Roman aristocrat Mario Revelli di Beaumont. The real breakthrough, however, followed the introduction of the Fiat Topolino 500A in 1936. Siata produced a raft of go-quicker bits for the Dante Giacosa-designed bambino, up to and including larger displacement engines with special heads.





Siata-equipped Topolinos soon began making their presence felt in the tiddler class in races, rallies and hillclimbs, while also powering assorted record-breakers. These conversion kits brought in much-needed *lire* but this was only the start of it. In 1939, Cavalier Rocco, the former head of Fiat's engine division, joined Siata to head the technical department. This led to even closer ties with Fiat which, by this time, stretched to the supply of rolling chassis direct from the factory. Thus the 500A-based Amica convertible was born but World War 2 ended production after just 50 or so had been made.

During the conflict, Siata made electric generators and parts for aeroplanes (so the badge finally made sense). In 1941, Ambrosini and Revelli di Beaumont devised a small Fiat lorry, only for the Via Leonardo da Vinci factory to be razed by Allied bombing. Unbowed, he and engineer Aldo Leoni then conceived a 48cc four-stroke motorcycle engine dubbed Cucciolo (Puppy) which proved a huge hit in the immediate post-war period. The Agnelli family helped pay for a new manufacturing facility in which some 15,000 engines were produced. Ducati subsequently took on licensed production which in turn helped pay for ever more ambitious motor sport-orientated projects.

One such was another special four-cylinder engine based on the Topolino 500B unit which, true to form, featured its own bespoke big-valve head and trick manifold; indeed, little more than the basic Fiat block remained. This in turn led to racing cars such as the 750TC, the 750MM Berlinetta, the 750SC (which featured a tubular steel chassis and torsion bar suspension), and the ambitious 75 Bersagliera which had an aluminium twin-cam engine mounted behind the driver.

Siatas were hugely competitive in Italy's burgeoning 750cc class of circuit racing during the late '40s, with Ambrosini's son Renato becoming a national champion. The car featured here, however, was not a catalogue model. It was something else entirely, being largely the



## SIATA-FIAT 750 SPIDER CORSA



*It's hard to appreciate from photos just how tiny this car is, but it was a serious competition tool in its day*

work of brothers Mario and Domenico Fenocchio of Brescia. Based on a regular Topolino chassis, but featuring a full-house 742cc Siata-headed Fiat 'four', the body was created by Carrozzeria Bresciana. Unusually, it was formed from steel, with the bonnet and doors in aluminium.

Badged as a Siata-Fiat Spider Corsa, it was built to contest the 1948 Mille Miglia, Mario Fenocchio and co-driver Bruno Fachetti having failed to finish this classic road race a year earlier aboard their tuned Topolino. Sadly there would be no reversal of fortune this time around: the car didn't complete the race. A return run in 1949 saw them classified in 175th place. The pairing subsequently turned their attention to Stanguellinis and a Giannini. The Siata was dusted off for the 1955 Mille Miglia where Giuliano Vielmi and Angelo Loda didn't make it as far as Rome.

Which brings us to today. The Siata has covered whole tens of kilometres following a three-year restoration initiated by its current owner, Riccardo Cristina. Photographs really don't lend it a sense of scale. Even those of average height look like giants when seated behind the cork-rimmed wheel. With most etceterinis, you tend to scrutinise the engineering, reluctant to commit your full weight to the structure let alone drive it. Not so here. The Spider Corsa feels surprisingly robust, and nowhere near as pinched for space as you might imagine: the steering wheel doesn't rest on your lap, while the pedals don't overlap. Instrumentation is sparse, with the Jaeger rev counter your main point of focus. It reads to 7000rpm; there's no red line.

The tiny four-banger is vocal at idle, that's for sure. It crackles with energy, sounding

inconceivably potent given that it's packing *maybe* 40bhp. It romps off the line, the gearing being on the short side. The four-speed 'box has synchro (allegedly), but under advisement you double-declutch on up and down shifts, which is no great hardship as you soon learn to override your caution. The steering at low speed is direct but not particularly communicative.

The Siata is huge fun to drive, though. It pops and fizzes. It feels alive, but never edgy. Sure, you're aware of every zit in the asphalt, but it's a laugh a minute once you've attuned to its foibles. Unfortunately, a minor technical issue ends play before we can get any real speed up. It cannot be fixed by the side of the road so it's game over, more's the pity.

This car may be a footnote in Siata lore, but it was created at a time when the marque was a serious player. It didn't just make up the numbers. Siata's star shone brightly during the early to mid-1950s, the company name having been changed once again, this time to Società Italiana Auto Trasformazioni Accessori. The Amica name was revived for a new and elegant Topolino 500B-based convertible, while ex-Cisitalia man Rudolf Hruska (who later gave the world the Alfasud) engineered subsequent models. The 1950s also witnessed the Fiat 1400-based Daina coupé and the MG TD-lookalike Rallye powered by all manner of engines. Then there was the 208CS Berlinetta and BS roadster which married Fiat 8V running gear with achingly pretty outlines envisaged by Giovanni Michelotti.

Rather less successful was another truck design and a 400cc microcar which, depending on whose version of history you believe, was nixed by the Agnelli clan out of

fear that it might hurt sales of the Fiat 500 Nuova. A new 160cc motorcycle engine came to naught, too. The rest of the decade saw the firm produce a range of tuning kits but, by 1959, the company was haemorrhaging. Fiat stepped in and brokered a deal with Carlo Abarth, the two rivals forming a new standalone company – Siata-Abarth – to market a range of Fiat 600-based vehicles. Predictably, this shotgun union lasted all of two years.

No matter, Giorgio Ambrosini had by then established a sister firm, Siata Española SA in Tarragona, Spain. Various Seat 600-based machines were offered with varying degrees of success. His son, meanwhile, reanimated the marque on the home front as Siata Auto SpA. Michelotti was roped in to style coachbuilt Fiat 1500-based offerings, while tuning kits continued to sell but in smaller numbers. Then Siata unveiled the Spring 'neo-classic' in May 1967. Styled in part by future Pininfarina man, Enrico Fumia, this unlikely machine married cartoonish 1930s looks with Fiat 850 running gear and proved a surprise hit. Some 6000 examples were reputedly made up until 1970. Nevertheless, it didn't return a profit and the firm tanked that year. In 1971, a new firm (ORSA) revived the Spring in Sardinia but the adventure was all over by 1975.

It had been quite a ride. Italian motoring lore is littered with fallen acronyms, but few were ever as sonorous as Siata. This most characterful of marques punched above its weight time and time again, despite the occasional pratfall. And while 'our' car may be one of the less celebrated examples, it added further colour and intrigue to an already expansive legacy. It's bloomin' marvellous. 



Thanks to: Riccardo Cristina  
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# A-Lister

What should you replace a clunky old Ford Fiesta with? Something from the top drawer, naturally: a tastily modified Alfa Romeo 147 GTA

Story by Chris Rees  
Images by Michael Ward





**T**he Ford Fiesta has just notched up its eighth year in a row as the UK's best selling car. You want anonymous? You got anonymous. There must be a gazillion of those boring blue oval-badged hatchbacks out there.

So when bicycle engineer and 1.6-litre Fiesta owner Kiran Winder was looking for a new car, almost anything would have been more interesting. What he actually ended up with is the very definition of 'interesting' – and a truly massive step up: an Alfa Romeo 147 GTA. Good chap!

It all started when he saw a 147 GTA local to him in Essex. Straightaway he knew he had to own one. Luckily in spring 2015, he managed to track down a 2003 example at a car dealer in Brighton. Of course, he decided to buy it post haste.

As purchased, it was pretty much all standard apart from an engine remap. This had apparently been done as a result of the engine having sucked up water at some stage. The car had been taken to Monza Sport Tuning in West Sussex for a full engine rebuild, with the ECU being remapped at the same time to give an estimated 275hp, around 25hp higher than the standard GTA's 250hp.

Coinciding with this, a Q2 diff was installed – a mod that pretty much every GTA owner eventually does to cure the car's tendency to torque steer, as well as the standard diff's propensity to self-destruct. Boxes ticked all round so far.

In this form, Kiran drove his new car back to Essex but within a few weeks he'd already embarked on doing some mods. As we've started off talking about the engine, let's begin there. Under the bonnet you'll find a CDA carbon air box, which Kiran is very keen on. Not only does it make the throttle significantly more responsive, the induction noise is also much nicer. Autolusso and ASH cooling pipes set the engine bay off nicely, too, as does a Wiechers Sport strut brace. The engine stabiliser mounting has also been polybushed (a snip at £60).

The only other major change in the powertrain department is the exhaust system, which is currently straight through from the manifold. "I did consider a Wizard straight-through manifold as well," says Kiran, "but because I want to do track days at some stage, I was worried about making the car too loud. It would probably be slower with a straight-through manifold, too."

He also looked at equal-length downpipes but was quoted an eyebrow-raising £2500 for these, which pretty much made his mind up for him. As it is, the GTA exhaust system now benefits from a Supersprint back box and a decat pipe from Scorpion, which makes it sound nice and raspy without being at all lairy – it's especially lovely through tunnels. It really comes alive at around 3000rpm; on a gentle throttle, the sound is quite civilised but boot the accelerator and it becomes very much louder inside the cabin (and outside, as it happens).

One look at the car's current stance and you can tell that the suspension is very much not as it left the factory. "The GTA's suspension is pretty wobbly as standard," says Kiran, "and I'd already decided to lower it before I bought it. In fact I'd sourced some coilovers well before I picked the car up."

Modified parts are quite hard to find for the 147 GTA.

The cheapest coilovers Kiran could find in the UK were upwards of £1000. After some research, he sourced a set of Vogtland coilovers from Germany for half that price. Since they aren't listed as a stock item, they had to be specially made, on a four-week lead time. "They are very easy to fit and very strong," says Kiran. "The struts are actually by KW."

The dampers are adjustable, but for height only. Looking at how extraordinarily low the car sits – it's so low that Kiran often gets asked if the car's on airbags – we were amazed to discover that Kiran has set the dampers to their *highest* setting. We can only imagine what it would look like on its lowest setting! With things as they stand, the wheels nestle nicely at the top of the arches.

Speaking of the wheels, they're a major part of the fresh feel of Kiran's car: Rota IK-R17s finished in anthracite. Strikingly, they're topped off with cut-down shotgun cases over the wheel bolts – actually leftovers from his uncle's clay pigeon shooting forays! As for the tyres, they're Toyo Proxes 225/45 ZR17s all round, on which Kiran has completed 6000 miles so far.

As fitted, the rear wheels were initially making contact with the dampers so Kiran added 5mm spacers to clear them. "These were a real pain to fit," he recalls. "I had to remove the old damper bolts but they were so rusty that they started to bend as I pulled them out. I had to apply heat to remove them, before putting new bolts in place."

The new suspension and wheel/tyre set-up really works well. "The car handles ten times better with the stiffer dampers and wider wheels on," says Kiran, "although I've never yet turned the traction control

off!" We had a quick blast around some local roads, enough to confirm that it's very much stiffer than standard and that it corners very flat. The front end is extremely darty as a result of the lower ride height, wider tyres and front strut brace. The ride quality is firm but surprisingly compliant because of the dampers being set at their maximum height. You just have to be very careful over potholes and bumpy roads: the undertray often catches the ground and the front splitter is all too prone to scraping on inclines, too.

Ah yes, the splitter – this is basically the only major change to the bodywork. It's a glassfibre replica of a 147 GTA Cup racer item, which Kiran obtained from Pitlane Motorsport for £200. He's kept it in plain black because he reckons it would look odd if he painted it in body colour, and we tend to agree. While the car's factory blue paintwork hasn't been touched, the front grille (which is chrome-effect as standard) has been vinyl-wrapped to match the splitter.

You'll notice there are some winglets on the car, too, both on the front splitter and on the rear ends of the side skirts. They're four identical winglets sourced from Stuke Designs, originally conceived for a Honda, to which Kiran has applied 'Status Error' stickers to make them stand out. Other minor styling changes include Team Heko front window air deflectors, the removal of the rear wiper and 2016 Alfa badges stuck on the front and rear (in blue to match the paint). The front lights have been converted to yellow HIDs, while Kiran has also fitted a Takata front tow loop.

You can't have failed to notice the number plate on the car – GTA 147A – which was in place when Kiran bought it. The dealer he purchased it from wanted

*Would you believe that the new Vogtland suspension is actually on its highest setting?*







extra for the plate; Kiran was so keen on it, he got a loan from his parents to secure it.

The brakes have been left as standard (300mm in diameter up front). It is possible to fit larger 330mm front discs but not on Kiran's car – the 9x17in wheels simply don't permit it.

Inside, the interior is pretty much standard, including those wonderful tan leather seat inserts. "I did look at bucket seats for it," says Kiran, "but the standard GTA seats are very comfortable and supportive as they are."

Of course, there's a lot more Kiran could do to the car. "I like the idea of an Autodelta supercharger but I simply can't afford that at the moment. I'd like to polybush the suspension, too, and fit an Eibach anti-roll bar kit, which would cost around £350."

The GTA took the role of Kiran's daily driver for a while but only until he worked out the fuel costs of his four-mile commute to work every day – £80 a week. "It was averaging 6mpg in traffic," he says, "and my worst figure was 6mpg! It's better on a long run, though, when it can return up to 25mpg. I only ever

use Shell V-Power fuel, by the way."

The GTA is now set aside for special days only, such as the AROC National at Beaulieu and Festival Italia at Brands Hatch. The reactions Kiran gets vary widely. "Some people hate what I've done, others love it. I could return everything to standard very easily if needed, though."

As a 23-year old, we presumed Kiran's insurance would be sky-high. Not so. The insurance quote he got was exactly the same as for his Fiesta 1.6. Young men of the UK, take note – your dream car may not cost you an arm and a leg to insure after all!

Not that this is, in any way, a cheap car to run. "Something does seem to go wrong every month," sighs Kiran. "Last month, for instance, it needed two new driveshafts at a cost of £1000. And when the alternator went, it was a really nasty job to fix because you have to drop the subframe to replace it. The part cost £200 but the labour was £300! Basically, everything I earn goes into this car." Now that's dedication for you – but when your car's as special as this, it's entirely understandable. 🇮🇹

*The handling with the lower suspension, Q2 diff and wider wheels and tyres is now much sharper*



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# Island Racer

We climb aboard a Super 2000 rally Punto in Northern Ireland to experience the thrills that only a pukka WRC machine can provide

Story by Chris Rees  
Images by Michael Ward





**B**y heck, there's a lot to be said for knowing your own back roads. Sitting in the passenger seat of David Laird's storming Punto Super 2000 rally car, I'm as much use as a navigator as a blow-up doll. Luckily, David knows the roads around his Ulster home like the back of his proverbial, so I'm feeling not a jot of concern – remarkable, considering the speeds we're doing on tight, twisty public roads. The countryside is flashing by in a blur and I'm just able to catch a glimpse of the speedometer – jeepers, are we really going that quickly?

Yes, yes we are. This is comfortably the fastest I've ever been in a Punto but then this is very, very far from being a Punto for picking up peas at Tesco. What we have here is a pukka World Rally Championship Abarth Grande Punto S2000, the very same type that gave Kimi Räikkönen his first-ever taste of rallying. This example – number nine out of 42 built in total (so it's believed) – was delivered new in 2007 to the Portuguese rally driver, Jose Fontes.

Today, it's owned by Northern Irish farmer, rally enthusiast, Fiat fanatic and all-round good bloke, David Laird. And when I say rally enthusiast, I really mean it: David is a serial rally car owner. Among the machinery he's owned are a Fiat Stilo rally car – “heavy and slow” he comments – and a rally 500 Abarth. In fact, his rallying days date way back to the 1980s, when he competed in a Fiat 128 3P that he'd jump aboard at 5am on the morning of the rally, straight to scrutineering. He's clearly a dab hand behind the wheel, too: of the 13 rallies he entered in the 128, he won 13 trophies!

“Then I had a family, so I had to give up on the rallying,” David recalls, “but the spark never left.” He got back into the spirit some 20 years ago with a Punto Super 1600 rally car, nicknamed the ‘wee green snot’ on account of its strident green paint scheme.

But great though the S1600 was, it's now given way to its bigger brother, the S2000. David found this particular S2000 in Italy, near Lake Como. Despite being in pieces at the time, he was highly impressed with it: “It was all there, it had all the right bits and was very honest. So I did a deal on my Super 1600 and bought the S2000.”

David's car competed in only a handful of WRC events back in the day (the 2007 and 2008 seasons), scoring as high as fourth place in the N4 class. Perhaps its finest hour came when Jose Fontes scored a notable victory in the 2008 Rallye Casinos do Algarve in Portugal, its very last event with Fontes at the helm.

As found by David, the car had suffered an accident in Italy so that the right-hand side was stuffed; the footwell is a little wrinkly as result. At the time, it had already been stripped and wasn't driveable but this did nothing to dissuade him.

In terms of construction, the S2000's main body and bonnet are in steel, while the bumpers and front wings are carbon – well one of the wings is carbon, at any rate; the other one's glassfibre. The bodywork (including the bonnet and doors) is packed with foam for safety reasons – speaking of which, the rollcage is a pukka serial-numbered rally item. Some other little details: the rear spoiler and roof intake are specific to this car, while the aero mirrors have an undeniable touch of the Heath Robinson about them.



The Fondmetal alloy wheels – 18in rims for tarmac use, in contrast to the 15-inchers that would have been used on gravel stages – feature trick bolts that don't actually come off the wheels. Finding parts for this car, by the way, is very hard indeed – and unsurprisingly rather expensive. Luckily, David's car has a spare back axle and diff, plus spare ball joints.

## ON THE STAGE

Right, time to take to the roads. Our tarmac test 'stage' is the roads around David's Northern Irish home – narrow, twisty and with lots of hedges preventing anything like a good view of the road ahead.

The first thing to strike you is that the S2000 is very, very loud indeed. I immediately put my notepad and pen away – there's no way I'm going to be able to converse with David on this run.

The second striking thing is that David is not hanging about. The complete opposite, in fact: we're pressing on like this is San Remo, not Ulster. There's no shortage of power on tap. Despite the fact the 2.0-litre engine has no turbo to boost it, it still produces a remarkable 275hp.

The engine can rev beyond 8500rpm but the change-up lights illuminate at 8250rpm, which is where peak power is developed. You really need to keep things in the 5000-to-8000rpm rev band to make the best progress – a task that's pretty hard to accomplish, as David freely admits.

The sound is super-intense at high revs, with an exhaust that rasps and sings, despite the fitment of a catalyst. The top speed doesn't need to be stellar for rallying, and it isn't: 104mph – and that's with its current long gearing; fit the short gearing and it drops to 87mph.

"There's a lot of heat and vibration in the engine bay so a lot of the ancillaries don't last for long," says David. "In fact, the motors themselves don't last long, so I doubt this is the original unit." The under-bonnet view is dominated by an amazing stainless steel manifold with balance pipes joining it, plus a carbon intake, while the radiator is inclined.

The Sadev sequential transmission has an exceedingly sharp clutch, so you need big revs to avoid stalling off the line. The 'box itself is a very fast-acting six-speeder. Weirdly, the number '7'



Aero mirrors have a slightly Heath Robinson feel. Logos mix references to Lake Como and Northern Ireland



briefly appears in the Magneti Marelli display – “You what?” I exclaim before David lets on that it’s code for reverse gear. Ahh!

The Punto S2000 is four-wheel drive using diffs that are purely mechanical – there’s no active electronic control over the 4x4 system here. Going quickly through corners, therefore, is all about getting the balance right – if you do, there’s no hint of oversteer.

David says the S2000 has more grip in the wet than his old S1600 and is faster both into and out of bends. “It doesn’t necessarily mean it’s more fun to drive, though,” he clarifies, “because the S1600 is better in tight spaces. Nevertheless, I reckon the S2000 is the best rally car Fiat has ever made.”

The Punto has not one but two brake bias adjusters so you can set it up very finely. On its 225/650-18 Pirellis, this is a superbly chuckable tarmac machine. The rose-jointed suspension features Öhlins gas dampers that can be adjusted in all directions. They’ve been set up just the once by David to his preferred settings. “The suspension was pretty hard when I bought the car,” he says, “but it’s softer now, partly because I’m an old boy, but also having it like this suits both and wet and dry conditions.”

Remarkably, there’s another Punto S2000 in Northern Ireland in addition to David’s, but it has Xtrac transmission rather than a Sadev six-speed sequential system. Interestingly, with Xtrac you can’t perform handbrake turns like you can with the Sadev system. David demonstrates this enthusiastically, and I’m suddenly very glad I’m gripped so firmly in place by my OMP WRC-R seat and Sabelt six-point harness.

In its WRC days, David’s car wore Vodafone colours but these days it’s got fresh warpaint – an asymmetrical black wrap that David admits isn’t brilliant to look at, so he’ll probably repaint the car green if it ever needs new panels. He’s left the evocative ‘Lake Racing Team’ logos on the car, a remnant of the car’s life in Lake Como, but new ‘Island Racing’ logos speak of the car’s new life on the emerald isle.

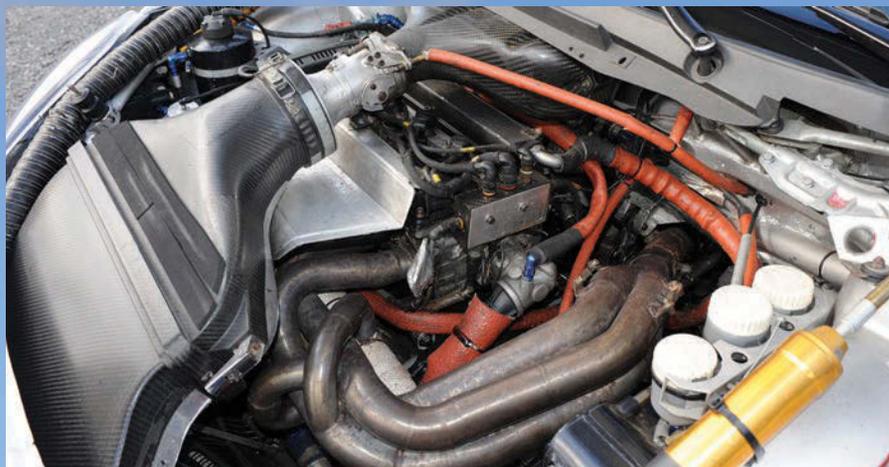
And that life is strictly as a rally car, says David. “I never use the car on the road, partly to set a good example to youngsters.” He has campaigned the S2000 in three international rallies so far: the Circuit of Ireland, Ulster and Bishopscourt. He did pretty darn well in the Circuit event: seventh overall and only four seconds off the best time on one stage – not bad considering he



## TECHNICAL SPECIFICATIONS

### ABARTH GRANDE PUNTO S2000

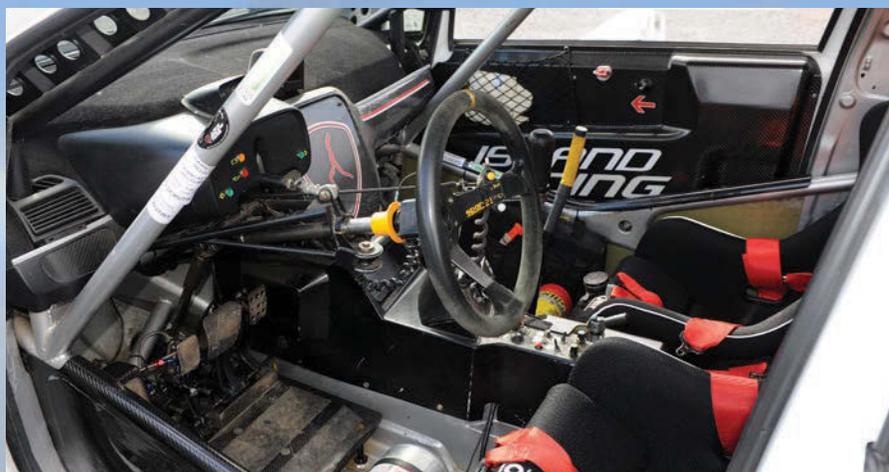
ENGINE:	Four-cylinder DOHC naturally aspirated
CAPACITY:	1997cc
FUEL SYSTEM:	Fuel injection
POWER:	275hp @ 8250rpm
TORQUE:	250Nm (184lb ft) @ 7000rpm
TRANSMISSION:	Sadev six-speed sequential manual, four-wheel drive
BRAKES:	355mm discs (front/tarmac), 300mm (front/gravel); 300mm discs (rear)
SUSPENSION:	MacPherson struts front and rear, height-adjustable seats, Öhlins adjustable dampers
TYRES:	225/650-18 (tarmac)
DIMENSIONS:	4030mm (L), 1800mm (W), variable (H)
KERB WEIGHT:	1150kg (tarmac), 1200kg (gravel)
TOP SPEED:	104mph



was competing with factory WRC big boys.

"The Ulster Rally was great," remembers David. "Torr Head is my favourite stage of all as it drops dramatically down to the sea, which makes even good boys sick! The car is superbly geared for that rally. It's definitely better on tarmac than gravel. The suspension travel isn't enough to cope with lots of bumps one after the other. It really likes smooth, flowing tarmac."

So what of the future? Well, 2017 has echoes of what happened to David in the 1980s – family matters are starting to get in the way. "My daughter has been my co-driver for ages but now she's having a baby so I'll have to find a new one. That's always tricky because you have to have total trust in your co-driver." Well, I may not be your ideal co-driver, David, but after being passengered by you, I have total trust in you – best of luck with the hunt! 🇮🇹





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# CLUB ITALIA

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## Goodwood Revival 2016

Report by Richard Heseltine



**N**ine-time Le Mans 24 Hour race-winner Tom Kristensen anchored a sublime victory in the Kinrara Trophy race which kicked off the 2016 Goodwood Revival Meeting in September. Remarkably, the Dane hadn't so much as sat in the Ferrari 250 GT SWB prior to qualifying after original pilot Jason Plato bailed out, the sports car star nailing pole position inside just nine flying laps.

The winner of this new race for pre-1963 GT cars seemed preordained as the silver Ferrari was over a second faster than the next qualifier, and demonstrably quicker than other SWBs in the field. Kristensen's team-mate, marque specialist Macari, took the lead off the line, but was soon bundled down to

eight. However, a lengthy safety car period after Ian Dalglish's Aston Martin DB4GT cannoned into Ollie Bryant's Jaguar E-type erased Macari's 32-second deficit at the handover. Kristensen set a blistering pace thereafter, taking the lead after 32 laps of the 34-lap encounter to score a remarkable win.

Ferraris didn't feature strongly in the one-hour Tourist Trophy encounter this year, the grids now being split with the Kinrara Trophy. Nevertheless, 250 GTs still played their part in the race, if not necessarily for the right reasons. The ex-Graham Hill/Innes Ireland Maranello Concessionaires car, which was driven by Joe Bamford, was assaulted by Bill Shepherd's Cobra at Lavant before half-distance which left it with front-end damage. The race soon became an E-type/Cobra





**CLOCKWISE FROM TOP LEFT:**  
*Tony Wood's Tec-Mec*  
*Maserati, Calum Lockie*  
*aboard Maserati 6CM,*  
*Stanguellini ace Joe*  
*Colasacco, Ferrari 250 LM*

benefit gig, with no Ferraris finishing in the top ten. By contrast, Maseratis and Alfa Romeos starred in the Goodwood Trophy race for pre-1951 Grand Prix cars and Voiturettes. This 11-lap thrash, which has been dominated by ERAs for the past 10 years, fell to former British GT champion Calum Lockie aboard Sean Danaher's Maserati 6CM. The Scot started from pole just as light rain descended, but it was five-time winner Mark Gillies in ERA R3A who blasted into an early lead. The ex-pat Briton was eleven seconds up after only four laps, only for the car's plugs to oil up. He pitted, and proceeded to charge through the field before spinning into retirement at Lavant.

New leader Lockie was subsequently reeled in by ERA man Michael Gans, but the German tripped over a backmarker at the chicane which allowed the Maserati enough breathing room to take a superbly judged win. It was the first victory for the marque since Stefan Schollwoeck won in 2006 aboard a sister car. Matt Grist came home an excellent second in his Alfa Romeo Tipo B P3.

Maseratis also featured in the Richmond Trophy race for front-engined 2.5-litre 1954-1960 Grand Prix cars, with Tony Wood's Tec-Mec being a close contender for victory, only to retire after a lurid spin on oil at Woodcote. He had been battling hard with Julian Bronson, who emerged victorious in his Scarab ahead of Ferrari 246 Dino men, Andy Willis and Rob Hall.

A remarkable 21 different makes of Formula Juniors lined up on the grid for the Chichester Cup, with Andrew Hibberd in Nick Grewal's Lola just eking out the advantage over Stanguellini ace, Joe Colasacco. Other unusual Italian exotica to make appearances included the French blue Maserati 200SI '2401' which was raced in period by Stirling Moss, Luigi Villorosi and Jean Behra. Resplendent in the 1960 livery of privateer, Venezuelan Freddie Brandt, the pretty sports-racer was driven by Gregor Fisker to fourth place in the Freddie March Trophy race. Rarer still was the mid-engined Bizzarrini P538 – the sister car to Edgar Berney's 1966 Le Mans entry – which sadly didn't race after a massive practice crash at Fordwater.



# LeMans Classic 2016

Report and images by Peter Collins



Le Mans comes round like your annual visit to the dentist: you either love it or hate it but, in the case of the Classic, it's only every two years and the majority love it. What's not to like about 500 of the most impressive classic racing sports cars in the world battling on the road-racing course at La Sarthe?

This year it attracted over 120,000 spectators. In top-shelf-of-the-oven temperatures, around 1000 drivers battled on the track. As always, the Paddocks were hectic. The programme started at 16.00 on Saturday, with Plateau 1 and Pre-War cars. Italophiles were treated to the sight of Martin Halusa in his Alfa Romeo 8C 2300 and, perhaps even lovelier, the 8C Monza of Hugues Baudon.

The stars of Plateau 2 were Jaguars in C and D guise, given gallant and robust chase by the Maserati 300 S of Nicolas Chambon, who ended up second overall by Sunday afternoon, behind the Wallace D-Type. A huge variety of Italian jewels followed behind, including the gorgeous Fiat 8V Zagato of Christian Traber, the determinedly-driven Ferrari 225S of Diego Meier and a large range of Maserati sports racers from A6 to 300 S. In addition there was the Blasco OSCA and two Lancia Aurelia B20s, one owned and driven by the husband-and-wife team of Louise and Jason Kennedy.

The first of the Plateau 3 races (1957-1961) was very much enlivened by the climb from the back of the grid to fifth overall by the Ferrari 250 GT SWB of Clive Joy and Patrick Simon but it was the Costin Lister of Chris Ward taking first overall come the end of the weekend. In third overall was the sonorous white Ferrari 250 GT

SWB of Christian Dumolin. The Maserati Birdcage Tipo 63 driven driven by Ulrich Schumacher, Michael's brother, and Marco Werner went considerably faster than expected, while the Halusa Bread Van Ferrari was also out in this group, along with the Guillermo Fierro/Steve Hart Maser Birdcage.

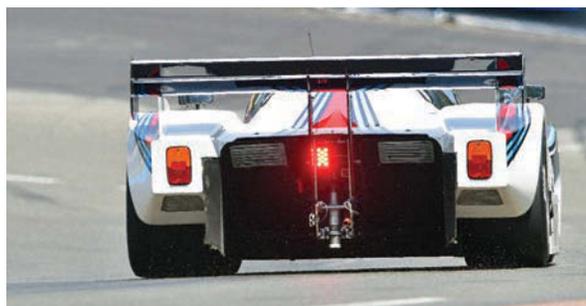
Plateau 4 was dominated by Ford V8 power in the shape of GT40s and AC Cobras. It was good to see Alfa TZ1s in this group, one example being driven very purposefully in the hands of Jean-Laurent Bellu and Alex Furiani. Clive Joy was out again, this time in a Ferrari 250 LM, and 275 GTBs were popular, two battling for places midfield as dusk settled on Saturday night.

As in the past, Plateau 5 was the domain of Bernard Thuner's Lola T70 Mk 3 GT but he could not relax: Eric de Doncker in his Lola T70 ended up just 0.01sec behind at the end of the weekend. The star car here was unequivocally the Ferrari 312P piloted by David Franklin. Sadly the Alfa Romeo T33/3 of Rattazzi/Pirro wilted early on Saturday evening but seventh overall in the night race was highly promising, as was finishing strongly in the third on Sunday. Also highly impressive was the Group 4 Daytona of Alexander Rittweger.

In Plateau 6 the real interest was the appearance of not one, but two, Group 5 Lancia Beta Monte Carlo Turbos. Franco Meiners and Alex Caffi handled a Martini car whilst David Ferrer and Mr John of B had charge of the green ex-Jolly Club example. These were joined by Ferrari 512 BB LMs, which included the early (1978) example of Jorg Bratke von Bergen.

ABOVE: David Franklin in Ferrari 312P in dusk battle, Lancia Beta MC inset.

BELOW: Lancia LC2, Maser Birdcage (Schumacher), Rittweger Group 4 Daytona



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# Brooklands Autumn Motorsport Festival

Wailing soundtracks from Formula One to rallying, evocative period liveries and plenty of track action came back to the annual motorsport day at Brooklands

Story by Peter Collins  
Images by Michael Ward



Whichever way you look at it, British motorsport has a lot to thank Brooklands for. The argument may rage that the banked-track style of racing before the war would have no future, but that misses the point that Brooklands was the cradle of motorsport in the UK. There wasn't anything like it when Mr Locke King took the visionary decision to establish a race circuit here in 1906.

Sadly the world didn't seem to want motorsport to continue in deepest residential Surrey come the cessation of WW2. Probably the now stratospherically affluent local property owners would be highly vociferous about it if it ever did. I well remember that at one of the *Auto Italia* days held on the airfield upon which the Mercedes-Benz World track was built, we ran a Formula One car for the first time ever within the confines of the M25. The wail of

that Alfa Romeo V12 hadn't even died away before the telephones started ringing – or should I say whingeing. Funnily enough, the voices of protest have lapsed these days, as far as I know, as at the 2016 Brooklands Autumn Motorsport Festival we were lucky enough to enjoy not only a Formula One car (John Reaks' Benetton provided both Cosworth howl and nostalgia for the livery) but also the Formula Nippon car of Kevin Mason. How many gearchanges did you



perform per lap, Kevin? I have often wondered how Vickers ever managed to fly new VC 10s out of such a small airfield back in the 1960s/70s, but I don't suppose the local property owners would be thrilled about that happening any more either.

Back to the present and the Motorsport Festival at Brooklands is a well-established end-of-season fun day for both participants and spectators. Special thanks must be extended to Mercedes-Benz for the use of its test track and time enough for over 60 assorted sporting vehicles to be let loose on it behind pace cars.

A beautiful mid-autumn morning greeted

early birds outside the erstwhile Clubhouse. The site is about to witness some major works that will, for once, be of great benefit in returning some glory to the venue, instead of being yet another threat to the historic premises' future. It was great to see that a sizeable crowd had built up by the time the circuit runs took place at lunchtime.

Despite the day being so ably organised by Phil Ward and his team, Italian cars do not, by any means, make up the bulk of the entry, making it a really good, representative motorsport day. For instance, *Auto Italia* writer Ed McDonough brought along his sprint and hillclimb championship-winning

Formula Ford to take part in its umpteenth event of 2016, whilst the on-track action kicked off with a rare chance to see the thundering Napier-Railton, Brooklands' gem, in action.

Giving the opportunity for spectators to see and, even more to the point, to hear a great cross-section of machinery, plenty of throttle was being applied by most drivers down the main straight of the remarkably difficult little track. Too much gas too early, though, could result in an embarrassingly easy spin or slide coming out of the top corner because it's on the slippery skid-pan demonstration area.





For us Italophiles, there was plenty to see: Lancia integrale, Abarth 500s and the very period Abarth OT1000 of Timothy Milnes. Peter Collins's Alfa Romeo Giulietta Ti was left standing by Carlo Caccaviello's in-ye-face Fiat 500 creation. Chris Snowdon effortlessly power-slid his Alfa GTV6, while Paolo Pettenati's Alfa 155 sounded like it was time for tea as its turbo hissed and whistled. An interesting addition in this group was the rare Group 2 Alfetta which was originally built mainly for the Tourist Trophy touring car enduro that took place at Silverstone in the late 1970s and early 1980s.

In the last, but certainly not least, group was Ian Barkaway with a fabulous original Group 4 Lancia Stratos, resplendent in its period 'Blue Mirror' livery and making wonderful V6 noises that were enough to wake up the most jaded onlooker.

All in all, the event seems to become more popular each year. It's run in an extremely efficient manner with help and administration by the marshals and MB World staff. Thank you to everyone who took part and I'm looking forward to next year's happening already. I wonder what Mr Locke King was thinking as he peered down from his banking above? 🇮🇹







# COLLECTORS' GUIDE

WHAT YOU NEED TO KNOW ABOUT INVESTING IN A TOP END CLASSIC

## FERRARI 330 GTC

One of the most beautiful grand tourers ever made, the 330 GTC shares the same underpinnings as the more fancied 275 GTB. Is now the ideal time to look at one of Ferrari's unsung masterpieces?

Report by Keith Bluemel, Simon Park & Spencer Herbert  
Images by Michael Ward



Introduced at the 1966 Geneva Salon, the Ferrari 330 GTC coupe was joined later in the year by the open-topped 330 GTS. Also in Ferrari's catalogue at that time was the 275 GTB, which bore no physical resemblance to the 330 GTC but shared the same underpinnings: an identical short-wheelbase chassis, independent rear suspension and five-speed transaxle gearbox. But that's where the similarities ended because, whereas the 275 was a compact sporting coupe with competition applications, the 330 was intended as a spacious GT car – more refined, quieter and easier to drive.

As with all Ferraris of the period, the 330 GTC had a separate tubular steel chassis, in this instance designated Tipo 592, with a wheelbase of 2400mm. It had four-wheel disc brakes and all-round independent suspension via double wishbones, coil springs and Koni dampers, running on 7x14in cast-

alloy wheels with the option of Borrani wires.

From a design point of view, the 330 GTC was definitely Pininfarina on a good day. Some critics are of the opinion that the 275 GTB's headlights are too close together, giving the front end a 'pinched' appearance. In contrast, the 330 GTC is a much more balanced design and undeniably beautiful from any angle. In fact, it has more in common with the 275 GTB's open-topped relative, the 275 GTS. The tail treatment is virtually identical to the 275 GTS, while the front end is reminiscent of the 500 Superfast, which was coming to the end of its production in 1966. This amalgam of the front and rear of two different Pininfarina-designed models produced a very elegant coupe with a light, airy cabin courtesy of thin roof pillars and an extensive glass area. The steel bodies were fitted with an aluminium bonnet and bootlid and then shipped to the Ferrari factory for fitment of the mechanical components.



While the 275 had a 3.3-litre V12 engine, the 330 series had a Type 209/66 engine of 4.0 litres (3967cc to be precise). The blocks, heads and crankcase were cast in alloy but with iron liners in the block and a seven-bearing crank honed from solid steel billet. Chain-driven with single overhead cams per bank, carburation was by three twin-choke Weber 40DFIs. This unit produced a claimed power output of 300hp at 7000rpm, which Ferrari said gave it a top speed of 151mph and a 0-62mph time of 6.5 seconds, so it was no slouch. The increase in capacity, and corresponding increase in torque, made a big difference to the 330's driveability.

The five-speed transmission was mounted, like the V12, on rubber bushes to reduce vibration, and sat in unit with the spiral bevel final drive at the rear, with the engine and transaxle joined by a torque tube.

Arguably the 4.0-litre V12 engine is the best all-round performer in terms of 1960s and 1970s classic Ferraris. With a relatively light weight of 1300kg, the 330 GTC has a good turn of speed and the five-speed 'box makes touring a pleasure. In addition, the longer-stroke engine gives good torque which, coupled to the torque tube and easier gearshift, endears the car to town users. Stopping is not a problem since the factory used Girling discs all round with three-piston callipers. This really was the beginning of Ferrari production cars that catered for all the motoring requirements of the period. **Keith Bluemel**

## DRIVING IMPRESSIONS

The 330 series is essentially a medley of 1960s Ferrari greatest hits. It slotted in between the 275 GTB and the criminally underrated 330 GT 2+2, borrowing its short wheelbase (94.5in) frame and independent rear end from the former.

Independent tests at the time recorded standing quarter-mile times in the mid-14s. The contemporary press loved it, too. Paul Frère (a former works Ferrari driver) eulogised in *Motor* magazine in November 1966: "In handling, the 330 GTC is exactly like all the Ferraris I have driven before. It is close to being as neutral as one could want but the most impressive feature of the handling of the new vehicle is the solidness with which it changes direction, particularly in S-bends, where it tracks with about the same precision as a modern race car." Coming from a former Le Mans winner, that was high praise. The Belgian ace went on to record two high-speed runs, with 146mph being the quicker of two, but noted that on both occasions he was still accelerating when he was forced to slow down for traffic.

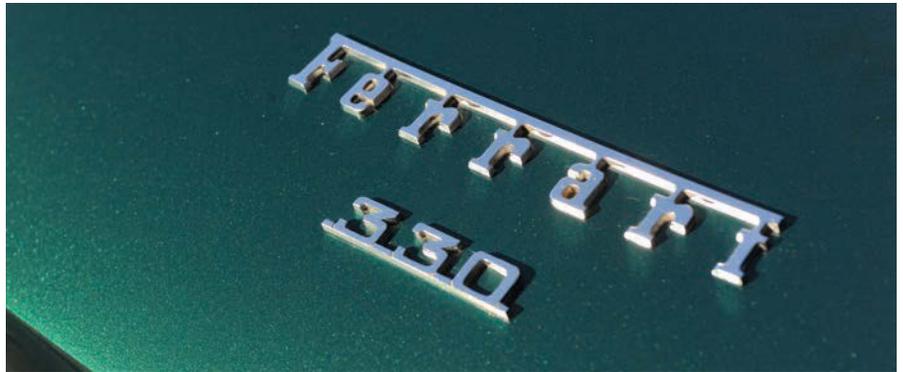
As is typical of this era of Ferrari, it has a dogleg first gear. Press in the stiff, single-plate clutch, ease into gear and engine response is immediate. Shift into second with a slight ker-klunk against the spring bias – the transmission oil isn't warm yet and it's a transaxle so there are long linkages – and it's easy to be



## TECHNICAL SPECIFICATIONS

## FERRARI 330 GTC

ENGINE:	60-degree V12 twin-cam
CAPACITY:	3967cc
BORE & STROKE:	77mm x 71mm
COMP RATIO:	8.8:1
CARBURETTORS:	3 x Weber 40DFI
POWER:	300hp @ 7000rpm
TORQUE:	390NM (288lb ft) @ 5000rpm
TRANSMISSION:	5-speed manual transaxle, RWD
BRAKES:	Hydraulic discs all round; 12.4in front, 11.7in rear
TYRES:	205/14
DIMENSIONS:	4430mm (L), 1674mm (W), 1250mm (H)
KERB WEIGHT:	1300kg (GTC); 1408kg (GTS)
0-60MPH:	6.5sec (GTC); 6.9sec (GTS)
TOP SPEED:	151mph (GTC); 146mph (GTS)
1969 PRICE:	£7217



intimidated by the baulking of metal connecting with metal. More speed, more revs and shifting from second to third needs to be forcefully done as it doesn't respond well to tactility and it's all too easy to grandma your gearshift. Third to fourth is lightning-quick, but the mass of the driveshaft at engine speeds has to synchronise as well as the gears, so the procedure may seem a little indiscriminate until you become accustomed to it. And you do quite quickly. Into top for cruising and only tyre roar and buffeting from the A-pillars detract. Acceleration in any gear is immediate; no hesitation or fluffing as it waits to get on cam(s). And it sounds glorious, its furies being furious indeed.

The really surprising thing is how racy it feels, infinitely more so than most of the preceding 250-series road cars. For a large(ish) GT, you're aware of sitting near the rear wheels due to the short wheelbase but the tail doesn't threaten to step out. It steers neutrally, if not altogether quickly, with negligible kickback, and it doesn't feel particularly skittish over undulating surfaces. In period, the brakes came in for criticism but they seem reassuringly accurate and fade-free to me. This is the sort of car that you can hustle and, while perhaps not quite in the same league as a Lamborghini 350/400GT for ultimate handling polish, it's light-years better than most comparable Astons and Maseratis.

There is so much to love here. It sounds terrific, infinitely more so than most modern Ferraris. It's stirring, addictive stuff, the desire to hear it rear up on the overrun as you blip on the down-change being all







too hard to resist: childish but life-affirming. Let it stray into the upper reaches (the red line is 7000rpm) and the rumble becomes a bellow becomes a scream.

For what was essentially a stopgap, the 330 series deserves veneration, despite being a bit off-radar for most marque types. Its nearly-but-not-quite legacy may keep it away from the front pages in Ferrari history books, but then look how long it took the 250 Lusso to gain its copper-bottomed icon status. Whether the 330 GTC will ever attain similar confirmation at the top table is debatable but that doesn't stop us from yearning for one. More than a bit. **Simon Park**

### COST & VALUE ANALYSIS

The 330 GTC is arguably one of the most understated cars ever made by Ferrari. Reactions from fellow motorists arrive in the form of an affirmative and knowing nod, one of respect and admiration. While a 275 GTB screams 'power', the 330 GTC whispers sophistication and style.

Designed before form had to follow function, the 330 GTC was hand-crafted with incredible subtlety. The rear shaping is a triumph and reminiscent of a Riva Aquarama boat. The roof pillars are so fine and delicate that they would give current health and safety

regulators a cardiac arrest. If the 330 GTC were an item of clothing, it would surely be Chanel's Little Black Dress; if it were an actress, it would be Audrey Hepburn.

The cost and viability of a professional Ferrari restoration is very much driven by market values. Good usable 330 GTCs are advertised at close to £600k in most cases. Auction prices are similar, with sorted cars achieving between £598k to £613k in the past two years and fair examples at around the £500k mark. Project cars are few and far between and rarely find their way on to the open market. Owners have to be able to find a complete and workable car before moving forwards and this will in turn dictate the potential cost of a restored 330 GTC.

Restoring a Ferrari 330 GTC can be a lengthy affair. As with all classic cars of the period, focus must be afforded to the chassis. The 330 GTC employs a tubular structure with outriggers to the outer sills. This structure is largely hidden and sandwiched between the floor and panels to the underside. The cavity was





### SAMPLE AUCTION PRICES

#### 1968 330 GTC

Blue with black interior, unrestored, £402,200

#### 1968 330 GTC

Black with red interior, Classiche certified, £412,894

#### 1967 330 GTC

Silver with black interior, ex-Maranello collection, £513,975

#### 1968 330 GTC

Ruby red, partially restored, £580,558

filled with glassfibre from factory, which over time has the tendency to hold moisture so the car can rot from the inside out. When viewing a car for the first time, it is very difficult to ascertain the true condition of the chassis and it is imperative that you enlist the help of a marque specialist. The bulkhead uses both aluminium and steel in its construction and can suffer from bimetallic corrosion. Barkaways are currently restoring two 330s, with both being blasted and taken back to bare metal ensuring that 100 per cent of the corrosion has been removed.

Original replacement body panels are extremely difficult to acquire and command prices commensurate with their rarity. Essentially, panels have to be made by hand; their alignment, shut lines and finish really make or break a restoration. These areas are key on a car with such acute creases and swage lines. With Ferrari Classiche omnipresent in the minds of owners, originality both aesthetically and mechanically is of the utmost importance.

With the Gioacchino Colombo-designed 4.0-litre V12 engine, check for head gasket leaks and any associated corrosion on the block. Listen out for noisy tappets, which can indicate worn adjusters. Check the main seal between engine and gearbox, the later lipped main oil seal proving a far more effective solution and less likely to leak.

The engine has three Weber carburettors, which make the car far more usable and less highly strung than six-carb versions of the V12. Air conditioning was an option on some cars; check that it is working but do not expect the performance of modern systems. The 330 GTC's independent suspension and transaxle system has proven reliable over the years.

Overall, the Ferrari 330 GTC is an attractive proposition and is very much in demand. Values have hovered for the past two years but like most Ferraris, indices show significant gains over the last 10 years. Market prices can often be higher in the UK for good RHD examples, especially those with their original factory specification, but do not be put off by a LHD car; it is ultimately going to appeal to a far wider market in the long run.

A good time to buy? The 330 GTC possesses an abundance of style and grace, drives superbly, is well behaved and has that all-important V12 soundtrack. With most Ferraris of the period having doubled in value over the past few years, the 330 GTC has resolutely held firm, so now may well prove the perfect time to take the plunge. 🇮🇹



### PRODUCTION FIGURES

330 GTC: 598 (1966-1968) 330 GTS: 100 (1966-1968)





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Web based Alfa Romeo club  
[www.alfaowner.com](http://www.alfaowner.com)

### Alfa Romeo Association of California

[www.alfaromeoassociation.org](http://www.alfaromeoassociation.org)

### Alfa Romeo Club Quadrifoglio Belgium

[www.clubquadrifoglio.be](http://www.clubquadrifoglio.be)

### Alfa Romeo Owners' Club of Canada

[www.alfabb.com](http://www.alfabb.com)

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[www.abarthownersclub.com](http://www.abarthownersclub.com)

### De Tomaso UK Drivers' Club

[www.detomasodc.co.uk](http://www.detomasodc.co.uk)

### Ferrari Owners' Club

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Whittlebury,  
Northamptonshire, NN12 8XS  
[gary.dearn@ferrariownersclub.co.uk](mailto:gary.dearn@ferrariownersclub.co.uk)  
[www.ferrariownersclub.co.uk](http://www.ferrariownersclub.co.uk)

### Fiat Motor Club GB

The original UK club for owners of all Fiat  
models. [gavin@fiatmotorclubgb.org](mailto:gavin@fiatmotorclubgb.org)  
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[www.fiatclub.org.au](http://www.fiatclub.org.au)

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[www.fiatlancia.org.au](http://www.fiatlancia.org.au)

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[www.fiat500club.org.uk](http://www.fiat500club.org.uk)

### Fiat 500 Enthusiasts Club GB

[www.fiat500enthusiasts.co.uk](http://www.fiat500enthusiasts.co.uk)

### Sporting Fiats Club

[www.sportingfiatsclub.com](http://www.sportingfiatsclub.com)

### Fiat Barchetta UK Owners' Club

[www.fiatbarchetta.com](http://www.fiatbarchetta.com)

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### Fiat Cinquecento & Seicento

[www.clubcento.co.uk](http://www.clubcento.co.uk)

### Fiat X1/g Owners' Club

[www.x1-gownersclub.org.uk](http://www.x1-gownersclub.org.uk)

### Fiat 127 Forum

[www.fiat127.com](http://www.fiat127.com)

### Fiat 131 Mirafiori Forum

[www.131mirafiori.com](http://www.131mirafiori.com)

### The Fiat Coupe Club UK

[www.fccuk.org](http://www.fccuk.org)

### Fiat Punto Forum

[www.puntosports.co.uk](http://www.puntosports.co.uk)

### The Other Dino (Fiat)

[Brian1Boxall@btinternet.com](mailto:Brian1Boxall@btinternet.com)

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### Club LanciaSport

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### Stratos Enthusiasts Club

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[www.niimc.net](http://www.niimc.net)

### Italian AutoMoto Club

[www.italianAutoMotoClub.co.uk](http://www.italianAutoMotoClub.co.uk)

### Yorkshire Italia

[www.facebook.com/YorkshireItalia](http://www.facebook.com/YorkshireItalia)

### Scuderia Italian Car Club

South Australia  
[www.scuderiaitaliancarclub.asn.au](http://www.scuderiaitaliancarclub.asn.au)

## DIARY DATES

### February 3-5

#### Automotoretro

Turin - Lingotto Fiera  
[www.automotoretro.it](http://www.automotoretro.it)

### February 11-12

#### Automotociclo d'Epoca

Fiera di Rimini  
[www.museomotociclo.it](http://www.museomotociclo.it)

### February 8-12

#### Rétromobile

Paris

### February 23-26

#### London Classic Car Show

ExCeL, London E16  
[www.thelondonclassiccarshow.co.uk](http://www.thelondonclassiccarshow.co.uk)

### February 24-26

#### Race Retro

Stoneleigh  
[www.raceretro.com](http://www.raceretro.com)

### April 21-23

#### European Classic Touring Club

Springtime Classic  
Heythrop Park, Oxfordshire  
[www.europeanclassicclub.co.uk](http://www.europeanclassicclub.co.uk)

### April 22

#### Bristol Italian Auto Moto

(Provisional)

Bristol  
[www.biamf.co.uk](http://www.biamf.co.uk)

### April 23

#### Spring Alfa Day (AROC)

Yorkshire Wildlife Park  
[www.aroc-uk.com](http://www.aroc-uk.com)

### April 28

#### Auto Italia Driving Experience

Longcross Test Track  
[www.auto-italia.net](http://www.auto-italia.net)



### April 29

#### Auto Italia Italian Car Day

Brooklands  
[www.auto-italia.net](http://www.auto-italia.net)

### May 14

#### Classics at the Villa

Villa Scalabrini  
Shenley, WD7 9BB  
[www.classicsatthevilla.com](http://www.classicsatthevilla.com)

### May 12-14

#### Great Northern Weekend

(Lancia Motor Club)  
Lake District  
[www.beechhillhotel.co.uk](http://www.beechhillhotel.co.uk)

### May 18-21

#### Mille Miglia

Brescia-Padova-Rome-Parma-  
Brescia  
[www.1000miglia.eu](http://www.1000miglia.eu)

### May 28

#### Scottish Italian Car Day

(AROC)  
[www.aroc-uk.com](http://www.aroc-uk.com)

### June 5

#### Italian Car and Motorcycle

#### Extravaganza

Newby Hall, Ripon, N Yorkshire  
[www.italiancarsandbikes.co.uk](http://www.italiancarsandbikes.co.uk)

### June 9-12

#### Sliding Pillar Rally (LMC)

Saint Valery sur Somme  
[www.lancia.myzen.co.uk](http://www.lancia.myzen.co.uk)

### June 16-18

#### 22nd Vernasca Silver Flag

Classic car hillclimb  
Castel'Arquato  
[www.vernascasilverflag.it](http://www.vernascasilverflag.it)

### July 9

#### National Alfa Day (AROC)

Knebworth House  
[www.aroc-uk.com](http://www.aroc-uk.com)

### July 16

#### Supercar Sunday

Brooklands  
[www.auto-italia.net](http://www.auto-italia.net)

### July 28-30

#### Silverstone Classic

[www.silverstoneclassic.com](http://www.silverstoneclassic.com)

### August 13

#### Festival Italia

Brands Hatch  
[www.festivalitalia.com](http://www.festivalitalia.com)

### August 20

#### Midlands Italian Car Day

Ragley Hall  
[www.aroc-uk.com](http://www.aroc-uk.com)

### September 1-3

#### Monza Grand Prix

Monza, Italy

### September 2-8

#### European Classic Touring Club

#### Euroclassic

Northern Spain  
[www.europeanclassicclub.co.uk](http://www.europeanclassicclub.co.uk)

### September 16-17

#### Best of Italy Race

Closed road supercar event  
Castel'Arquato-Morfaso  
[www.bestofitalyrace.com](http://www.bestofitalyrace.com)

### September 24

#### Southern Alfa Day (AROC)

(Provisional)  
[www.aroc-uk.com](http://www.aroc-uk.com)

### October 8

#### Autumn Motorsport Day

Brooklands  
[www.auto-italia.net](http://www.auto-italia.net)

### November 10-12

#### NEC Classic Motor Show

Birmingham  
[www.necclassicmotorshow.com](http://www.necclassicmotorshow.com)

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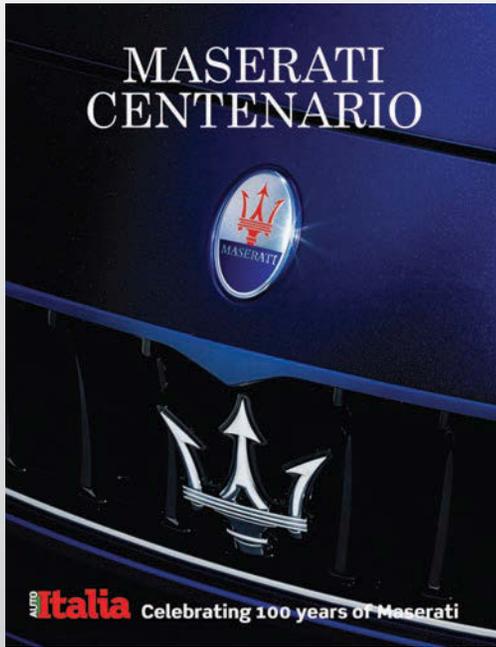
### September 6-9

#### 32nd Alfa Romeo Montreal

#### International Meeting

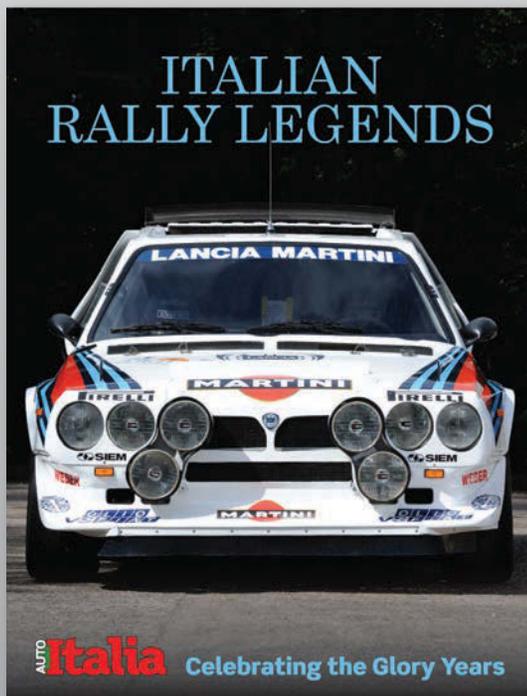
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Recorded by Auto Italia contributor Simon Park, *Maserati Centenario* follows the Maserati story from its roots in Diatto, through the Orsi dynasty, the Citroën years, the De Tomaso episode and finally Ferrari and the current Fiat administration. The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

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- ◆ Fiat 124 Abarth
- ◆ Fiat X1/9 Abarth
- ◆ Fiat 131 Abarth
- ◆ Fiat Ritmo Abarth
- ◆ Lancia Stratos
- ◆ Lancia 037 Rally
- ◆ Lancia Delta S4
- ◆ Lancia Delta integrale
- ◆ Fiat Punto S1600/2000



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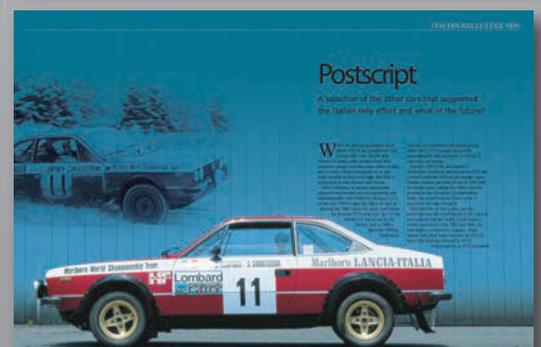
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**1970 Alfa Giulia Super.** 56km, red. This car has just been finished, everything not replaced with new was stripped and rebuilt. Only the gearbox was not touched as it was fine before and still is now. Twin 45, fast road cams, LSD. Selling as I have a Bertone being restored and just bought a 101 Giulietta so I need some money, £13,000. Tel: 07973 711948. Email: edseymour@outlook.com. A253/036

**Alfa Romeo 146 Ti Saloon.** This car belonged to Alan Marsh from when he bought it new in August 1997 until he passed away recently. It is a very original car with full service history, is in excellent condition and has only 86,239 miles recorded. The car was used daily until two years ago when Alan bought a new Giulietta but looks almost like a new car, £3000. Tel: Dave Wood, 07768 381622 for any further information. A253/043



**1973 Alfa Junior Zagato 1.6.** 71,000 miles, red. Two owners, one Swiss owner and me in the UK. Circa 71,000 miles, immaculate in all respects, cylinder head off and completely rebuilt 2015, £37,995. Email: andrewmeeds@btinternet.com. A253/035



**1990 Alfa Romeo Spider S4.** 50,000km, deep metallic red. Right hand drive, black leather, carpet, mohair seats and tonneau. Carefully maintained by AR specialist, comprehensive service records, fine original condition, concours winner. MOT April 2017, oiro £13,500, AROC member. Tel: 01935 816822 (Dorset). A253/033



**Alfa Romeo Spider S4 2.0.** 1991, 110,000km, black. A stunning example imported from Germany in 1997 and converted to RHD. Full German service history stamped in book, lots of invoices of work done in UK, stored under cover over the winter by previous owners and myself. Under body treated with rust protection, recent oil filters and plugs change. Recent upgraded alloys and brake calipers. Roof in excellent condition which also comes with tan roof tonneau, new matching windshield and Nardi steering wheel, which look stunning together. Stainless steel exhaust from the cat back which gives a lovely tone. Bodywork is excellent with some light scratches and marks, with no rust. Seats have a few marks with no splits etc. MOT July 2017, all UK MOTs to verify mileage, an excellent investment, AROC member, £10,250. Tel 07791 509613. A253/016



**Alfa Romeo 105 Spider Duetto Veloce 1750cc.** 1969, 63,000 miles, Verde. Reluctantly for sale after 40 years ownership, in almost concours condition. Maintained by Alfa specialist, no expense spared in maintenance and upkeep. Waxoiled. Hood by Coburns, currently fitted with Series 4 seats (originals available), clutch replaced at 50K. Email vendor for full specification and more photos, £40,000, please no timewasters. Tel: Alun, 0151 327 2711 or 07836 643237. Email: alun.clayton@hotmail.co.uk. A253/013



**Alfetta GTV/GTV6.** Black. I am breaking my GTV and have lots of interior, exterior trim and mechanical parts available. Please contact Nick for details and any requirements. Tel: 07050 234693 or 01789 262539. Email: n.arthur@tyackarchitects.com. A253/034



**1999 Alfa Romeo 145 1.8 Twin Spark.** c.40,000 miles, Rosso metallica. All bills and MOTs with current MOT to September 2017. Long term Alfa enthusiast lady owner now does very little mileage. Exceptional very well cared for car for someone else to enjoy, £750 ono. Tel: Cate, 01565 873335 any time. A253/039

**Alfa Romeo 147.** 53,500 miles, silver, 5 door. MOT till May 2017, much money has been spent on this fab car. Leather interior, heated front seats, 4 new tyres, new clutch, new shocks etc. Genuine reason for selling, £1600. Please contact James on 07831 591526 (Rugby). A253/044



**2008 Alfa Romeo 159 Ti 2.4JTDM.** Black pearlescent, tan leather interior. MOT until July 2017, new timing belt and water pump every 4 years, fully refurbished alloys, FSH, new tyres, all the usual Ti luxury extras, piles of receipts. A very well looked after, reliable and enjoyable car - no expense spared, £4000. Tel: 07767 425996. A253/041



**2008 Alfa Romeo 159 Sportwagon 2.4JTDM Lusso.** 71,000 miles, silver. Acquired by me April '09 with pre-reg mileage only, black leather, excellent condition, no stone chips, 260bhp remap by Alfa Aid/AHM. Options fitted: privacy glass, roofbars and 18-in multispoke alloys. MOT until October 2017, full service history by Alfa Aid Maidenhead. Recent DMF/clutch, AROC member and director, £7250. Tel: 07976 839453. Email: johntimms@btinternet.com. A253/042



**1990 Alfa Romeo 164 3.0 litre.** 12 valve, red. Owned by seller for the past 19 years and whilst it is unrestored it's in excellent condition due to it being garaged and only used in the dry for the last 17 years. Full and documented service history by FERDI in Lytham, cambelt changed September 2016. Excellent Michelin tyres all round, rears are both brand new. Panasonic CD player with original Blaupunkt (has a slight fault). Original owner's wallet and all manuals, ski cover, tool kit which is missing two spanners, original carpets in excellent condition. 5 off Zender 5 spoke alloys (which was a very nice and very rare option). All previous MOTs, £4400. Email: Peter, kidd45@btinternet.com. A253/038



**Alfa Romeo 159 Limited Edition Jtdm 1910cc.** 2009, black. 1 of 250 made, 47.9mpg combined, 35.8mpg urban. Has 61,000 miles but in use, water pump, cambelt changed at 45,000 miles, has service history, MOT Sept 2017, £6500. Tel: David, 07590 479980. A253/010



**2007 Alfa Romeo 159 3.2 V6 Q4 Lusso (4x4).** 52,000 miles, Nero Oceano. Recent new discs and pads (front and rear), MOT due 2016-12-04. Full main dealer/specialist service history (including Jamie Porter's Alfa Workshop for the last 3 years), £6495 ono. Tel: 07792 404591. A253/037



**1996 Alfa Romeo 164 Super Twin Spark.** Metallic grey, complete new exhaust system (incl cat) just fitted, Speedline wheels. Recently serviced with MOT to Sept 2017 showing no advisories, £1600, as original with insurance valuation of £2500. Tel: Alun, 07836 643237 or 0151 327 2711. A253/040



**2004 Alfa Romeo 916 Spider.** 73,000 miles, silver. This is a series 3 2ltr JTS Lusso +. One previous owner plus the dealership, purchased 2008, full service history. Comes with a number of extras and has MOT to end April 2017. Runs beautifully and is a joy to drive especially with the hood down, £6000 ono. Tel: 01702 611468 or 07905 011884. A253/032



**Alfa Romeo 164 3.0l V6 Auto.** 1991, 53,000 miles, metallic green. 2 owners, virtually concours unmarked condition. Speedline alloys in mint condition with almost new tyres (plus another set of Speedline alloys with almost new tyres), 12 months' MOT, just serviced. All new belts etc, recent bills for £1200, unmarked velour upholstery. Collector's item, faultless, private plate will be removed, £6300. Tel: Alun, 0151 327 2711 or 07836 643237. Email: alun.clayton@hotmail.co.uk. A253/011

**Alfa Romeo 156 Sportwagon 1.8.** 117,000 miles, red. MOT until 9/2017, 4 new Pirelli P7 tyres, stainless steel exhaust system, good condition, £500 ono. Tel: 07921 199431 (located in Bedford). A253/045

**Alfa Romeo GT 1.9 JTDm.** 110,000 miles, metallic grey, MOT until May 2017. Very economical, superb condition inside and out, new front tyres, cambelt done at 86,000 miles. Runs very well, no suspension knocks, £2250 ono. Please call: 07790 804284 (Bedford). A253/046



**1997 Alfa Romeo 916 Spider 2.0 TS.** 112,400 miles, Blu Atollo metallic. Series 1 car owned almost 6 years, black interior, new carpets, new rad, new brakes, rebuilt servo, just had cambelt and Variator service at Avanti Autos. Hood is in good condition as is bodywork and interior for its age, drives fantastic has some history, spare keys and alarm. MOT till May 2017, cherished car well maintained, £1600. Tel: Dave, 07798 525167. A253/030



**2004 Alfa Romeo GT 3.2 Busso V6 24V.** 68,456 miles, red. Official press car in the TV show Fifth Gear for one of their track tests - see YouTube for video. For further details on service history and works please do contact me. £7500 ono, price negotiable, if you wish to arrange a viewing please contact me. Tel: Kate, 07855 760546. Email: kecollins82@gmail.com (Maidenhead, Berkshire). A253/031

<p><b>1978 Alfa Romeo 2000 Spider Veloce</b> Body rebuild and repaint, new brakes, low mileage factory RHD £19,995</p>	<p><b>1961 Alfa Romeo Giulietta Sprint</b> New interior, bumpers and service. Lovely, LHD. £44,995</p>	<p><b>1961 Innocenti 1100S Spider</b> Late car, all Sprite running gear, older restoration and needs a tidy, bargain at £10,995</p>	<p><b>1972 Lancia Fulvia Sport 1600</b> UK RHD, 1 of 50, 40 year ownership, well restored £27,495</p>
<p><b>1958 Alfa Romeo Giulietta Spider</b> Rare 7500 model with matching numbers, new paint, trim, engine, Weber, 3 owners, sensational! £79,995</p>	<p><b>1968 Lancia Fulvia 1.3HF</b> Rare original car, matching numbers, just in £POA</p>	<p><b>1970 Lancia Flavia 2000i coupe</b> Only 700 made, 4 speed, PAS, leather, Blaupunkt, LHD, excellent car £14,995</p>	<p><b>1969 Fiat 124 Spider</b> Superb Italian delivered example, full body and engine rebuild, Cromodoras, new hood etc., LHD and sensational! £29,995</p>

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**2007 Alfa Romeo GT 1.9 JtDM.** 111,000 miles, this is a fabulous looking car, great driver, Alfa red with cream leather interior and 18" alloys. It has Alfa Romeo fitted BOSE sound system, Bluetooth phone connection and parking sensors. Recent work includes front suspension rebuild by Alfa Romeo specialist, cambelt replacement and waterpump @ 90K during servicing (again with Alfa specialist) and clutch gasket replacement (within the past month). Practical reasons force sale, £2500. Tel: 07824 385027. A253/056



**2011 Alfa Giulietta Cloverleaf 1750 Tbi Q2.** 45,000 miles, new MOT, full ARSH. Alfa Red, full Cloverleaf spec + glass sunroof, Tomtom port and bracket, heated seats, folding mirrors, rear parking, upgraded EBC brakes, BMC filter, mudflaps, window deflectors. Autolusso mods 265bhp and Quaife ATB LSD (Q2). Excellent original condition, Alloygators + new tyres, new clutch 15K, new turbo 20K (faulty), all replaced under warranty, £9250. Tel: 07802 209109 (Dorset). A253/057



**2014 Alfa 4C.** 6000 miles, 8C red. Purchased new December 2014. Has been used mainly as a show car hence the low mileage and excellent condition. The 4C is a pure raw sports car and great fun to drive, comes with a made to measure exterior cover, £45,000. Tel: Dave Taylor, 07905 011884. Email: david.taylor31@virgin.net. A253/058

**Alfa Romeo Brera 09/08 RHD 2.4 litre.** Carbonio Black, 69,000 miles, 210bhp. At 60,917 miles a 90,000 mile service Jamie Porter, 62,894 new tyres (x4), 65,778 new brake discs and pads overhauled calipers and braided hoses, HID headlights (x4), remap 260bhp/40-45mpg, 67,200 new battery, 67,506 new clutch/flywheel/slave cylinder, front suspension polybushed, gearbox oil Redline MTgo, power steering G1/R (green), workshop manual (CD). Now too fast for OAP, looking for £8000 but sensible offers considered. Option of English or French (no tax for 6 months) registrations. Tel: David, 07884 217773. A253/014



**Alfa Romeo GTV Lusso T-Spark 16V.** 1970cc. Year 2000, 72,000 miles, black, please call for details, £2699. Tel: 07713 880678. A253/015

## FERRARI



**Ferrari 308 GTB Vetroresina.** 1976 308 GTB Vetroresina dry sump Euro spec LHD. Original Italian market car, imported into the UK in 1997. Other than a cosmetic respray in its original colour (Rosso Corsa) carried out in 1999 and a stainless Tubi exhaust, the car is in highly original and superb condition. Owned by myself for the last 11 years, the car has done just 39,000 miles (62,000kms) from new and has always been maintained by Mark Leighton since my ownership, £160,000 ono. Email: ferrari30876@aol.com. A253/022



**2001 Ferrari 360 Spider F1.** Superb in every way, a true joy to own and drive. Paintwork, hood, engine bay and interior unmarked. Just testing the water, I'm in no rush to sell but if the right offer came along I would consider. A true joy to own and the new owner will be delighted with it, a superb example of a marque rapidly going up in value, genuine enquiries only please. Services all up to date and MOT until end of March, anything you require please ask. Email: ferrari\_360\_spider@hotmail.com. A253/021

**Ferrari 550.** Tubi type noisy exhaust plus 6 disc CD changer fitted in boot. Tel: Tony, 07798 532791 (London). A253/005



**Ferrari 360 F1.** 2000, 38K miles. Have to sell due to moving, great sounding 360 with sports exhaust and upgraded suspension package. Email: arjan.stoof@hotmail.com. A253/023



**Ferrari 360 Modena F1.** 2000(W) Rosso Corsa with Nero leather. 35K miles, just serviced (ball joints + covers + tie rod ends) and MOT'd with no advisories, FSH 12 stamps. Sports exhaust, Challenge grille and tricolour with Novitec aero, clutch replaced at 29K and cambelts at 27K. Super example inside and out with detailing by GTechniq. Email: ian.fisher@marcap.co.uk. A253/020



**2014 Ferrari California 30.** 5500 miles, bought new from Lancaster Colchester in June 2014 with full service history. Red with cream leather, in excellent condition, yellow brake calipers, Ferrari shields, embossed cream leather seats, red seat belts. For sale £125K. Tel: Paul, 07450 100500. Email: paulrichards55@gmail.com. A253/024



**Ferrari 355 F1 GTS.** 1999, final production year. 27,500 miles, in classic Rosso Corsa and Crema leather with coded removable roof and protective cover. Recent meticulous cambelt service/FSH and detailed. Tubi exhaust, red calipers, Bluetooth radio/CD/iPod plug + remote control. Alloy half spare wheel/jack/tools, carbon sills, soft garage cover. No garage space so available for £119,000. Tel: 01367 252433 or 07786 021761 (S.Gloucestershire). A253/018

**Ferrari 412 auto.** 1988, Chassis number: ZFFYD24C000076068. Blue Medio/Sabbia hide, MOT Dec 2017, 29,839 miles, 5 previous owners. Manuals, books, pouch and jack (including bag), £47,995 ono, welcome to any test or inspection. Tel: Anthony, 01621 813015 or 07779 726845. A253/019

## FIAT



**Fiat Abarth 595 Turismo 160HP.** Immaculate and carefully driven top spec model, virtually one mature owner with under 28K miles, registered 31/12/12. Extras include two tone paintwork, paddleshift gear change, electric sunroof, upgraded wheels and full leather interior, over £19K spec when new. Serviced each year by Abarth dealership, last carried out 5/1/17, MOT'd till 30/12/17 with no advisories, four new tyres fitted and exhaust changed in Dec '16, oiro £10,250. Tel: 07773 078074. Email: pcutthbert250@btinternet.com (Southwell, Notts). A253/003

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**Lancia Gamma Berlina 2500.** 5 speed carburettor S1 Berlina now very very rare and this one is one of the best! Previous owner 26,000 miles, new Pirelli tyres, new thermostat and water pump, new front struts, wheel bearings and many other improvements, beautiful cream leather interior: owes me a fortune! MOT until May 2017 and I will deliver free in UK, £7000. Tel: 07798 797262. A253/055



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**Lancia Flaminia GTL 2.8 3C Touring bodywork.** Stored for thirty years this is a genuine barn find car imported to UK mid seventies. No keys or documents but number plate will generate a V5, chassis number 8261401056, body number BN1373, engine number 826 100 1227. Largely complete apart from gearbox which is in the boot. Obviously a major project... hinge panel for bonnet and battery tray have disintegrated but relatively good floors and exterior (aluminium) panels. Driver's door card is missing but car comes with very good black (original) leather seats or an even better red set. The GTL is rarest of the Touring bodied cars and has the 2.8 triple carb engine as used in the Zagato etc. Free delivery in UK. Tel: 07798 797262. A253/059

MASERATI



**Maserati Ghibli SS LHD.** 1972, known history from 1988, my ownership for 20 years. Just about everything rebuilt/restored/replaced, near concours condition, but for me reliability and usability is more important than shiny bits! On the button, and ready to go, would be happy to jump in and drive to south of France! Well known car within the Maserati Club, £225,000. Tel: 01233 840371. Email: jim@deringarms.com. A253/063

**2003 (53) Maserati Coupe Cambio-corsa.** Nero Carbonio, black leather with avorio cream piping and stitching, carbonfibre trim, avorio leather head lining. Purchased from Meridien in 2006, only casual mileage since 2010, garage parked since purchase, cherished and enjoyed over past 10 years, selling to move onto something different, £16,000. Tel: 07976 275039 any time. A253/047

PARTS



**Ferrari titanium wheel bolts.** Used set made by 'Tikore' USA (see website), fit 355, 360, 430, 550, 599, 458, California, very lightweight (52mm shaft + shoulder + head), £450. Tel: 07976 395271. A253/026



**Alfa 147/156/GT alloy wheels.** 1x 17" multispoke, fair condition, £35; 2x 17" Supersport, need cosmetic refurbishment, £25 ea, buyer collects North Shropshire. Tel: David, 07759 123379. A253/009

**New Goodyear Eagle F1 tyre.** New, unused, never been mounted on wheel Goodyear Eagle F1 tyre size 205/50/16, £60. Tel: Dave, 07975 895766 (West Midlands). A253/008

**Pirelli P Zero Trofeo tyres.** Brand new set of tyres sized for F355, will obviously fit other models: 2x 225/40 ZR18 (92Y), 2x 265/40 ZR18 (101Y). Change of plans allows sale, list price over £1000, £800, buyer to collect. Tel: Nick, 07977 396357. A253/027



**Original Abarth exhausts (NOS).** ANSA Alfa Romeo 145, all models and all makes A to Z, please see www.abarth-exhausts.com. Email: info@abarth-exhausts.com. A253/002

**Alfa Romeo 156 saloon '97-'06 OEM roof bars.** Aluminium silver, safety lock and keys, max load 50kg, very good condition, £50 ono, AROC member. Tel: Tom, 07787 547367. Email: tbertram@icloud.com (Kent). A253/048

**Ferrari 360 Tubi exhaust.** Only used for a few hours, excellent condition, no longer have the car. Also have a genuine car cover for 360 and 355 and a seat cover each. Offers welcome. Email: tassy@purnellconstruction.co.uk. A253/049

**Set of Ferrari 575 alloys.** Email: davemacari@hotmail.com. A253/050

**Ferrari 360 front bumper.** Slightly damaged but will repair, offers to Robert. Tel: 07802 638618. Email: robertpulleyn@yahoo.co.uk. A253/051

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**Ferrari 308 cylinder heads.** Ferrari 308 V-8 cylinder heads, 2 valve design from mid to late 70's, part # 105939 (left) and # 103514 (right). Good used condition, rebuildable, minor scarring on intake manifold surfaces from disassembly. These are US market heads with air injection into exhaust ports, air injection manifolds included, \$1800. Email: clance840@gmail.com. A253/065



**Ferrari titanium wheel bolts.** Used set genuine Ferrari titanium wheel bolts, latest design with the captive washer (52mm shaft + shoulder + head), fit 355, 360, 430, 550, 599, 458, Cali. Collection or Royal Mail Special delivery, £600. Tel: 07976 395271. A253/025

**Alfa Romeo 156 Sportwagon loadbay cover** in black. Good condition. Tel: 07775 096917. A253/007



**430 Challenge Centerlock wheels.** Genuine Ferrari BBS wheel set, Centerlock race wheels, perfect condition, unused since professional repaint, no buckles/ flatspots, £1800. Tel: 07976 395271. A253/066



**Berlinetta Boxer spare wheel (20-inch).** Genuine unused spare wheel for the Berlinetta Boxer. It is the 20-inch version. Original tyre still fitted and comes with both original warning decals still present. Shipment possible (from Holland), more pictures available, price 2,250 Euro. Email: elder.scheulderman@gmail.com. Tel: 316 21 510699. A253/064



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**2 Ferrari books.** *Testarossa* by Automobilia, 1985, £45, 94 pages. *Enzo Ferrari* by Brock Yates, dust cover, 1991, 465 pages, £65. Tel: 020 8399 7541 (Surrey). A253/062



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Giorgio Nada Editore is Italy's leading publisher in motoring books and has an unrivalled collection of excellent titles.

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## THIS MONTH'S RECOMMENDED TITLES

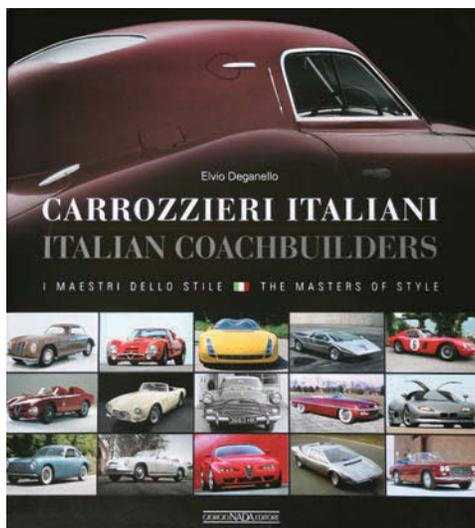
### ITALIAN COACHBUILDERS:

**Masters of Style**

**Author: Elvio Deganello**

**Size: 26x29.5cm Pages: 408.**

**Hardbound with jacket.**



Elvio Deganello is no stranger to Auto Italia, his comprehensive series of Italian coachbuilder features was well received by our readers and this book is an attempt to gather together the seemingly endless list of artisans. It is packed full of previously unpublished and rare images sourced from



Deganello's own files supported by the publisher's own extensive archive.

This book brings together the profiles of 58 stylists in the history of Italian car design. The list includes the better known companies like Allemano, Bertone, Castagna,

Ghia, Pininfarina, Touring, Vignale and Zagato but there is a host of others.

During his ongoing research Deganello has discovered some additional coachbuilders and I don't doubt there are more to find. How about Sirio, Ostuni, Meteor, Montescani, Fona, Casaro, Accossato and Ala d'Oro – to name but a few. There are even some little-known modern coachbuilders, like Faralli & Mazzanti that has designed and built cars in this decade including the Antas V8, Vulca S and Evantra V8.

There is a risk with such an ambitious project that there could be clutter and confusion, but the publisher has been clever to separate the main text from the pictures. Each chapter has a historical section on each coachbuilder followed by the images, which have concise descriptions. This makes identification easy and convenient to dip in and out of the sections, effectively using the book as a catalogue.

There is much to delight and amaze in this book. It is a valiant attempt to cover such a broad topic and the author and publisher must be congratulated on such a fine effort. If you are into 'etceterini' then *Carrozzeri Italiani* is essential reading.

**£75 rrp. Special Book Club price £70**

### ALFA ROMEO TZ-TZ2: Born to Win

**Author: Vito Witting da Prato**

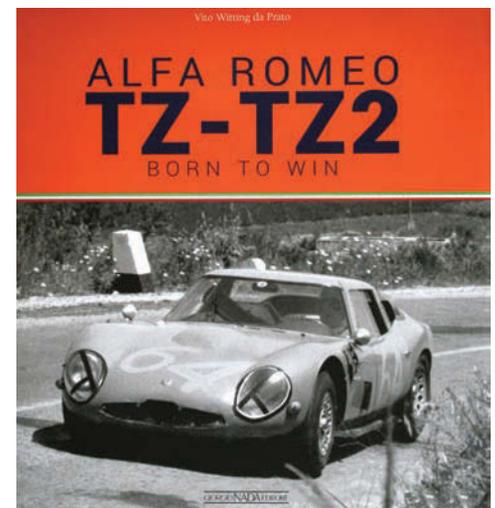
**Size: 24.3x27cm Pages: 216.**

**Hardbound with jacket**

Giorgio Nada Editore published an earlier work entitled *Alfa Romeo Giulietta da corsa SV-SVZ-SS-SZ* back in 1989, which has become a bible for Alfisti. This new book is effectively a sequel to that story and provides a fascinating insight into the characters and politics that surround the legendary Autodelta.

Readers new to the Alfa Romeos covered in this book are advised by the author that the car popularly known as the TZ1 was not the official title, it is simply 'TZ' and the '1' was added retrospectively by writers to differentiate the model from the TZ2, which is basically the same car.

The validity of this book is confirmed because the author records direct

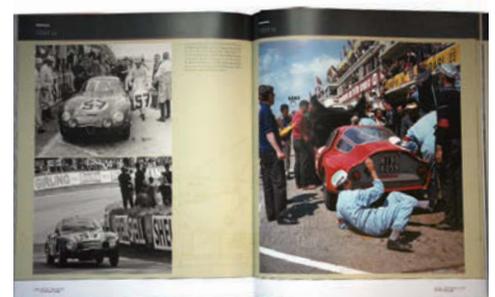


conversations with the key figures of the period, notably designer Elio Zagato in 2000, engine tuner Virgilio Conrero in 1986, test driver Guido Moroni in 1995 and brilliant engine designer Giuseppe Busso in 1984.

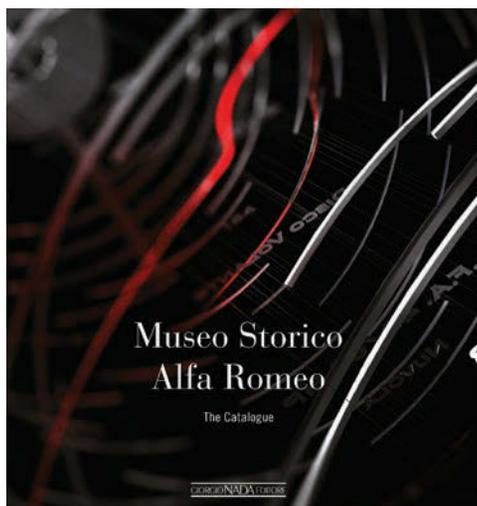
There are gems in here, like the switching of numberplates between cars, something that has confused historians and collectors for years. Another intriguing fact is that many engines, mechanical parts, body panels and documentation were left behind in the Autodelta factory at Udine when the outfit was moved, reluctantly to Milan. Where did all that treasure disappear to?

The icing on the cake is an appendix recording all the TZ and TZ2 chassis numbers, original engine numbers, body material, colours and first locations. There is a wealth of information in this book – and it is a great read.

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## ADDITIONAL RECOMMENDED TITLES



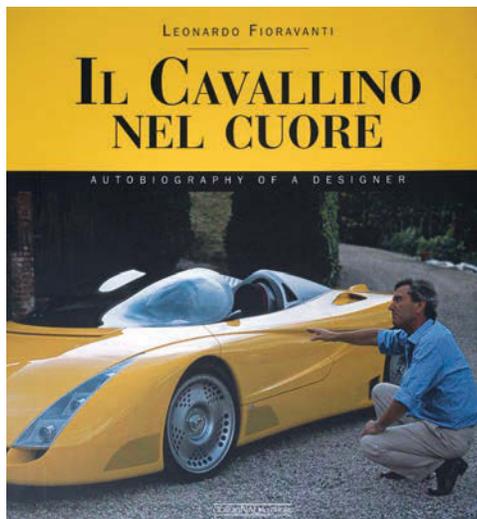
### MUSEO STORICO ALFA ROMEO: The Catalogue

**Edited by Lorenzo Ardizio**  
**Size: 26.5x28.5cm Pages: 224.**  
**Hardbound with jacket**

The reopening of Alfa Romeo's museum at Arese has been celebrated with a new book.

The official catalogue of the new museum represents an opportunity to review the history of the marque and above all to accompany the reader/visitor around the new exhibition layout in which the cars have been thematically grouped and subdivided.

A specific chapter also features all those models that do not appear in the exhibition.  
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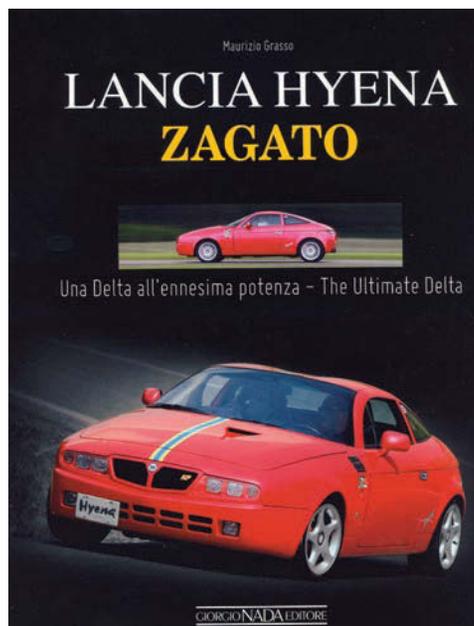
### IL CAVALLINO NEL CUORE: Autobiography of a designer

**Author: Leonardo Fioravanti**  
**Size: 26x28.5cm Pages: 256.**  
**Hardbound with jacket**  
For the first time, one of the major names in Italian car design tells his story of how he created some of the most beautiful Ferraris of all time; they ranged from the 1965 250 LM sports coupé Speciale to the immortal

1968 Daytona through to the 1975 308 GTB and GTS and the 1984 288 GTO, as well as the P5 and P6 of 1968.

While continuing his Ferrari essay during his Pininfarina career, Fioravanti also guided the creation of numerous other projects, among them the Dino road car, the 1980 Pinin four-door prototype and went on to the 1984 Testarossa and the 1987 F40.

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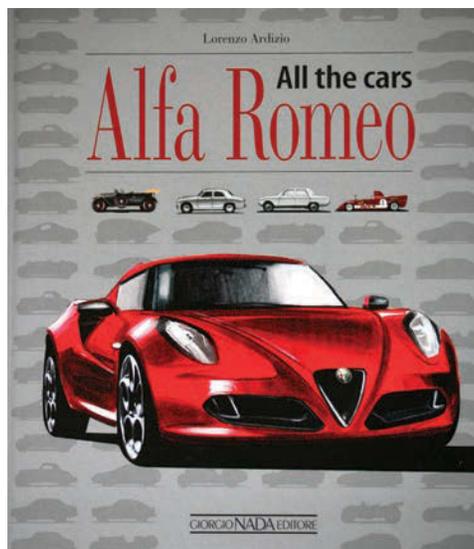


### LANCIA HYENA ZAGATO:

**The ultimate Delta**  
**Author: Maurizio Grasso**  
**Size: 24.3x27cm Pages: 200.**  
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Just 24 Hyenas were produced due to the debateable decision taken by the Fiat/Lancia directors of the time. Following a rapid review of the evolution of the Lancia Delta over the year, this book, written by an enthusiastic collector, examines the difficult genesis of the Hyena.

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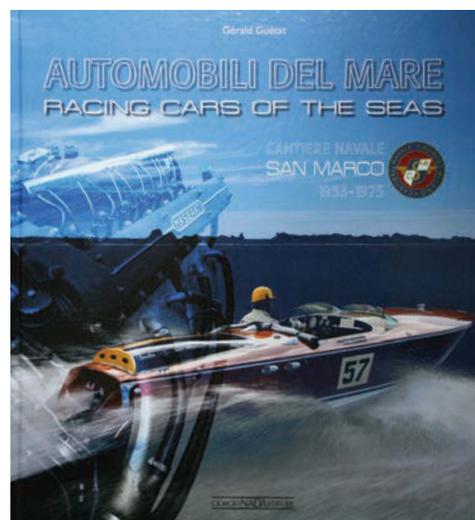
### ALFA ROMEO: All the Cars

**Author: Lorenzo Ardizio**  
**Size: 16x21cm Pages: 592. Hardbound**

The story of Alfa Romeo is told by a brief history of each model supported by specifications in a 'virtual gallery'. The 1750 GS of the 1930s, the 8C 2900 B, the Giulietta, Giulia, 33s, and the Alfettas right up to the 8C Competizione are all included. The catalogue of illustrations, provided by Michele Leonello, the authoritative car designer, come together with the words of Lorenzo Ardizio, the expert on the history of Alfa Romeo. Compact A5 size.

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The author is an occasional contributor to Auto Italia and his words are always accompanied by superb photography. Each boat is accompanied by images of the car's model that shared the engine. The combination of glamorous cars and speed boats complement each other extremely well and provide a visual feast.

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# OBSCURATI

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## FRANCESCHI

Even hardcore historians have next to no record of one of the great lost names of Italian coachbuilding: Alessandro Franceschi. We uncover a lost treasure trove of his work

Words & pics: Chris Rees



In this day and age, it's not often you come across a virtually completely unknown coachbuilder – a name that pretty much all the books, all the websites, all the experts, have passed over.

Well, myself and regular *Auto Italia* contributor Richard Heseltine came across just such an unknown at the recent *Auto d'Epoca* show in Padova. To say it was an astonishing discovery is an understatement. There in front of us were several thick albums full of hundreds of photographs; scores of examples of original artwork; and dozens of beautiful scale models. They clearly spoke of a skilled artisan – but who?

It's a name that has rarely, if ever, been mentioned in historical references: Dr Alessandro Franceschi. It turns out the stall holder at the show knew Signor Franceschi quite well and had acquired his personal collection when he died, about ten years ago.

So who exactly was Alessandro Franceschi? Well, he was a Rome-based garagiste, artist and constructor of cars. He was most active in the late

1940s and 1950s, although he never stopped drawing. Based in Via Cao Mario in Rome, his company was called Franceschi Automobili (also referred to in the company literature we've seen as Studio Tecnico Automobilistico Franceschi).

He might easily have become another Pietro Frua or Giovanni Michelotti but he deliberately avoided such a path as he didn't want the hassle of running a big carrozzeria. Instead, he just wanted to design and build cars on a very small scale. Clearly his talents were appreciated, however: it seems he was regularly used by established design houses such as Bertone.

Very little is known about his creations. The precise details of what he built have been lost to time but the photographic record that we had a chance to thumb through at the Padova show unearthed plenty of tantalising examples.

For instance, Dr Franceschi turned up to the third *Concorso Internazionale d'Eleganza* in Rome in 1949, in a car that he had built (sporting the entry number '77'). This was a swoopy-bodied two-seater spider with a

striking three-piece front grille and semi-enclosed rear wheels.

Another swoopy barchetta design by Franceschi wore Giannini badges. Yet another was seemingly based on Fiat 1100 underpinnings. He designed coupes as well as open-topped spiders, all of them with sweeping, enveloping bodywork that straddled a line between elegance and the lightness of touch that was so typical of Italian sportscars of the time. Sadly, the full details of these cars have been lost in time.

Apparently Franceschi's final creation (that was actually built, in any case) was the Fiat 600-based Giannini May Britt of 1956, which he created in collaboration with Franco Reggiani (the

designer of the famous Ferrari 212 'Uovo' for Marzotto). The 'May Britt' – named after the Swedish actress – was a very rare instance of a 1950s plastic-bodied Italian car and probably explains why Franceschi's business card declared that he was an expert in plastics, which makes him a real pioneer in Italy.

Sadly I couldn't begin to pay the asking price of the Franceschi collection, which I'm relieved to say the vendor was only willing to sell as a complete lot. But it's great to know that records of his body of work have been saved; Alessandro Franceschi may be pretty much unknown but his work clearly deserves closer attention – and further research.



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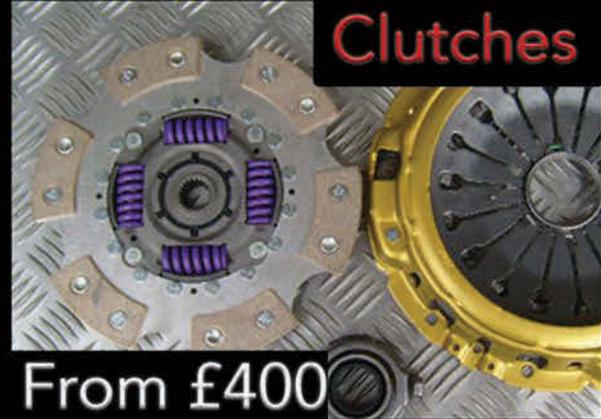
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