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One of our cover lines this month asks the question whether the Maserati GranTurismo is the last of the great V8s. It's a legitimate question because Italy is on the cusp of abandoning the naturally aspirated V8 engine.

The non-turbo V8 is an engine format that Maserati has made its own, starting with the glorious 5000 GT of 1959 (itself derived from the 450S racer's V8). The era of Maserati V8s really got into its stride in 1963 with the Tipo 107 4.2-litre V8 that saw service right up until 1990. Maserati flirted with turbocharged V8s in the 3200 GT era, but ever since 2002, when the new Coupe was launched, it has been firmly entrenched in the naturally aspirated V8 camp.

Of course, these modern V8s come straight from Ferrari, a company with its own rich history of V8 road car engines, starting in 1973. But apart from the 4.7-litre unit that Maranello still builds for Maserati, naturally aspirated V8s have now disappeared from the Ferrari factory too (although praise be, it's still sticking with non-turbo V12s – for now).

Lamborghini never really embraced the V8 format, its V8 engines for the Urraco, Silhouette and Jalpa lasting only from 1971 to 1988. But Lamborghini is to be applauded for remaining true to the naturally aspirated format, both in its Huracán (V10) and Aventador (V12).

As we contemplate an era when every supercar manufacturer will soon be making exclusively hybrids, it's time to celebrate the non-forced-induction V8 for perhaps the very last time. The GranTurismo probably has two years left to live, after which the atmospheric V8 will be gone. 'Atmospheric' is correct in another sense, too: roll wind the windows down and the sound of Maserati's V8 is one of the most scintillating in motoring. The 2018 GranTurismo is the very last Italian car – indeed, almost the world's last – with such an engine. Get in quick!

Chris Rees
Editor

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NEWS & VIEWS

ALFA STELVIO TO START BELOW £34K



UK prices for the new Alfa Romeo Stelvio have been announced: they will start at £33,990.

Two engines will be available at launch: 2.2-litre 210hp diesel AWD and 2.0-litre 280hp petrol AWD, with an ZF eight-speed automatic transmission for both.

The 2.0-litre 280hp petrol Q4 does 0-62mph in 5.7 seconds and averages 40.4mpg while emitting 161g/km CO₂. The 2.2-litre 210hp diesel Q4 accelerates from 0-62mph in 6.6 seconds, emits 127g/km of CO₂ and averages 58.9mpg.

From September 2017, the Stelvio will also be available to order with a 180hp 2.2-litre diesel, offered in both Q4 all-wheel-drive or rear-wheel-drive. Also arriving in September is 200hp 2.0-litre petrol AWD model.

Four trim levels will be offered: Stelvio, Super, Speciale and a limited production Milano Edizione. The entry level has 17-inch alloy wheels, LED rear lights and a double chrome exhaust pipe, dual-zone climate control, 3.5-inch TFT instruments, 8.8-inch infotainment system with DAB and USB ports front and rear.

The Stelvio Super adds 18-inch alloy wheels, front parking sensors, 3D satellite navigation, 7-inch TFT instrument cluster,

two-tone leather dashboard and leather/cloth upholstery.

The Stelvio Speciale features 19-inch alloys, red brake callipers, chrome window surrounds, bi-xenon headlights, folding door mirrors, heated leather front seats with six-way adjustment, shift paddles and aluminium interior finish.

The launch Milano Edizione adds sporty leather seats, 10-speaker 'Sound Theatre',

20-inch alloys, keyless entry, privacy glass, gloss window surrounds, heated front seats and a rear-view camera.

The Stelvio – which has scored five stars in Euro NCAP tests – arrives in UK showrooms in September. The cheapest model in the range is the 2.2 Diesel 180hp RWD at £33,990. The 2.0 Petrol 200hp AWD starts at £34,690. At the top end, the Stelvio Milano Edizione 2.0 Petrol 280hp AWD costs £45,390.



FERRARI FACTORY AUCTION

RM Sotheby's and Ferrari are joining forces to host "the most significant single-marque sale in collector car auction history" in Maranello in Italy.

The 'Leggenda e Passione' auction takes place on 9 September 2017 and will feature what are claimed to be "some of the most valuable and sought-after Ferraris on the planet."

The event will be held at the Ferrari factory in Maranello. Up for auction are sports, GT and racing Ferraris, all of which will carry 'Classiche' certification.

Confirmed entries include a 1950 195 Inter Coupé (the first 195 chassis produced and one of three bodied by Touring); a 1959 250 GT LWB California Spider by Scaglietti (pic top right); a 1955 750 Monza by Scaglietti (pic middle right); and a 1958 250 GT Cabriolet Series I by Farina – one of only 40 cars built.

More modern Ferraris include a 1985 288 GTO; a 1989 F40; a 2005 575 Superamerica (without reserve); a 2004 Enzo; a 2012 599 GTO with under 3000km from new; and Keith Richards of The Rolling Stones' 1983 Ferrari 400i (pic below), tipped to sell for £160,000.

Racers include a 1994 333 SP, one of only 40 constructed but never raced competitively (pic bottom); a 1992 348 TB Challenge (without reserve); and a 1994 Ferrari 348 GT/C LM (pic below right).

RM Sotheby's says it has sold more Ferraris than any other auction house, including four of the top 10 most valuable Ferraris ever. In December 2016, it auctioned a unique LaFerrari for charity, with the proceeds going to Italian earthquake victims: at \$7 million, it's the most expensive new car ever sold at auction. For more information, go to www.rmsothebys.com



FERRARI RACING DAYS

The Ferrari Racing Days event on 23-24 September at Silverstone Circuit will mark a fitting conclusion to a year of 70th Anniversary celebrations.

Each day promises plenty of Ferrari on-track activities, from the European Ferrari Challenge Series (with the brand new 488 Challenge racers) to F1 Clienti, FXX, 599XX and FXX K.

Highlights will include a special parade on Saturday and a Formula One show on Sunday. Official Ferrari displays will include all the latest Ferrari models and a Ferrari Store, and you will be able to see the LaFerrari Aperta up close. A Formula One simulator will also be present. In addition there will be hundreds of Ferrari owners' cars at the event.

Advance tickets cost £16 per day or £25 for the weekend. For more information, go to www.silverstone.co.uk



PIRELLI CINTURATO P7 BLUE

Pirelli's Cinturato P7 Blue, launched in 2012, was the first tyre in the world to score a maximum 'AA' European tyre label for energy efficiency and safety. Now it's been updated and the range expanded.

The latest Cinturato P7 Blue extends to new sizes and has lower rolling resistance with benefits for fuel economy and CO2 emissions. The new technology also increases tyre life by a claimed 10 per cent.



15-YEAR WARRANTY FOR FERRARIS

Ferrari has introduced a 'New Power15' extended warranty programme that can now cover cars up to 15 years old.

This extends Ferrari's existing 12-year package, originally launched in 2014. The standard factory warranty is four years in the UK, which can be extended by a New Power warranty to cover all major components. New Power15 takes that even further, from year 12 up to year 15. The main mechanical components are covered, including the engine, gearbox, suspension and steering.

The warranty extension is available for new and pre-owned Ferraris, subject to the car passing technical checks, and is transferable to new owners.

ALFAS RETURN TO CARABINIERI

Following our feature on Alfa Romeo police cars (August 2017 issue), in which we profiled every Alfa model ever run by the Carabinieri, it seems that 2017 is marking a return to the Alfa brand for the Italian police force.

Examples of both the Giulietta and Giulia have now been delivered to the Carabinieri, the Giulietta already having seen use by the Polizia Locale and Guardia di Finanza.

The Giulietta has been chosen as the model to replace the Carabinieri's old Fiat Bravos, a model that's no longer in production. The Giulietta in question is the 2.0-litre JTDM diesel with 150hp and a six-speed manual gearbox. The first cars were delivered in July 2017 to the headquarters of the Trentino Alto Adige Command.

Differences include LED roof lights, a light 'bar' with a message panel, Odin communication system, Marconi VS 3000 radio, fire extinguisher, special console with siren controls and a loudspeaker system. Reinforced glass and an internal partition are also fitted.

For practicality and cheapness, there are steel wheels with plastic trims, rubber mats and drainage holes in the floor. The rear seat is a fixed single-piece item with removable, washable cushions. As with all Carabinieri cars, there paint scheme is blue with a white roof, plus 3M adhesive livery.

The Giulietta joins the 510hp Giulia Quadrifoglio in service. Just two examples of the QF are being used by the Carabinieri to transport organs and blood for emergency medical services.



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GIULIA QF LOWERING SPRINGS

ST Suspensions has unveiled a range of lowering springs for the Alfa Romeo Giulia Quadrifoglio. The aftermarket suspension kit for the top-of-the-range Giulia lowers it by 20mm and is claimed to improve the Alfa's handling.

Developed in conjunction with KW, the sport springs lower the centre of gravity and reduce compression and rebound to minimise body roll. The springs are made from chrome silicone steel in a 'cold winding' process, before being coated in a protective layer of epoxy. ST says the springs work with Alfa's active dampers.

The price is £219 including VAT and the part number is 28215042. For more information, visit www.st-suspensions.net



JAMIROQUAI'S 'COSMIC' LAMBO ON SALE

Jamiroquai frontman Jay Kay's Lamborghini Diablo has gone on sale at a UK dealer. The strikingly purple Diablo SE30 is one of only 16 right-hand drive models built.

It's the very car that featured in the video for the hit single, Cosmic Girl. It was bought while the video was being filmed, since the original star car – another Diablo SE30 – was written off in a crash. It's one of three supercars seen in the video.

The Diablo was originally sold to Jay Kay by Amari Supercars in 1996, and it has now returned to the same dealer, Amari having acquired it from a collector in Germany. It's up for sale at £549,995.



FIAT 500'S 60 YEARS AT REVIVAL

60 years of the Fiat 500 are to be celebrated at the 2017 Goodwood Revival.

Visitors to the Revival (8-10 September) will be able to see a massive display and circuit parade of more than 120 examples of the iconic city car. A sea of green, white and red Italian flags is promised, and the taste of Italy will be enhanced with Italian fashions and flavours of the period.

Out on the track, Fiat 500s will be joined by other period Italian vehicles, including Vespa and Lambretta scooters. Also in attendance will be Fiat derivatives as diverse as early suicide-door 500s to Giardiniera estates, and Abarths to coachbuilt models like the Ghia Jolly beach car.



Auto Italia Interview: Scott Krugger, Head of Alfa Romeo Design

At the recent Goodwood Festival of Speed, *Auto Italia* got a chance to chat with Scott Krugger, Head of Alfa Romeo Design. Some 18 months into his job – Scott came to Alfa Romeo from the USA towards the end of the Stelvio design process – it was a chance to get his take on where Alfa stands now.

AI: Can we start with your views on the Stelvio?

SK: The Giulia was a car with huge expectations, which it's definitely lived up to. The Stelvio is a little different: it's been very surprising to many people. You have to drive it to appreciate how good it is – I'm currently driving a Stelvio 280 as my company car and dynamically it's at the top of the tree.

In design terms, the Stelvio is full and voluptuous, with a coupe-like profile. You'll notice there's no rear three-quarter glass but that has no impact on cargo space, passenger space or visibility. That great visibility means you have extra confidence when driving the car.

AI: What about future Alfa models?

SK: We're currently in mid-cycle evaluation. What I can say is that the Giulia and Stelvio represent the future of Alfa Romeo. The power of the brand means it's capable of crossing many market segments – Alfa's potential is without limits.

AI: What's your impact been on the design direction?

SK: I'm not here to steer a different path; my contribution is as part of a team. We're interested in designing cars for how they feel when being driven, not just when they're static – that's a very different thing. We're about real driving perception – what you feel at your fingertips. People are much more astute in how they use products these days. The whole user experience is what interests me.

Alfa Romeo is calm, not aggressive; it's not about over-stimulation. Instead it's rolling sculpture. Our design process is like Italian espresso. Coffee beans are international but the process of making espresso is a specifically Italian idea, an Italian treasure. Italians have such a rich culture of art and sculpture – it's ingrained – and at Alfa Romeo, the design process always starts with hand drawings, loose emotional sketches.

AI: What about a new sports car along the lines of the 8C?

SK (smiling): Yes, of course everyone in the Alfa design team dreams of designing a big sports car...

AI: Finally, what has inspired you here at Goodwood this weekend?

SK: Those old Formula 1 cars, especially the Ferraris.



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*No.1 out of 49 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, July - Sept '11
*No.1 out of 48 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, May - June '11
*No.1 out of 63 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Jan - Mar 08



AUCTION PREVIEWS

Your round-up of upcoming classic car auctions



September 9

RM Sotheby's Ferrari - Leggenda E Passione
Maranello, Italy
Historic, single-marque sale in partnership with Ferrari



September 9

Bonhams Goodwood Revival
Chichester, Sussex
www.bonhams.com

September 23

Historics
Brooklands Motor Museum, Surrey
www.historics.co.uk



September 23

CCA Classic Car Auctions
Ashorne, Warwickshire
www.classiccarauctions.co.uk

September 27

Brightwells Leominster Classic & Vintage
Leominster, Herefordshire
www.brightwells.com

October 5-6

RM Sotheby's
Hershey, Pennsylvania, USA
www.rmsothebys.com

October 17

Coys
Royal Horticultural Halls, London
www.coys.co.uk

October 25

Brightwells Bicester Classic & Vintage
Bicester Heritage, Oxon
www.brightwells.com

October 27

SWVA Classic Auction
Poole, Dorset
www.swva.co.uk

October 28

Bonhams Padua Auction
Padova, Italy
www.bonhams.com



October 28

Barons
Classic, Collectors and Sports Cars
Sandown Park, Surrey
www.barons-auctions.com

October 28

Mathewsons
Pickering, North Yorks
mathewsons.co.uk

November 4

ACA Anglia Car Auctions
King's Lynn, Norfolk
www.angliacarauctions.co.uk

November 11-12

Silverstone Auctions
NEC Classic Motor Show, Birmingham
www.silverstoneauctions.com

November 15

H&H Auctions
Imperial War Museum, Duxford, Cambs
www.handh.co.uk

November 25

Historics
Mercedes-Benz World, Surrey
www.historics.co.uk

November 30

DVCA Early Winter Auction
Stalbridge, Dorset
www.dvca.co.uk

December 2

CCA Classic Car Auctions
Ashorne, Warwickshire
www.classiccarauctions.co.uk

December 2

Bonhams Bond Street Sale
New Bond Street, London
www.bonhams.com

December 5

Coys
Royal Horticultural Halls, London
www.coys.co.uk

December 9

H&H Auctions
National Motorcycle Museum, Solihull
www.handh.co.uk

December 9

Mathewsons
Pickering, North Yorks
mathewsons.co.uk

December 13

Barons Annual Christmas Classic
Classic, Collectors and Sports Cars
Sandown Park, Surrey
www.barons-auctions.com





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1954 Alfa Romeo 1900 CSS by Touring



1964 Alfa Romeo 2600 Spider by Touring RHD



1955 Alfa Romeo Giulietta Spint Series 1



1973 Alfa Romeo 2000 GTV RHD



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IN PRAISE OF THE FIAT 124 COUPE

As well as Ferrari's 70th anniversary, 2017 is also the 50th anniversary of the Fiat 124 Sport Coupe, which was introduced in March 1967.

Auto Italia has seldom featured the 124 Coupe. Would it be possible to do at least one feature of the car this year? I would be interested to read a comparison test between the Fiat 124 Sport Coupe 1800 CC and the Alfa Romeo 1750 GTV. The Alfa might be faster but in some areas I think the 124 is a better car. The 124 Coupe seems to be a

very underrated car.

Thank you in anticipation of reading something in the future on the 124 Coupe.

Neale Batchelor

We certainly agree – we're very fond of Fiat's 1960s coupe. Look out for some Fiat 124 Coupe action in the pages of Auto Italia very soon – Ed

ALTON ITALIAN CAR DAY

As a subscriber to *Auto Italia* I always enjoy receiving your excellent magazine, and particularly the breadth and variety of marques and models featured.

It was in this vein that some fellow Alfa Romeo owners and I started to arrange a very informal but fun meet last year, which is open to any Italian marque, and cars of any age. It is essentially a local and 'old fashioned' meet, but it has grown from six of us to around 50 cars at our last meet in just over a year. Given that we only do this four times a year, on the first Saturdays of

April, June, August, and October, we are delighted with the way it has grown, and the variety of cars which have attended, as well as the distance some owners have come to join us.

We meet at The Departure Lounge Café in northern Hampshire, it's free to attend, and there is no registration. People just come along if they wish to chat with other enthusiasts and display their cars. We start at 10am when the café opens. The final event of 2017 is on Saturday 7th October and all are welcome.

I really enjoy the variety, and my favourite so far was a Cinquecento Sporting parked up next to a brand new Giulia and Maserati! My Alfa Romeo GTV Cup, which has featured several times in your magazine under Andy McGuire's ownership, was one of the most 'common' cars there, as we have four regular Cup owners who attend.

Ross Aylward



ITALIAN CAVEMAN

Many, many thanks for your super article on my Ferves which will bring a smile to your readers. You're quite right about its resemblance to the boulder mobile in Wacky Races. After showing the car at Goodwood Festival of Speed, a fellow entrant kindly sent me some photos of my car, taken some time ago, when it was at the head of a parade somewhere in Italy as a boulder mobile! They are attached for your amusement.

Julian Pennell





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Last Stand

Maserati's four-seat GT models are now 10 years old. Do aerodynamic tweaks, a styling refresh and better interiors for 2018 keep this classic fresh? We head to the Italian lakes to find out

Story by Chris Rees
Images by Roberto Carrer

Ten years is a long time for any car model to survive, especially in the faddish world of sports cars.

Today's 'must have' is tomorrow's 'been there'. Life can be tough for an ageing 10-year old like the Maserati GranTurismo and GranCabrio. Mind you, having said that, the Caterham Seven is 60 years old this year, while Morgans haven't changed much since 1935.

Nor have Maserati's range-topping models since launch in 2007. But they have been very successful for Maserati: over 37,000 examples have been built at its Viale Ciro Menotti factory in Modena in 10 years. And the GT/GC pair are still selling well: 2800

were made in 2016, of which the coupe accounted for two-thirds of production, the cabriolet one-third.

Maserati fans have been waiting for a new sports car for ages – and it's coming, both in the form of all-new GT/GC (see separate panel) and the Porsche 911-rivalling Alfieri, although we don't expect that before 2020 at the earliest. The reason that the GranTurismo and GranCabrio are still alive is that Maserati has been expending its energies on the Levante, experience with which has informed this year's update for the GT/GC – probably the very last facelift in the current model's life-cycle.

Even 10 years down the line, I find it pretty

easy to make a case for the GranTurismo and GranCabrio. They're still Maserati's 'halo' cars, and among the very last grand touring cars to have a naturally-aspirated V8 engine. So few cars compete directly with the Maser. I've recently driven the BMW M6 and, mighty rapid though it is, it's devoid of the sort of charisma that the Trident-badged cars have in abundance.

So what exactly are the MY2018 changes? First off, the range has been significantly streamlined – for which read pared down. The hardcore MC Stradale has been axed (boohoo). And you can no longer buy a 4.2-litre model – it's strictly the 4.7-litre V8 for all versions now. That's no bad thing in my book:





that Ferrari-designed, hand-built motor remains the glorious heart of the beast, with its 7200rpm redline and generous 460hp of punch. OK, it's not super-quick by today's standards but it does have the instant throttle response that turbo engines lack. And I guarantee that you will never tire of the searing exhaust note (especially in 'Sport' mode in the MC version) as you traverse tunnels at 7000rpm. I certainly never did during on my test drive around Lago d'Iseo, although I confess I did tire a little of the cabin boom on motorway stretches.

As Maserati has fitted a launch control system to the car, it would be rude not to try it. Simply switch off the MSP stability control, hold the brake pedal, rev to around 2500rpm and then release the brake pedal. Squirringly keen take-offs with twin lines of melted rubber are there for the taking.

Another casualty of the MY2018 range is the MC Shift manual-sequential transaxle gearbox – since fewer than one in 10 cars were ordered with this, Maserati has decided to switch over to the six-speed ZF automatic across the board. Almost every other manufacturer has now moved on to ZF's eight-speed

'box but Maserati says it was too complex to engineer into the GT/GC. A mere six speeds does feel very old-school these days, it must be said, but the ZF unit works well in a GT setting, if not a sports car one.

The range, which now comprises two models – Sport and MC – in each of two body styles features a bit of aesthetic uplift. The headlamps are new, incorporating a Maserati logo, with aluminium detailing on the Sport and black on the MC. The new front bumper has a larger grille with that 'shark nose' profile that's gracing all new Maseratis these days. The front air ducts have been redesigned and the central splitter is different (the MC's has a more pronounced shape than the Sport's). As a result, drag has been reduced from 0.33 to 0.32 (GranTurismo) and from 0.35 to 0.33 (GranCabrio). This helps boost the cars' maximum speed, albeit by tiny amounts: 1mph for the Sport (now 186mph) and 2mph for the MC (187mph).

Distinguishing itself from Sport models, the MC versions have a carbonfibre bonnet instead of aluminium, featuring new air vents, as well as vertical air vents in the front wings, deep side skirts, titanium brake callipers (black in the Sport) and stronger, lighter

Spot an MC by its vented carbon bonnet, body side vents and different rear treatment – as well as sharper fixed-rate damping

TECHNICAL SPECIFICATIONS

| MASERATI | GRANCABRIO SPORT | GRANTURISMO MC |
|--------------------|---|---|
| ENGINE: | 4691cc V8 | |
| BORE X STROKE: | 94mm x 84.5mm | |
| COMPRESSION RATIO: | 11.25:1 | |
| POWER: | 460hp @ 7000rpm | |
| TORQUE: | 384lb ft (520Nm) @ 4750rpm | |
| SUSPENSION: | Double wishbones and Skyhook dampers | Double wishbones and fixed-rate dampers |
| BRAKES: | Drilled, grooved, ventilated discs 360x32mm (f), 330x28mm (r) | |
| TYRES: | 245/35 ZR20 (f), 285/35 ZR20 (r) | |
| DIMENSIONS: | 4910mm (L), 1915mm (W), 1380mm (H) | 4920mm (L), 1915mm (W), 1353mm (H) |
| KERB WEIGHT: | 1980kg | 1873kg |
| 0-62MPH: | 5.0sec | 4.7sec |
| MAX SPEED: | 179mph | 187mph |
| FUEL CONSUMPTION: | 19.5mpg | 19.8mpg |
| CO2: | 337g/km | 331g/km |



MASERATI GRANTURISMO & GRANCABRIO



GranCabrio better suits the grand touring comfort offered by Skyhook damping. You get to hear the exhaust better too!

20-inch Trofeo forged wheels. There's a rear lip spoiler too. At the rear end, a new bumper with a central diffuser is specific to each version. On the Sport, oval exhaust pipes pop out at the bumper's edges, while the MC's centre-exit exhausts are circular.

As standard, the MC has fixed-rate damping and the Sport has Skyhook suspension (although it is possible to order the Sport or MC with either fixed-rate or Skyhook). It all depends what you want your car for: the wafty GranCabrio probably suits Skyhook better, while in the sportier GranTurismo it feels right to have fixed dampers. Combined with a larger-diameter rear roll bar, the fixed-rate system rolls notably less in corners and offers a more direct, dynamic cornering feel, if a less resolved ride.

Ah yes, cornering. Maserati has kindly arranged with the local police force to close a mountain round for us, giving me the opportunity to blitz a twisty section of tarmac at speeds up to around 120mph. The exercise confirms that these cars are better suited to a grand touring role than an outright sporty one, despite the arrival of the latest fourth-generation Pirelli PZero tyres this year. While my GranCabrio MC feels very

alive through the twists, it lacks a certain killer sharpness, especially in drop-top form (which is some 30 per cent less stiff than the coupe). You can dial a bit of excitement in by switching the MSP stability control off, and virtually everything goes off, too – only the ABS and EBD braking systems remain engaged. The result: lurid oversteer available whenever you want it – and sometimes when you don't. There's no change to the brakes, by the way – that's no problem, since they are brilliant.

The revised interior is a big change for the better. It's described as "architectural, not decorative" – make of that what you will – but it definitely looks loads better with its new instrument panel and console. The upper dash is 'digital', the lower part 'analogue' – essentially, the bottom area accommodates a new forged aluminium rotary dial and a new button cluster for the car's driving modes. The digital upper bit is easily the biggest improvement on the car, featuring an excellent 8.4-inch touchscreen (taken directly from the Levante). It's super-clear, very easy to use and has Apple CarPlay and Android Auto. Another big benefit: a rear parking camera is now integrated.





The final stars are a new Maserati double-dial clock and Harman Kardon audio system as standard. I have to say the sound system is fabulous. In the coupe it's a 10-speaker 750W system; in the Cabrio it's 11 speakers and 825W because, well, you need to crank it up to overcome the wind noise.

VERDICT

You could sum up the latest GranTurismo and GranCabrio thus: they're the sort of car that doesn't really exist any more, which makes them all the more endearing for still existing.

Other, more modern GT cars may be more rounded; rival super-sports cars are faster; but nothing – *nothing* – offers the extraordinary feel of this Maserati pairing. It starts with that naturally aspirated V8 engine, surely the last of its generation before turbos and hybrids take over the world. The exhaust note still has the capacity to make the hairs on your neck pop their roots when you crack open the throttle in Sport mode, more so than almost any other car. Then there's the cabin, which makes you feel as much like you're a movie star as ever, but finally has the digital technology to watch movies on screen (as well as *that* analogue clock).

The new MY2018 Maseratis are on sale now, with prices starting at £93,145 for the GranTurismo Sport, peaking at the top end at £115,845 for the GranCabrio MC. If you value the charms of non-turbo V8s, old-school grand touring style and a touch of bravado, this is quite possibly your last chance to get on board. 🇮🇹



NEXT-GEN MASERATIS

At the MY2018 facelift launch, Maserati did let slip a few details of its all-new next-generation GT and GC models. The current official schedule still indicates a 2018 launch, but the more likely scenario now seems to be a concept car reveal in early 2018 and then an official launch in 2019-2020. The new models will still be front-engined, rear-wheel drive four-seaters, but will use turbocharged engines derived from the current range – and probably also hybrid-electric assistance in top-spec versions – mated to a ZF eight-speed transmission. Maserati is promising “a real step up” for the next-gen models, which will use an all-new aluminium platform. Let's just hope Maserati can retain that trademark exhaust note.



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500 Fireworks

We're in Turin for the 60th anniversary of the Fiat 500 – driving the classic 500 on the Lingotto roof and testing the new Anniversario edition. It turned out to be a birthday bash to remember

Story: Chris Rees
Images: FCA





In Italy, asking for something has been elevated to the level of an art form. I've just been informed that it's "impossible" to drive any of the 500s that Fiat has gathered on the historic rooftop test track of its old Lingotto factory in Turin. Yet, after some 40 minutes of intense toing and froing among public relations departments, I find myself in the driver's seat of an original Fiat 500, phutting merrily along and looking down at the sunset Turin cityscape far below. Persistence really does pay off.

It's worth it: driving on top of Lingotto turns out to be a hilarious experience. The sensation of the car wrapping itself around you feels fresh every time you get into a 500. The tiny 499cc two-pot engine echoes off the low walls that are your only protection from plunging five storeys off the rooftop. Crunching through the gearbox as the revs rise, the feelings of

nostalgia grow, even if your raw speed hardly does.

The drive only goes so far, though: as far as the end of the rooftop straight, in fact. Lingotto's famous banked sections are sadly out of bounds to the likes of me. But my brief spin has been enough to transport myself back in time, to the 1950s, when Fiat revolutionised affordable transport with its 500.

The reason I'm here is the 60th anniversary – to the day – of the birth of the Fiat Nuova 500 on 4th July 1957. I'm at Lingotto as part of a whole concatenation of celebrations, for instance to witness (or wince at) a birthday cake being lit. On the same day a Fiat 500 is joining the permanent collection of MoMA (Museum of Modern Art) in New York, while the Italian post office has just issued a special stamp to celebrate the 500's birthday. Oh, and my visit to Centro Storico Fiat in Turin is very worthwhile: this museum houses not only



a fabulous recreation of the office of Dante Giacosa (the designer of the 1957 Nuova 500) but loads of Fiat 500 memorabilia too.

However, my true moment of significance came earlier in the day, when I visited Fiat's Mirafiori factory. This is the place where, 60 years ago to the day, the very first Fiat 500 came off the production line. The factory still retains much of its antique charm today; and in fact there's a continuing 500 link, as the Abarth 500 range is still built here.

Of course, Fiat is aiming to draw as many parallels as possible between the original and the current 500. At Mirafiori, it's impossible to ignore the links between old and new; but equally the contrasts, too. People who bought the original 500 – affectionately called 'cinquini' – were essentially moving up from Vespas and Lambrettas. Today's Fiat 500 buyer is much more likely to be making a style statement.

But the similarities are undeniable with the current 500, which Fiat describes, perfectly accurately, as "authentic, unique and relevant." The new 500 has been a massive success for the brand worldwide. Indeed, some 80 per cent of production is exported, and the 500 is the number one best-selling city car in no fewer than eight different countries. The UK is one of its biggest markets and – here's an anorak fact for you – London has more 500s on the road than any other city in the world. And with great timing, the two millionth new 500s was built in June 2017, meaning it's now half way to the four million total of the 1957-1975 original.

The birthday present that Fiat is giving the world is the new 500 'Anniversario' special edition. This is very much inspired by the original 1957 car's look, with its chrome accents on the bonnet and door mirrors, vintage Fiat logos and 16-inch alloy wheels that echo the '57 style. The two unique colours available – Riviera Green and Sicilia Orange – are, I'm told, "inspired by the seaside." The sunny theme continues inside with deckchair-like striped fabric seats, embroidered 500 logos and 'Anniversario' floor mats.

Unlike the 'other' 60th birthday edition (the two-tone 500-60th), there's no limit on production numbers for the Anniversario. Fitted with the 1.2-litre 69hp petrol engine only, it's offered in hatchback and convertible forms, priced at £14,265 and £16,865 respectively.

I also get to drive – in an exclusive, I do believe! – the new 500 Mirror edition, painted in a wonderful shade called Electronica Blue. It's the first time that Apple CarPlay and Android Auto have been available in a Fiat 500 – and it's a doddle to 'mirror' my smartphone on to the car's touchscreen, so my own maps, music and messages pop up on the dashboard. The 500 Mirror costs from £12,515, exclusively with the 1.2-litre 69hp petrol engine.

Fiat's 69hp 1.2-litre engine reminds me that four-cylinder naturally aspirated engines have a whole lot of life left in them. This may not be the quickest car on the road but the 1.2 engine is beautifully smooth, and perfect for city traffic.

The tricky part, of course, will be replacing the 500, which is now 10 years old and overdue a new generation. But as Fiat has proved, it does retro small cars better than anyone – and no small car has garnered as much love as the Fiat 500 over its 60-year life. Many happy returns. 🇮🇹



Our 60th anniversary dream comes true: we get to drive Fiat 500s on the roof at Lingotto. New and old both have their charms





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At your service

Quadrifoglio Rosso

We get behind the wheel of the UK's first modified Giulia Quadrifoglio. Celtic Tuning's QF has nearly 600hp and a beefed-up soundtrack to match. But how does it drive?

Story: Chris Rees

Images: Michael Ward and Brooklands Museum





The moment comes as I exit the fast left-hander on our test circuit. The Giulia is doing just under the ton but the superb balance of the Quadrifoglio's chassis gives me total confidence to squeeze the throttle. Very quickly I'm up beyond 130mph but it's not the raw speed that really impresses: it's the magnetic sizzle of power and torque right at the top end of the rev range, up to and beyond the 7000rpm mark. That, and the noise.

As if Alfa Romeo's Giulia Quadrifoglio were not already beast enough, Cornish company Celtic Tuning has added even more muscle and menace. As far as we know, it's the first company in the UK to tune the Giulia QF, and the headline figures are pretty extraordinary. Power is up from 510hp to 596hp; torque is up by 46lb ft too (actually the base-line figures on the dyno were a little different to the factory claims – Alfa's 510hp turned out to be 513hp in reality; but the claimed torque of 443lb ft was quite a bit down, at 411lb ft).

Even more impressive, this Stage 1 boost has been achieved solely with a remap of the Bosch MED17.3.5 ECU. Celtic Tuning uses its own software and Dastek rolling road to ensure that fuelling, boost pressures and exhaust gas temperatures are all within tolerance.

The Celtic Stage 1 package is meant as a fast road upgrade, and boy does it live up to that billing. It's brutally fast, with the main improvements happening right at the upper end of the rev range. There's a notable extra kick from the 4000rpm mark, but it's really up at 6500rpm – the point at which the standard engine falls off a cliff – when the Celtic engine comes alive, adding significant power all the way up to 7500rpm. It's a similar story with the torque curve: while the standard engine flattens off at 4000rpm, the line on the Celtic curve goes much higher up the graph and remains at the same high level almost until 7000rpm.

So Celtic's upgrade is not, as with many of these exercises, about boosting drivability in everyday use: it's about giving you extra raw performance at the top end. I'm not complaining: the 2.9-litre V6 turbo begs to be driven hard and, if you do so, the rewards are rich. The Celtic edge reveals itself with sharper ultimate performance.

Cost? Around £600 including VAT as a mobile tuning service; but if you take your car to Celtic's Wadebridge HQ, the cost goes down to a bargain £400 (Celtic would much rather see you on home turf). Since the remap means taking both ECUs out, the conversion takes about half a day, and the engine needs to be cold before it can be done. Some 14 QFs have been



converted so far, not only in the UK but also via Celtic's international dealer network.

There's another benefit to report on. One of the big criticisms about the standard QF (by owners as much as ourselves) is that the exhaust flaps only open fully to give you that rich, crackling, burbly soundtrack when you switch to 'Race' mode. Trouble is, 'R' mode turns the traction control system completely off – and a quick Google search shows you exactly what can happen if you do that on damp public roads. Celtic has perfected a software upgrade to make the exhaust flaps open in 'Dynamic' mode as well, so you can enjoy that gorgeous noise with the back-up of full traction control in place. It's something every QF owner should do, I reckon.

'Our' test car also has a Celtic custom X-pipe fitted to the centre exhaust section. This changes the noise again, although it's more a case of increased decibels than a qualitative change in sound. It also makes it smoother through the rev range, speeds up exhaust flow and almost certainly adds a bit more power, although Celtic hasn't yet dyno'd it. The central X-Pipe was quite involved to develop, requiring large flex-joints, reflected in its price of £700 unfitted. Otherwise, Celtic's Giulia is completely standard (except for some very simple stick-on graphite-look graphics on the body sides, a subtle one-off look that we think suits the car very well indeed).

BEYOND STAGE 1

So much for the software; Celtic is also planning some hardware upgrades. It will soon replace the current demo car's turbos and it's aiming for 700hp. The turbos are running 1.7bar of boost in stock form, and Celtic has taken boost to 1.85bar, being fairly conservative. But with a larger hybrid turbo system in place, incorporating greater impeller pressures, the boost should be able to be raised to 2.0bar. Other changes will include direct high-pressure injection and 100cpi race cats. Celtic is pretty confident of its 700hp target; we should know by mid-October when the job is finished.

TECHNICAL SPECIFICATIONS

CELTIC TUNING 2.0 STAGE 1

POWER: 280hp at 5850rpm (up 80hp)
TORQUE: 297lb ft at 3600rpm (up 54lb ft)

CELTIC TUNING 2.0 STAGE 2

TARGET POWER: 320hp (up 120hp)
TARGET TORQUE: 340lb ft (up 97lb ft)

CELTIC TUNING QUADRIFOGLIO 2.9 STAGE 1

POWER: 596hp at 7000rpm (up 86hp)
TORQUE : 89lb ft at 5000rpm (up 46lb ft)

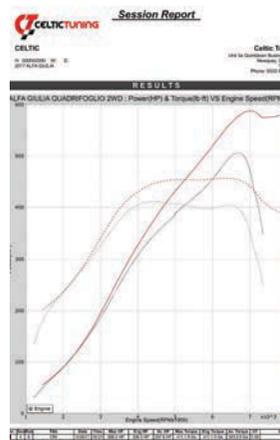
One issue with going beyond Stage 1 is the fact that the ZF eight-speed gearbox has a hard rpm limiter in place at 7550rpm. MagicMotorsport is doing a controller for the gearbox to remove this limiter. Since the Ferrari California – which has basically the same engine with two extra cylinders, and shares the same crank – is redlined at 8400rpm, Celtic is confident that it can raise the rev limit on the V6.

WHAT ABOUT THE 2.0 ENGINE?

So much for the QF. But perhaps more commercial potential awaits Celtic Tuning's remap of the Giulia 2.0-litre petrol engine. Did you know that there are only software differences between the regular 200hp model and the 280hp Veloce? Hardware like the injectors and turbo are identical.

So by simply remapping the Marelli ECU, Celtic can do a Stage 1 upgrade on the 200 engine to take it to 280hp (as an aside, it may interest you to know that, when they dyno'd the 200 engine, it actually made 220hp). Likewise, torque goes up to 297lb ft, a rise of over 50lb ft. Because there's only one ECU, the cost is less than the QF remap, too, at around £400.

But you can go even better: Celtic is working on a Stage 2 upgrade, due imminently, that should take it to 320hp (an incredible rise of 120hp) and the torque to 340lb ft (up by 97lb ft). That's a huge leap for a very simple and affordable software upgrade. We really can't wait to try it out. 🇮🇹



CONTACT

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ALFA ÜBER ALLES

Alfa's 155 V6 Ti blitzed the German DTM series in spectacular style in a golden era of Alfa Touring Car domination. We tell its story – and drive a 1993 DTM racer up the hill at Goodwood

Story: Peter Collins & Chris Rees
Images: Michael Ward & Peter Collins



Wide of body, low of stance, mean of look, epic of sound: the 155 V6 Ti sure has presence. It also has status – as the car that beat the Germans in their own back yard in the Deutsche Tourenwagen Meisterschaft (DTM) race series.

The whole plan was utterly audacious. The man responsible for the DTM 155 V6 Ti was chief engineer at Abarth, Sergio Limone, who told us: “The development and competition of the 155 GTA in Italy during 1992 was really only a training job for all the team in view of the target of joining the 1993 DTM.”

And Paulo Cantarella, managing director of Fiat Auto recalled: “We embarked on this new adventure to prove to ourselves that we could succeed in an endeavour that many people considered risky and perhaps even too much for a newcomer to take on at all.”

Obviously it was German, but what was the DTM? Simple answer is that it was a premium, high-tech, Touring Car racing series designed for saloons that were much more spectacular than the rather rigidly controlled European national Touring Car race series. DTM allowed considerably more scope for modification, resulting in far more spectacular-looking cars and exciting racing.

DTM was almost purpose-built to accommodate Alfa's new 155 saloon. Under Vittorio Ghidella, Fiat was keen to market the model aggressively. Sergio and the team at Abarth had worked hard during 1992 to develop the 155 GTA racer for the Italian SuperTurismo series, with turbocharged power and four-wheel drive. To pay for it all, the Martini Lancia integrale rally programme was shut down.

DTM allowed four-wheel drive, and Alfa's DTM V6 Ti was fitted with a Q4 system using a centre differential with a Ferguson coupling. But in contrast to the 2.0-litre four-cylinder turbocharged 155 GTA, German rules permitted engines up to 2.5 litres to be used, as long as they were based around a production block. So Alfa was able to choose its 2.5-litre V6, which was already fitted to the 155 in road form – at least, the angle of the vee and the cylinder centre lines were retained. Otherwise Pino d'Agostino designed a completely new naturally aspirated engine around these dimensions. It could rev all the way to 12,500rpm and enjoyed dry-sump lubrication and Weber Marelli fuel injection, while catalytic converters were required by the regulations.





This engine could develop as much as 420hp in 1993, and up to 450hp in its ultimate 1994 spec.

Bodywork regulations were relaxed, allowing everything below the height of the wheel hubs to be changed. Alfa put a lot of effort into aerodynamics and air flow, with a very elaborate front bumper and deep side skirts. Bigger arches covered larger wheels, while a big wing was fitted on the bootlid. The specification even included upturned exhaust outlets to help downforce. Most of the bodywork was lightweight carbonfibre, too.

Everything was done to move weight towards the rear of the 155. For instance, the gearbox on the V6 Ti

was nearly in the middle of the car, while the driver sat 15cm further back than in the road car. There would be no road car homologation requirements. As Norbert Haug of Mercedes-Benz said at the time: "We can concentrate on building racing cars without having to build a whole lot of road cars."

The attraction to Alfa was that it would be up against Mercedes-Benz in 1993 (and BMW and Opel in subsequent years) on its home ground. Winning here would have obvious marketing appeal to the public.

A huge amount of testing took place in early 1993, at circuits such as Nogaro and Jerez, such that when the team arrived for the first races at Zolder in early

The Alfa Romeo Museum 155 V6 Ti is in fine fettle. The exhausts are angled upwards to aid air flow



ALFA ROMEO 155 DTM

TECHNICAL SPECIFICATIONS

ALFA ROMEO 155 V6 TI DTM

| | |
|--------------------|--|
| ENGINE: | 2498cc V6 DOHC 24V |
| BORE X STROKE: | 93mm x 61.3mm |
| COMPRESSION RATIO: | 12.5:1 |
| POWER: | 420hp @ 11,500rpm |
| TORQUE: | 294Nm (217lb ft) @ 8000rpm |
| TRANSMISSION: | Six-speed manual, four-wheel drive |
| SUSPENSION: | MacPherson struts with transverse arms front and rear, driver-adjustable anti-roll bars front and rear |
| BRAKES: | Vented discs all round |
| TYRES: | 254/650 18 |
| DIMENSIONS: | 4443mm (L), 1750mm (H), 1460mm (W) |
| KERB WEIGHT: | 1100kg |
| TOP SPEED: | 130mph |



April, they had already covered 3000km. The testing had clearly worked: as Autosport's subsequent race report headline read: "Alfa dominates DTM opener." The magic result the team wanted was theirs, as Nicola Larini ran away from the field in both of the two races held at Zolder.

The season continued in very promising fashion, with the advantage tending very much towards Alfa. Then came the incredible round at the Nürburgring Nordschleife, at which a crowd of 120,000 came to watch. What they witnessed was Larini in the Alfa 155 V6 Ti completely annihilating the opposition and taking total command of the 14 swooping miles of the

Ring. Even carrying 33kg of ballast (due to rules regarding earlier race wins), Larini set up a lap of 7min 4.5sec and just drove away from everybody. Teammate Giorgio Pianta, also in tremendous form, likened it to Nuvolari thrashing the Mercedes team in his Alfa in 1935 – on German television. Larini stated he was "in heaven" afterwards.

Alfa's ballast was subsequently increased to 50kg – and yet the results kept coming. By the final rounds at Hockenheim, Larini had it all in hand, although Sandro Nannini in a sister 155 won these final races, followed home by veteran Giorgio Francia. At the end of the 1993 season, Larini had won more races than any other

Did any Touring Car ever look so good? Standard profile up top contrasts with squat, fat lower half







ABOVE: At the start of 1993 DTM Hockenheim race, Alfas are well to the fore – where they belonged!

driver in the history of DTM – no fewer than 10 out of the 20 races that year. The championship was his in the most emphatic terms. When it was all over, Larini described his and Alfa's series victory as "the biggest triumph of my career."

The DTM Alfas were possibly the most technologically advanced racing cars the world had ever seen at that time. They returned for the 1994 season in upgraded form but, despite winning 11 of the 20 races that year, they had to cede the championship to Mercedes-Benz. The success of the DTM series led to its elevation and renaming in 1995 as International Touring Cars, with worldwide races – at which point a certain Mr Ecclestone became involved; it all came to an abrupt halt in 1996.

DRIVING THE 155 DTM

OK I'll admit it: I'm rather excited to get the chance to drive one of the most legendary Touring Cars the world has ever seen. The Alfa Museum has brought along its priceless 1993 car to the Goodwood Festival of Speed

and is bravely letting me tackle the infamous hill in it.

The thing about Goodwood is, you get hurled into a car you've never driven before and then you're expected to avoid making an utter arse of yourself in front of thousands of people and rolling video cameras.

At least I get a pre-run pep talk. "It is very hard to balance the clutch and accelerator without stalling," advises my engineer – actually my translator, as the instructions are being imparted in rapid-fire Italian. Turns out the engine is also completely cold when I start it and inclined to cut out if the revs dip too far, so I find myself blipping the throttle a lot to avoid stalling.

Phew, OK, I get it to the start line turn-around area and quickly discover that the turning circle is immense and the car won't make the 180-degree turn. If there's a reverse gear I have no idea where it is, so I have to beckon the marshalls to push me back.

No one wants to stall their car on the Indianapolis bricks of Goodwood's start line (a journalist colleague did just that in an Alfa 33/3 and got red-flagged...). My take-off technique is to keep the revs high and feather





the super-sharp clutch. Yes! The 155 is off the line. The four-wheel drive system ensures there are no dramas and very soon I'm going at a hell of a pace. The 420hp and short gearing see the car fly forwards as I reach for second, then third – this is an early H-gate gearbox, rather than the later sequential one.

I tackle the first bend on instinct alone. Not so the second corner: I can see it's covered in grass and mud where the apex is supposed to be. And since I have no idea how the car is going to handle on a loose surface, my alarm bells are ringing. My brain tells me it's advisable not to trouble the apex too closely and just get safely around a corner that's bitten quite a few pilots in the past.

Then it's a long dash up the main straight. The engine can spin above 12,000rpm but the digital rev counter isn't displaying anything and the bank of change-up lights is flashing at random like a Christmas tree. There's also no speedometer to judge the speed. I'll just have to wing it.

It's possible to reach 140mph plus in the right car on this straight. I'm pretty sure I was nowhere near that, partly because the 155 is only geared for a top speed of 130mph, but mainly because I know that at the end of the straight lurks Molecomb corner. This notorious blind left-hander has already claimed victims this year – a Ford RS200 in our class crashed yesterday, for instance; I saw its battle-scarred form in the starting line-up earlier today.

Braking hard, the 155's huge vented discs do their job with tremendous efficiency. Negotiating the stone wall bend, then the tricky, high-speed set of bends up to the top, I reach the finish line in what seems like no time at all. I pull into the park-up area at the top of the hill; soon after, Bernd Schneider arrives in a Mercedes

CLK – yes, the very man that Larini beat into third place in the 1993 DTM series. I know I'm no Larini behind the wheel but a little part of me feels a frisson of pride that Schneider hasn't caught me by the finish line. Gosh, it's like 1993 all over again...

After my run, a couple of items of feedback reach my ears. First, the car sounds absolutely awesome from the outside. Second, the museum staff felt nervous about the car's engine revving from cold.

Not that I end my encounter with any sense of coldness at all – in fact, the combination of sunny conditions and heat soak from the engine and transmission have sent the cockpit temperatures soaring. Sweat is pouring from every pore, as much from adrenaline as the heat. Oh, one other thing I can definitely confirm: the 155 sounds absolutely awesome from the *inside*, too. 🇮🇹

Piloting the 155 V6 Ti DTM car at Goodwood got our adrenaline flowing – as did the sensational soundtrack



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The *Country Lane Tours* Targa Sicilia last May, tying in with celebrations marking the 100th running of the Targa Florio and the 110th anniversary of its inception, was voted a tremendous success by all participants. The event was oversubscribed so it will run for the second and last time in 2018, with entries restricted as previously to fifty cars.

Starting with the overnight ferry from Genoa, the tour begins with two nights in Villa Igiea, a stunning hotel overlooking the bay of Palermo and originally owned by the Florio family.

Small car, small engine - no problem!

From Palermo the tour follows the coast to halts in Mazara del Vallo, Agrigento (Valley of the Temples), Ragusa (Montalbano country!), Siracusa and Taormina before skirting Mount Etna and calling in at Autodromo di Pegusa on the way back to Cefalu and the ferry.



With brilliant driving roads, including the Targa Florio itself, stunning scenery, and numerous amazing attractions, this is a holiday of a lifetime with your vintage or classic car, especially as you can drive the Targa Florio route and Automobile Club Palermo will be opening up the Floriopolis Pits and museum especially for us.

To receive a full detailed information pack, including a **FREE DVD** of last year's tour, email your postal address to countrylanetours@gmail.com or call Ian on 01824 790280, but hurry as entries have already been received, including one from a participant last time!



While the Beta was the first Lancia to be entirely designed and built after Fiat took control of the company in 1969, the engineers responsible for the new car were all old Lancia hands. The financial losses of the last months of Carlo Pesenti's reign as Lancia's leader had prevented resources being directed to new designs and there was an urgent need for a mid-range model to replace the ageing Flavia. The mildly revised 2000 was a holding operation until the new model could be launched. This meant that the timescale for design and development of the Beta was very short; design work started in January 1970 and the car was launched in November 1972.

Happily, Fiat gave Lancia's engineers a free hand in the design of the Beta and it owed nothing to any Fiat model of the time except for its engines. The flat-four of the Flavia and the narrow-V of the Fulvia were expensive to build and had reached the limit of their development; thus the designers plumped for Fiat's Lampredi-designed twin-cam. But even here Lancia's engineers went their own way with modifications which gave their engines, built at Lancia's Verrone plant, more power and torque than the Fiat versions. In other respects the mechanical design of the new car was unique to Lancia, with novel rear suspension that lasted in Lancias into the 1990s. The styling of the Beta berlina was contracted to Fiat's Centro Stile, while Lancia's team turned their attention to the Beta Coupé.



Charged-Up Betas

We travel to Northern Ireland to compare two restored supercharged Lancia Beta Coupés, including a rare 'Stratton'

Story: Phil Ward & the late Brian Long
Images: Michael Ward





ENTER THE COUPÉ

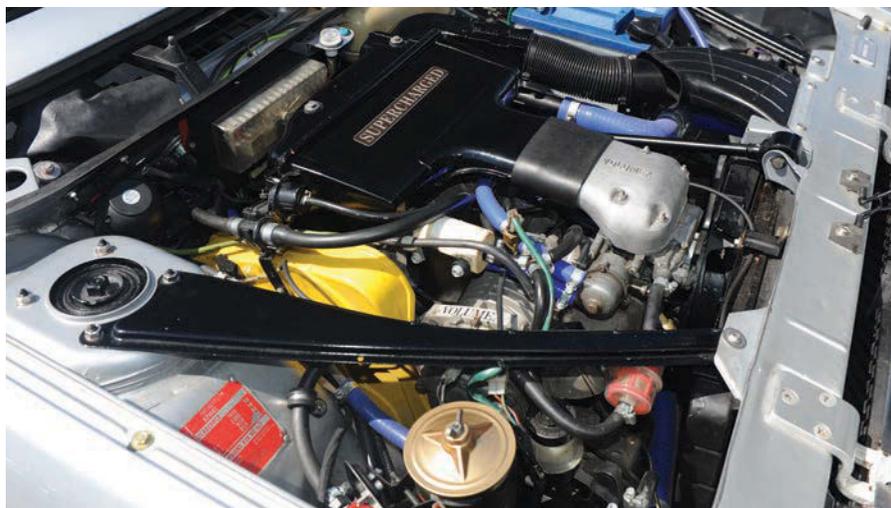
After the Beta berlina was launched in 1972, the first variant, the Beta Coupé, was announced in July 1973. However, the Coupé was not officially launched until March 1974 because of uncertainties caused by the 1973 fuel crisis. The delay did no harm to the Coupé's success in the marketplace and it rapidly established itself as a very worthy replacement for the Fulvia Coupé.

The styling consultant for the Beta Coupé was Pietro Castagnero, while the body design group was led by Aldo Castagna, the same combination having been responsible for the Fulvia Coupé some nine years earlier. Two power units were offered for the Coupé: 1600 and 1800. Both were based on the berlina's twin-cam but had more power – specifically, 108hp and 120hp respectively.

At the same time as the Coupé was launched, Pininfarina unveiled another derivative – the Beta Spider. Planned production levels would have been too low to be viable if Pininfarina's facility was used, so it was built by Zagato. Mechanically, the Spider was identical with the Coupé – in fact, each Spider started life as a Coupé bodyshell – but since body reinforcement was required to compensate for the loss of the roof, it was heavier. A further Beta variant was the 1975 HPE, or High Performance Estate, whose front end followed exactly the design of the Coupé, while the rear body was a three-door estate.

During the following nine years of the Beta's life there were many changes to power units, interior trim, and exterior styling. The second series cars were introduced in 1975, when the original power units were dropped in favour of three new variants of the Lampredi twin-cam, nominally 1300, 1600 and 2000. The 1297cc unit was fitted to the second series Coupé. The capacity of the 1600 unit was reduced to 1585cc by increasing the bore and shortening the stroke, improving the maximum torque and enabling the pistons to be shared with the 2000 unit. The latter was of 1995cc capacity and gave a power output of 119hp at 5500rpm.

Further changes came in 1979 when the facelifted third series berlina was introduced, mechanically



LANCIA BETA COUPÉ VX TWIN TEST



identical to the earlier version, except for the top-of-the-range Trevi three-box saloon, which had the 1995cc engine equipped with electronic fuel injection. European Coupés and HPEs (but not Spiders) received fuel injection for 2000 models late in 1981, the smaller-engined cars retaining carburettors. An additional feature of the later fuel-injected engine was advanced Marelli Digiplex electronic ignition.

Tickford, the well known Aston Martin coachbuilder, produced 300 special edition Beta Coupé Hi-Fi versions, solely for the UK market. This 'unusual' edition was painted in special metallic colours with gold stripes on the body sides.

ON A CHARGE: VOLUMEX

In 1982 Fiat came up with a most unusual enhancement; a belt-driven Roots-type supercharger. Not since the 1930s had a production car been fitted with a supercharger. The 'blown' 1995cc (135hp @ 5500rpm) twin-cam – entitled Volumex VX – gave 17

per cent more power and torque than its naturally-aspirated equivalent but, more importantly, responded instantly to throttle inputs and had a wider, flatter torque band.

It seems likely that Fiat included Volumex versions in its Fiat and Lancia ranges between 1982 and 1985 possibly for homologation purposes or as a spin-off from the supercharged Group B Lancia 037 Rally. Apart from the Lancia Beta Coupé and Trevi models, the supercharger found its way into the Fiat Argenta, Pininfarina Spidereuropa and Fiat 131 Abarth Volumetrico. Indeed, the supercharger could be fitted to order on any of the 131 range – no matter which capacity.

The production Volumex Coupés and HPEs differed from the naturally aspirated Betas by having stiffer suspension, a bonnet with a power bulge to clear the carburettor, front and rear spoilers (claimed to reduce drag by 15 per cent), a higher-ratio gearbox and an uprated clutch. The VX Coupés received

Supercharged 135hp engine has all the performance of a modern turbo but retains Lancia's glorious twin-cam noise

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Recaro seats, but not the HPEs.

Lancia produced around 1270 Beta Coupé Volumex VXs and it is thought that about 150 right-hand drive cars (and about 186 HPEs) were sold in the UK. It is believed that just one Trevi VX made it to the UK.

One final iteration came from Stratton of Wilmslow, a UK company specialising in bodykits. It devised a bodykit for the Beta Coupé which was sold through the Lancia dealer network. This was purely cosmetic and involved replacing the rear spoiler with a much larger version, while the spoiler, front air dam, side skirts, exterior mirror and headlamp surrounds were all painted in body colour. The stainless steel grille and bumpers were painted matt black and aftermarket Exim alloy wheels were fitted. It is estimated that nine cars were converted.

BELFAST BETAS

Northern Irish Lancia enthusiast, Patrick Hurst, has not one but two Lancia Beta VXs. The silver one is standard, while the red one is a very rare Stratton version, of which only two are still known to exist.

Very few Betas of any derivative have survived, so it is a tribute to Patrick Hurst's determination that two VX Coupés have been restored, and one a Stratton version at that. Patrick set about finding new parts for his Betas, which took over six months on the internet to source from a variety of contacts, including Betaboyz and further afield in Europe. Each car was restored from bare shells and they both took over 900 hours of work to complete.

We drove the completed silver car last year when *Auto Italia* attended the All Ireland Italian Car Day. It was fresh out of its lengthy restoration and was not fully fettled. Subsequently it was discovered that sediment in the petrol tank was restricting fuel supply to the engine so the performance was not up to par. The problem having been sorted, I drove the car again on this year's return visit and what a difference. This car now looks and drives as it should. The urge provided by the supercharger is strong and the driving experience is very similar to a modern turbo. The torque band is broad and very useful for making progress in all traffic conditions. An added bonus is that the supercharger does not affect the engine note, as exhaust-powered turbochargers do. The VX retains

TECHNICAL SPECIFICATIONS

LANCIA BETA COUPÉ VOLUMEX VX

| | |
|--------------------|--|
| ENGINE: | 1995cc four-cyl DOHC |
| BORE X STROKE: | 84mm x 90mm |
| COMPRESSION RATIO: | 7.5:1 |
| POWER: | 135hp @ 5500rpm |
| TORQUE: | 206Nm (152lb ft) @ 3000rpm |
| TRANSMISSION: | Five-speed manual, front-wheel drive |
| SUSPENSION: | MacPherson struts, wishbones, coilover dampers and anti-roll bars front / rear |
| BRAKES: | Discs all round |
| TYRES: | 185/65 HR14 |
| DIMENSIONS: | 3995mm (L), 1650mm (W), 1280mm (H) |
| WEIGHT: | 1095kg |
| MAX SPEED: | 124mph |
| 0-62MPH: | 9.0sec |

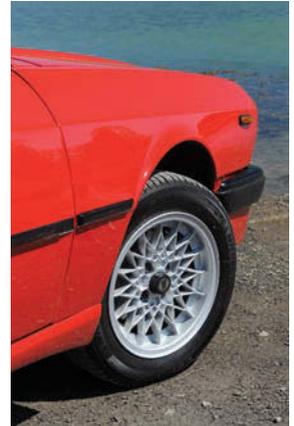
that nice twin-cam burble.

The Beta Coupé's interior is typical of cars from the 1980s, with spindly lighting and wiper stalks, delicate plastic switchgear and colourful yet wildly optimistic ungraduated instrumentation. At the lower right of the panel is an oil level indicator – an instrument that caused me alarm on my own 2000ie Beta. Unless the car was parked on absolutely level ground, the gauge would show either overfull or empty, neither condition being desirable.

Overall this Beta Coupé feels surprisingly modern. The only area that belies its age is the power steering. Well weighted at low speed, further up the range it becomes over-light. Despite this, the VX Coupé is a modern classic that you can easily drive as an everyday car.

Patrick's red 'Stratton' is fresh out of restoration and needs some miles putting on it before it settles down. There is some hesitation in the middle of the power band, thought to be caused by a worn carburettor. When this is ironed out, it will be as good as the silver car. The steering was also an issue on this car, thought to be caused by the rear-wheel drive offset of the Exim wheels. Sure enough, removal of the spacers has since solved the problem.

The gleaming red paintwork pays tribute to the Stratton's ground-up rebuild. How do you value this 1980s Beta? Clearly the cost of restoration, the donor cars and hard-to-find spare parts outweigh the overall value but to a Lancia enthusiast like Patrick Hurst, his VX is priceless. 🇮🇹



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It's a thing of beauty, the Ferrari 275. Although always towards the sporty end of the Grand Tourer class, its conception was more aesthetic than race-orientated. The fact that a Competizione version of the 275 – the Ferrari 275 GTB/C to give it its full title – exists at all down is to one of Enzo's long-running homologation disputes with the Italian racing authorities in the mid-1960s. But more of that later.

By the end of 1962, Ferrari's men were, of necessity, having to look beyond their current range of road cars and make a firm decision which direction they wanted to go in. Every aspect of the existing 250 GT series would need major updating, as there was competition from Maserati's 3500 GT, Sebring and upcoming Mistral, as well as the implied challenge from Sant'Agata down

the road, with Ferruccio Lamborghini's solid threat to build an 'ultimate' GT car.

The 250 GT had had a very good run, with the best part of 1000 examples manufactured from its introduction in 1960. This was firmly backed up by the prestige of the gorgeous 250 GT Lusso, which borrowed some of its styling cues from that icon of all sportscars, the 250 GTO. The one thing that these cars and their predecessors all had glaringly in common was that their mechanical layout was reactionary and unadventurous. For instance, all used live rear axles and conventional four-speed gearboxes.

The 275 GTB, though, came out of new and radical changes to Maranello's philosophy, notably the introduction of independent rear suspension and a

Gracious Racer

It may not have been the most obvious decision to take the achingly beautiful 275 GTB and turn it into a competition car, but we should be grateful that Ferrari created the sublime 275 GTB/C. We investigate one of just 12 examples ever made

Story: Peter Collins
Images: Mathieu Heurtault/Gooding & Company

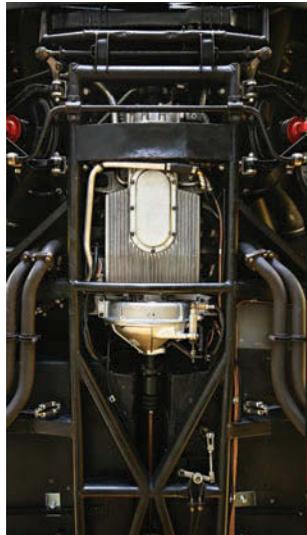


rear-mounted transmission. This latter feature came as a result of developments with the sports-racing Testa Rossas. Post-1959 TRs were fitted with a new five-speed gearbox that was an all-indirect unit designed to be fitted as low in the car as possible, with the input on a lower shaft and the output on a higher one. So when it came to designing a new road car, the development team switched over to this transmission concept, with adapted external castings.

For many years – since 1952, in fact – the Gioacchino Colombo 250-series 3.0-litre engine with single overhead camshafts per bank had been the mainstay of Ferrari production but, for the new series of cars, alongside the radical transmission changes, the development team at Maranello specified an

increase in capacity for the first time in over 10 years, to 3.3 litres. This was achieved by enlarging the bore of the 250 unit from 73mm to 77mm but leaving the stroke as before, thus increasing capacity to 3286cc. Torque and tractability were very much improved over previous Ferraris.

This first version of the 275 series, the Berlinetta (or GTB), was directed at the sportier driver, as compared to the other new 275, which was a Spider (and hence called GTS). The GTB was tuned to give 280hp at 7500rpm, with more available if required, whilst the GTS delivered a mere 260hp. The Berlinetta was the first road Ferrari to be made available as standard with alloy wheels (triple-eared knock-off spinners), whilst the Spider made do with traditional wires. The GTB



wore a sensationally voluptuous body designed by Pininfarina and constructed by Scaglietti and had a wide nose with a large radiator aperture.

As was traditional, Enzo ensured that the new 275 debuted at the Paris Show – this was in 1964 – to rapturous applause. John Bolster, writing for *Autosport*, raved: “Without a shadow of a doubt, the Ferrari is the car of the show... In the past the Ferrari has been notable for its superb 12-cylinder engine, but its roadholding has been achieved in spite of its chassis design, not because of it.”

The new cars enjoyed wishbone suspension all round, a five-speed rear-mounted all-synchro gearbox, ZF worm-and-roller steering and disc brakes. Around 250 examples were manufactured in the first year of

production before a second series was introduced with a torque tube to help avoid transmission wind-up, as well as an extended, lower nose to aid aerodynamic penetration and front-end roadholding.

The shapely, more aerodynamic, long nose was retained and the chassis was revised with the added development of the drivetrain being rigidly mounted along the chassis frame. Despite new safety regulations being introduced in the USA in 1968, which caused European manufacturers major headaches (particularly those that produced short-run specialist cars), the later four-cam GTB sold to the extent of some 280 examples between late 1966 and 1968.

Nobody expected that the GTB would be raced, but at the 1965 Targa Florio the factory turned up with a

The spec of the V12 echoed that of the 250 LM but in the larger 275 size, delivering over 300hp





'Numero 98' enjoyed a competition career both in Italy and in the UK, at hillclimbs and circuits

competition version of the car. This has become known, in retrospect, as the 275 GTB/C (Competizione). The story went that Mauro Forghieri, in charge of Maranello's competition department, had been given the task of producing a racing sports Ferrari that would fit into the GT category because Enzo had had no luck trying to persuade the authorities that his 250 LM should be accepted as such. Very few people took much notice of the GTB/C at the time; it was hardly remarked upon by any of the press.

The Targa Florio 275 GTB/C was chassis number 06885, and was an almost completely different animal compared to its roadgoing base model, as it had a very much lighter all-aluminium body fitted over a much lightened chassis. Another difference was considerably wider wheels: 7x15 at the front and 7.5x15 at the rear. In contrast to the roadgoing GTB, they were wire wheels instead of alloy and, oddly, were laced to the outer part of the rim at the front whereas the rears were laced to the rim centre-line. In

fact, these were to be an Achilles' heel of the model because they stretched and compressed with the improvements that modern tyres brought.

The engine was that of the 250 LM – albeit actually a 275 – still with single overhead camshafts per bank, but with dry-sump lubrication instead of the road car's wet-sump set-up, as well as three Weber 40 DFI/3 carburettors to ensure homologation. It developed a claimed figure well in excess of 300hp. The Targa Florio car, though, had to run in the prototype division because Ferrari had still not been able to gain the all-important documentation rubber-stamped by the racing authorities to allow it to run as a GT.

Maranello tried again, running the GTB/C at the Nurburgring 1000km a few weeks later, but again to no avail. Along with the CSI's previous decision not to ratify the LM model, Enzo eventually made a unilateral decision to withdraw completely from GT racing. Enzo even wrote a personal letter to *Autosport* magazine in the UK explaining that the reason for the refusal of



homologation was that the claimed weight of the 'C' model was different to that of the road version when, as he claimed, many other sports GT cars had been admitted with far greater discrepancies in their specifications. However, chassis 06885 did actually run at Le Mans in the yellow colours of Ecurie Francorchamps, finishing third overall and winning the GT class – much, one imagines, to Enzo's delight.

Despite the homologation problems, a further 12 chassis were laid down for private purchasers in 1966. The chassis of one of these 12 GTB/Cs, number 09051 – the car you see on these pages – was completed on 6 April 1966 and sent to Scaglietti for its special body to be constructed and fitted. By July, this had been completed and the car, finished in Argento Metallizzato, was sold to a wealthy Italian amateur racer, Renzo Sinibaldi of Rome.

He immediately took it racing and hillclimbing, not being daunted by the 60km-long public road laps of Mugello because that's where he took it first and, partnered by Mario Grana, they finished the strenuous 500km Tuscan hill race in a very creditable seventh overall, gaining class honours in the process.

Many hillclimbs followed, usually resulting in a first-in-class award. Inevitably Sinibaldi raced the car at his local Circuito Vallelunga, taking third overall in late 1966 at the Autumn Trophy GT event. 1967 started off at the circuit at one of three meetings organised by the gentlemen's racing club Corsa Tris before embarking on yet more hillclimbing, culminating in the Bettoja Trophy back at Vallelunga.

During this time, the car had changed custodianship



to Gino di Russo, also from Rome and then again, to an Alberto Federici, once again from Rome. This latter owner was somewhat more adventurous as, in addition to hillclimbing, he attempted both the Targa Florio in 1969 and the Monza 1000km in 1970. Sadly, there was a retirement in the former event and a failure to qualify at the Milanese venue.

By 1971, via David Piper and Garage Monchoisy in Geneva, 09051 had moved on to famous author and collector, Rob de la Rive Box in Switzerland, who paid 25,000 Swiss francs for her. In quick succession, the car moved on to Marco Spagnolo, also in Switzerland, then to David Flanagan in Liverpool UK and Martin and Ian Hilton in Sussex. Subsequently it was registered JAP 1D was often campaigned in Ferrari Club and similar events.

The Hiltons kept 09051 for several years until, in 1994, it went to the USA to Rob Walton and took part in historic races. The current custodian, Joseph Barone, took over ownership in 2004. It then led a more sedentary life attending various concours events until 2017 when it was decided it was time for the car to move on. Prestigious auction house Gooding was chosen to sell it at its Pebble Beach sale in August, where it sold for a record-breaking \$14,520,000.

With its combination of great looks, continuous history, docility on the road and bellowing monster performance on the track, this is a Ferrari with superb credentials. Added to that, this example is mostly original from chassis to engine to bodywork, is amazingly scarce and has excellent provenance – and it's a Ferrari model that very rarely comes to auction. We would love to see it where it belongs – on the La Sarthe track for the Le Mans Classic. 🇮🇹

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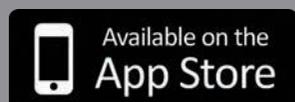
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Lucky Sevens

With Ferrari's 70th anniversary celebrations now reaching their climax, we ask what are the best racing Ferraris of all time? Here are our picks of Maranello single-seater and sportscar racers

Story: Peter Collins
Images: Peter Collins/Michael Ward





There have been so many classic Ferrari competition cars that it is almost impossible to pick out the very best. But we're going to do it anyway, with a celebration of stand-out models from Maranello from each of the seven decades of the company's life so far. Strap yourself in...

1947-1957 SINGLE-SEATER: 500 F2



Best early Ferrari single-seater – Lancia-Ferrari D50/801? Dino 246? No, it has to be the 500 F2 of 1952, so called because Grands Prix were run for Formula Two cars at the time. This is arguably the most successful Grand Prix car of all time. Designed by Aurelio Lampredi, it used a 2.0-litre four-cylinder engine developing 185hp in a light tubular chassis. From the moment it won its first event at Modena in late 1951 in the hands of Alberto Ascari, until 35 race starts later (1953), the model won 32 races. This is a phenomenal record by any standard. One car with an enlarged 2.5-litre motor won in the hands of Maurice Trintignant at the Monaco Grand Prix as late as 1955.

SPORTSCAR: 166 MM

The 166 MM was the first Ferrari that looked great as well as going well. The 166 'Mille Miglia' had Superleggera bodywork designed by Carrozzeria Touring and was the inspiration for the AC Ace and Cobra. Nicknamed the Barchetta or 'Little Boat', it was the fastest sports car in the world at the time. It started winning races and rallies straight after its debut at the 1948 Turin Show in September 1948, taking the Targa Florio and the Mille Miglia before Luigi Chinetti and Lord Selsdon won at Le Mans in June 1949. The power unit was a 2.0-litre V12 of 140hp utilising three Weber downdraught carburettors driving through a five-speed gearbox.





1957-1967 SINGLE-SEATER: 1512

The 1965 flat-12 1512 Grand Prix car just ousts the Sharknose for me in this section. Granted, the latter was another blockbusting F1 car as far as results are concerned, but the 1500cc flat-12 is such an exquisite piece of work that its relatively mediocre results in the hands of Lorenzo Bandini and John Surtees do not really matter. In fact, Bandini took its best result, at Monaco, with a second place, while Surtees was third at the British Grand Prix at Silverstone. The 1512's career was short: from late 1964 until the last 1.5-litre F1 race at Mexico in late 1965. Its power unit developed 225hp at 11,500rpm. Enzo Ferrari had a spat with Italian race authorities when they refused to 'cooperate' over homologation of the 250 LM, so he cancelled his race licence and the cars were painted blue and white in the USA, the national racing livery of that country, instead of Italian racing red. The 1512 gave Ferrari valuable flat-12 experience, which resulted in the 212E mountain climb championship-winning car and the subsequent 3.0-litre flat-12 which would win single-seater and sportscar world championships for Maranello.

SPORTSCAR: 330 LMB

This is so difficult. I agonised over GTO or P4 but eventually plumped for the gorgeous 330 LMB – a car that was perfectly proportioned, beefier than the lithe GTO and with huge performance to spare. It first appeared at the Ferrari press conference at Monza in March 1963 and seemed to be the Le Mans winning prototype from the previous year with a roof on it. But what a roof! With a tail like that of the lovely Lusso and a nose reminiscent of the GTO, it looked fabulous. It was constructed by Scaglietti and powered by the Superamerica-sized 4.0-litre V12 with 400hp at 7500rpm.

The best-looking example was the right-hand drive car registered 499 FX which was driven to fifth overall at Le Mans by Jack Sears and Mike Salmon. Lorenzo Bandini took one of the cars to third at Brands Hatch later in the year. After that their career was over, but not before Pete Coltrin of Road and Track magazine had been out on a public road test with Mike Parkes in one and achieved 177mph on the Modena/Bologna autostrada – in 1963.



1967-1977 SINGLE-SEATER: 312B

The best-looking rear-engined Grand Prix car of all time? Answer: the first of the long line of flat-12 3.0-litre cars, the 312B. Poor, unlucky Chris Amon famously walked away from Ferrari after suffering engine blow-ups in testing, only for a solution to the problem to be found; the cars went on to fame at the end of the 1970 season. The team was seriously struggling with its V12s by 1969, so Mauro Forghieri designed the radical new 312B for 1970. Developing 470hp at 12,500rpm from a so-called 180-degree V12, at first they were unreliable, but in the days when Ferrari also ran a sportscar team, once that season had finished, it concentrated on F1. The result was that Jacky Ickx nearly took the World Championship that year. Wrong turns in design were resolved by 1974, and the arrival of Niki Lauda led to flat-12 World Championship wins in 1975, 1977 and 1979.



SPORTSCAR: 512

To take advantage of new rules in sportscar racing, allowing 5.0-litre engines to be used so long as 25 examples of the car carrying them had been built, Ferrari came up with the 512S as opposition for Porsche's 917. First offered up for homologation in January 1970, it had very little testing time so the works cars initially did not fare well against Porsche's reliable 917s. Gradually, development gave the 512s speed and stamina. Despite Andretti, Giunti and Vaccarella taking a last-minute win in the Sebring 12 Hours, the 512 never looked like becoming a regular 917 beater until the Osterreichring 1000km in October when the much-improved 512M version saw Ickx drive away from the Porsches with ease, before electrical problems intervened.

On that basis everyone looked forward to better 512 results in 1971 until, with regret from some factory insiders, Maranello decided to concentrate on its new 312P prototype and the 512 was left to wither away in the hands of some private owners. These were brutish, noisy and powerful Ferrari sportscars in the best tradition of the Prancing Horse and, for that reason alone, are worthy of inclusion here.





1977-1987 F1: 312 T2/T3/T4

French Canadian Gilles Villeneuve had felt his way into Formula One by simply driving the cars he was offered faster and faster until he went off. He joined Ferrari at the end of 1977 and displayed immediate virtuosity at the wheel, first with the 312 T2, then the T3 and, for 1979, the T4. The 180-degree V12 cars suited him perfectly and, although he could have beaten team leader Jody Scheckter to the 1979 World Championship, he was a man of honour and held back to be second.

Sadly, the 1980 312 T5 was not a success as aerodynamics had moved on with ground-effects. Villeneuve's never-say-die style worked wonders in 1981 with the first turbo F1 Ferrari, the 126C, which was possessed of much power but limited handling and aerodynamics (he said, "It handles like a big red Cadillac"). Somehow he won at Jarama and Monaco in one, but that was it for the season until, in torrential rain and without a nose-cone after a coming-together with a Lotus, he finished a heroic third at the Canadian Grand Prix.

It was one of racing's most monstrous tragedies that he should lose his life the next year in the much better, updated, 126C2 during practice at Zolder for the Belgian GP. For that I would like to dedicate this feature to his memory.

SPORTSCAR: 512 BB LM

Ferrari, having given up official factory participation in the World Sportscar Championship to concentrate on Formula One, left the arena to private individuals. This ensured that the Daytona became successful in class but it simply became too old-fashioned to be of any serious use. So what next?

The 365 Boxer was developed into some sort of racing car by both NART and Francorchamps, but it wasn't until the 512 BB came along that anyone in Italy took any serious interest in the model. Customer pressure led the Clienti department at Maranello (and subsequently Michelotto in Padova) to develop a race version called the 512 BB LM. Taking up where the LM Daytonas had left off, it raced internationally in the GT classes of the World Sportscar Championship, in particular at Le Mans. The best performance was at the 1981 Sarthe classic, when the immensely talented French all-rounder, Jean-Claude Andruet, finished fifth overall, sharing with Claude Ballot-Lena and Herve Regout.



1987-1997 SINGLE-SEATER: 412 T2

Before we get into the Schumacher era, we need to consider the early 1990s when John Barnard produced many more-than-competent F1 cars for Ferrari, but consistent results refused to put in an appearance. However, great looks did, because in 1995 came the 412 T2, the very last V12 Ferrari GP car. It looked gorgeous and was a more-than-adequate runner-up to the 312B in the Concours stakes, but good results eluded it too, until the Canadian GP in April when it all came good for Jean Alesi who took his only GP win among French-speaking supporters. After the race, he said that when he realised he was in the lead, he started to cry and on the slowing-down lap at the finish, he stopped the car to greet the crowds; or it may have run out of fuel, we will never know...



SPORTSCAR: F40

When the F40 was introduced in 1987 it was strictly a road car with no intention of it being raced. Then along came the return of International GT racing and once again, Ferrari clients started to push for a car to race in the series. By this time, the F40 was over five years old but wealthy customers, with the help of Michelotto, managed to put a fairly competitive example on the grid called the F40 LM. By 1996 there were other F40s and, in the International GT Series the so-called GT/E took the odd win or two. Nothing spectacular, then, but it was great to see a hairy, powerful sports car with a Prancing Horse badge, especially at Le Mans, pressuring Porsche.

Photography by James Mann courtesy of DK Engineering





1997-2007: SCHUMACHER'S F1

The Schumacher years. That's virtually all one needs to say. The combination of Ross Brawn, Michael and Ferrari started off somewhat shakily in 1996 but by the end of the decade there was virtually nothing to stop them – to the point that spectators were moaning that F1 had become boring, as Maranello took win after win. 'Ferrari dominates' – we heard it over and over again.

SPORTSCAR: 333 SP

Once again, Ferrari clients such as Gianpiero Moretti in the USA applied pressure on Maranello and the result was the 333 SP prototype. With considerable input from Dallara and Tony Southgate, the first cars appeared in 1994 but they continued racing into the 21st century, taking 47 international wins and 12 championships – an impressive set of results by any standard. Wins came from races as far apart as California and Czech Republic and the 333 SP dominated sportscar racing during the late 1990s. The last championship taken by the cars was as late as 2001 and the last win was at Spa in 2001, with Marco Zadra and Jean Marc Gounon sharing the driving. Its very last race was in June 2003, appropriately at Monza.



2007-2017

Ferrari decided that no more sportscar racing of any sort would be undertaken. Perhaps that is vindicated by 2017's obvious return to competitiveness in Formula One. Today's F1 Ferraris are clearly capable of challenging the might of Mercedes, probably to the good of F1 in general. As was once said by Mika Häkkinen: "Grand Prix racing without Ferrari isn't Grand Prix racing." So all we need now for the next decade is a new sportscar... 



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Supercar Sunday

Classic Italian supercars rubbed shoulders with some very modern takes on the supercar breed at Brooklands. Here are our highlights

Story: Mike Rysiecki
Images: Michael Ward





Those who analyse UK consumer spending patterns tell us that as a nation we are showing signs of having reached 'maximum stuff' and are switching our expenditure to more 'experiential' pleasures. That means fewer outings to the Holy Church of Bluewater, or queuing in one of IKEA's aluminium sheds. There were certainly plenty of experiences on offer in the middle of July, with both Wimbledon and the British Grand Prix competing for in-person and couch-at-home audiences.

That same weekend, Brooklands once again offered the chance for close-up, petrol-powered excitement of the supercar variety, but with a fresh twist. Back in 1907, the British Automobile Racing Club coined the phrase 'The Right Crowd and No Crowding' to describe its Brooklands race meetings. Of course, back then access was restricted by the cost of admission, as few enthusiasts could afford the price of a member's guest badge. By comparison, in 2017, not only is

entry to Brooklands affordable, but with the reopening of the massive Finishing Straight providing more space, the exhibits could be spread more widely and restore the 'no crowding' pleasure for visitors.

Since 1940, the Wellington Shed partially blocked the original 30-metre-wide Finishing Straight, which ran for half a mile between the Fork and the Members' Banking. The restored view from both ends now allows visitors to imagine the spectacle of pre-WW1 racers roaring up and around the three-and-a-quarter-mile banked circuit.

With all the extra space available, cars whose owners had been invited to participate in the lunchtime demonstration runs on Mercedes-Benz World's test track were much simpler to assemble. Visitors could more easily talk to the owners and view their favourite cars. This initiative restored some of the 'clubby' feel that Brooklands was famous for back in the day.

Four groups were assembled for track action, segmented mostly by national origin,

which, as ever, were paced by two special control cars. *Auto Italia* Editor, Chris Rees, was impressed by Honda's return to the useable supercar league with the all-new NSX. This four-wheel drive 3.5-litre V6 turbo/hybrid supercar attracted loads of attention, and was epically quick up the test hill, with its launch control ensuring 0-62mph in 2.9 seconds.

The second pace control car (Ferrari 488) was driven by *Auto Italia* founder, Phil Ward, who insisted that it was finished in Dino Rosso and definitely not a shade of orange, which everyone else seemed to think it was.

The NSX's first blast around the test track led a largely American-engined group. Competing for 'noisiest closed-wheel car of the day' award were Adam Codosh's 525hp race-ready 1958 C1 Corvette and a Chrysler-powered Iso Rivolta racer. The Corvette, which recently competed at the Brands Hatch Speedfest, was never going to be comfortable on the tight, twisty Mercedes test track. The independently sprung





modern road cars made much sharper progress through the turns.

While V6 hybrids were thrashing round Silverstone at the F1 British GP this weekend, John Reaks gave his ex-Nelson Piquet Benetton B190 Cosworth HB 3.5-litre V8 the full naturally-aspirated 12,000rpm beans on the track. It's always a treat to witness younger visitors experiencing their first shock of a heritage F1 car on full throttle.

Three more groups of demo cars included British-reared beef in group two and a nearly all-red Ferrari numeric model soup at the end. The third group was interesting for its four-door content. Michael Ward presented Celtic Tuning's take on the new Alfa Romeo Giulia QF, tweaked by the Cornish specialist to deliver 587hp – you can read all about this on page 26. Also in this group was Jane Weitzman's Lamborghini LM002 which, being a late 1991 model, sported a Diablo engine rather than the earlier Countach motor. The 345/60 R17 Pirelli Scorpion Zero tyres cost £3000 a corner and are in short supply, but this didn't stop the LM002 screeching around the track – a real crowd-pleaser.

When it comes to bespoke supercars, German specialist Mansory has a long history with top-end Italian supercars like the Aventador and Huracán. This year, Mansory's Bentley GT Race looked astonishing in its green, white and lacquered carbonfibre. This £300,000 car is one of just two V8S Bentleys given the full carbon treatment inside and out.

Amongst all the Ferraris, Lamborghinis, Maseratis, Porsches and Aston Martins, a couple of rarities stood out. You could probably call Jason Gibson's unique 688-engined Porsche 924 a bit of a 'sleeper', while up near the Members' Banking, Grahame Luke's 600hp 1996 Nissan Stagea (essentially a Skyline Estate) was less reserved about its performance credentials.

Gullwing doors have long ceased to be the 'in' party trick of supercars but the all-electric Tesla Model X P100D, with its 'falcon' rear doors, held court to a fascinated audience. It left some wondering where the Bentley Bentayga and Rolls Royce Cullinan will rank in the race in the super-SUV category. The Model X with its 2.9 sec 0-62mph

acceleration perhaps even qualified it as the fastest car at Supercar Sunday.

So Tesla's electric seven-seat Model X, Honda's hybrid NSX and Alfa's Giulia QF gave Brooklands visitors a taste of the rapid redefinition of supercar motoring – just as rumours of a Ferrari 'SUV' bubble up again. See you next year! 🇮🇹





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PRESERVING THE PAST, PRESENT & FUTURE.



National Alfa Day 2017

Over 600 Alfa Romeos congregated in Hertfordshire for this year's AROC National

Story by Peter Nunn
Images by Michael Ward





National Alfa Day has long been the number one date in the calendar for British Alfa Romeo drivers and aficionados. This year, all roads led to Knebworth House in Hertfordshire, a fine venue which has successfully staged the event before, but remarkably not since 1983.

Organised as ever by the Alfa Romeo Owners Club (AROC), one key feature of National Alfa Day is its ever-changing location across the UK. Chatsworth House, Bruntingthorpe and Chatham Dockyard have all hosted the 'National' in recent times, providing accessibility for Alfisti living in many different parts of the country.

For 2017, the decision was made to return to Knebworth – the estate that has featured the Rolling Stones, Led Zeppelin and Pink Floyd in its storied past. This year, the soundtrack came from an enthusiastic army of 630 Alfas and some 1200 visitors over the course of a sunny Sunday in July.

As with *Auto Italia's* own events at Brooklands, the atmosphere starts to build the closer you get to the venue, and the queue of cars to get in is always a buzz

in itself. When you have an idling Montreal to your left, an Alfasud Sprint to your right and a 4C in front, you know you're in the right place.

Inside the grounds of Knebworth, the gathered Alfas parked up in model groups, as per tradition. One thing was immediately apparent to this Giulia 105 owner: the classic Giulias that for a long time have made up the core of club support remain as popular as ever. For a long while, GTV Coupes and Spiders from the 1960s and 1970s (and through the 1980s and 1990s in the case of the Spider) pretty much symbolised what Alfa was all about. Remarkably, it was 50 years ago that the 1750 Veloce first appeared – one of several anniversaries being marked at Knebworth this year. As a quick aside, it's an increasing wonder today how *small* these 105/115-Series Alfas are compared to modern cars like the latest Giulietta and Giulia.

Continuing the anniversary theme, it was at the World Trade Fair in Canada in 1967 that the Montreal first appeared as a seductive Alfa Romeo concept car. Production didn't start until three years later, but nevertheless the 50th anniversary was





celebrated at National Alfa Day with a tasty line-up of beguiling V8 coupes.

Into the modern era and the Alfa Romeo 155 is a model that seems to be fast disappearing from our roads. But the Alfa Romeo Owners Club brought together a fine selection at Knebworth with a special display celebrating the car's 25th anniversary – a great sight to see.

As ever, the delight of National Alfa Day has much to do with the unexpected. For some, it's the increasingly rare sight of a chrome bumper 1970s Alfetta saloon, or an immaculate Alfasud, while for others it's rarities like the ES30 SZ, of which there was an eye-popping grid of five examples on display.

The first gathering of the AROC Modifieds Register was something bright and new on the park. It was also impressive to see the huge turn-out of new-shape Giulias, considering it's barely been on sale in the UK for six months. *Auto Italia* proudly displayed the Celtic Tuning Quadrifoglio on its stand.

Among other snapshots, the Arna seems to be gathering a minor cult following. This Alfa curio, co-developed with Nissan during difficult economic times in the early 1980s, combined an Alfasud engine with a

Nissan Cherry body. Knebworth saw what looked like a pukka Arna parked alongside its Nissan cousin but closer inspection revealed it to be simply a modified Cherry with an Alfa front grille...

While it was encouraging to see National Alfa Day attracting a strong line-up of desirable six-cylinder 2600s from the 1960s – Berlina, Coupe and Zagato, around 10 cars in all – it was a surprise that the kind of exotics and pre-war Alfas that have starred at previous NADs seemed to be lacking this time around.

Modern-era Alfas certainly dominated the AROC concours this year. Ian Jephcott's 1972 2000 Berlina was named both Class and Overall winner. Also in the winners' arena this year were Martin Ellis (1981 Spider 2000 S2); Ian Osborne (1990 164 Cloverleaf); Michael Chenery (2002 GTV Cup) and Rob Yuill (2004 156 GTA Sportwagon).

One of the great things about being an Alfa enthusiast is that there are so many fine events to go to all over the country – Southern Alfa Day and Cotswold Alfa Day being just two in the annual calendar. But once again National Alfa Day proved it remains the big one, and it was truly great to be back at Knebworth celebrating Alfas. 🇮🇹

ABOVE: Three of the five SZs present. BELOW: Modifieds Register made a debut appearance; 'Arna' was a modded Nissan



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LEGGENDA DI BASSANO

Tackling mountain passes in the Dolomites around
Bassano del Grappa

Words & images: Peter Collins



You can't help feeling sorry for the people who had to take down all the arrow signs along the 700km route after the Leggenda di Bassano rally was over. The attention to detail from Stefano Chiminelli and his team was exceptional, as was the route that wound up and down the Dolomites for three days.

Formerly known as Le Mitiche Sport, it's been renamed La Leggenda di Bassano, which hasn't changed the quality and depth of the entry of around 90 cars. From Alfa Romeo RL to Ferrari 340 MM, via Colli-bodied

Fiat, Bertone Arnolt Bristol, Abarth, Siata and Maserati, it was a stellar line-up.

Luigi Cipitelli and Pietro Troia were in an Alfa Romeo 6C 1750 SS Zagato from an Army Museum in Rome and came in full uniform – the second year they had taken part. Mention must also be made of the unique Jaguar XK120 with body by Barou of Lyon, crewed by Wolfgang and Cornelia Techel, just one of many husband-and-wife teams encouraged by the informality of the event.

The field started from a beautiful 17th century estate, heading north to Belluno and Trento before turning off into the hills for the

first regularity trial. These tests consisted of short sections of road over which timings were taken. The slower the better, but enthusiasm soon got the better of most of the entry. Unless you particularly want a podium place, the point of the event is really to enjoy yourself. And there was little likelihood of anyone not doing that.

Heading towards Trento on the hottest day in Italy, your writer found that slow and sure wins the race. At the end of a long, hot, half-day, even 55th out of 78 timed entrants seemed like winning the Liege-Rome-Liege.

Passing high above the amazing wall-to-



wall vineyards of the Trentino valley – no wonder there's always an inexhaustible supply of Pinot Grigio here – we dealt with fierce heat and truculent, grumpy old cars up some very steep uphill sections. Despite this, everyone succeeded in arriving at the Friday finish after 200km.

Saturday was the major day with 300km and four passes to be scaled. Up above Merano heading down to Bolzano, for smaller cars such as the Fiat 508 S of Andrea Giacoppo, it was a matter of selecting a suitably low gear and just making steady progress. Bigger cars like Roschmann's Maserati 300S took it all in their stride.

It was great to listen to the crackling

exhaust of the Venanzio Fonte Alfa RL Targa Florio tackling the hills robustly, as well as the howl of Juan Quintano's Ferrari 166 MM, the deep-throated 6C 3000 Alfa of Chis Mann and the straight-six sounds of the Maseratis, to name but a few.

A short delay was caused by the coming together of a tourist Porsche with one of the hundreds of seemingly suicidal motorcyclists. A quiet run over the Passo del Erbe, overlooked by the brooding peaks of the Sass de Putia, led to a very enjoyable run down the far side with sweeping bends and overheating brakes for some. Car problems were dealt with in a very efficient manner by a crew of at least two, who always seemed

to be on hand in their Alfa 75.

The daunting Passo Pordoi's 31 hairpins were made trickier by a tremendous thunderstorm threatening to wash all away. The roadsides were littered with La Leggenda participants gallantly attempting to erect skimpy roofs or don waterproofs. Juan Quintano's co-driver in the 166 admitted that they were literally unable to see where they going!

Sunday's finish arrived in its traditional place of Piazza Liberta in Bassano del Grappa in front of large crowds, followed by the prize-giving and lunch some 20km further on at the Poli grappa distillery. A fitting end to a brilliant event.





BUYERS' GUIDE

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

12-Cylinder Ferraris

Part two of our review of accessible modern Ferraris celebrates the glories of Maranello's front-engined V12 cars. They're surprisingly affordable – but which ones are the best buys?

Story by Chris Rees & Spencer Herbert
Photography by Michael Ward



FERRARI 400 & 412

Price: £40,000-£70,000

Future value: ★★★

Driving: ★★★

Parts: ★★★

Best model: 400 Carb, manual



V12 engine, super-clean Pininfarina shape and at the time the most expensive model in Ferrari's range – so why is it that the Ferrari 400 is seen as one of the least desirable Ferraris?

Part of the answer is how it drives – it's not a car for getting you anywhere fast but rather a 'soft' GT car with lolling suspension. That, and the fact that restoration bills can be eye-watering.

But things are changing. As the last of a long line of Colombo V12-engined Ferraris, the 400 and 412 are gaining favour with enthusiasts and collectors.

Based on the 1972-1976 365 GT4, the 1976-1985 400 and 1985-1989 412 are classic front-engined Ferraris: tubular chassis, all-independent suspension and Colombo's legendary V12 in 4823cc guise by 1976 (good for 340hp). In 1979, Bosch fuel injection in the new 400i saw power fall to 311hp but by 1985, the 412 had grown to 4943cc and went back up to 340hp. Shock horror: GM automatic transmission arrived in 1976 – the first-ever self-shifter in a Ferrari – but five-speed manual was always available. The 412 is sometimes viewed as less desirable than the 400, but it's quicker, more refined and has more boot space.

The 365/400/412 lasted 17 years (the longest-running Ferrari production car of all time), during which time 2904 examples were built, roughly half with automatic transmission.

DRIVING

The 400 and 412 are perhaps the least Ferrari-like cars to drive: soft, wafty and refined. The steering feels over-light and the handling is at best understeery and at worst ponderous.

The luscious V12 engine is wonderful, especially in carb-fed guise, offering plenty of torque and high-rev flexibility. Trouble is, hauling almost two tons of bulk around means that, even with manual



transmission fitted, it's no supercar. The 0-62mph time of 8.3 seconds for the automatic model says it all.

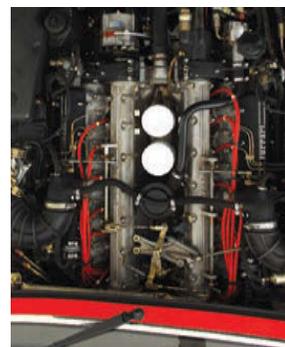
OWNING

The V12 engine is fairly robust, but check for head gasket problems, fluid leaks and rattles from the timing chain (an engine rebuild costs £15k minimum). Pre-1979 carb cars have six difficult-to-tune Webers, but later Bosch injection is reliable. Exhausts cost around £2500 but if the manifolds are cracked, you can double that. A manual clutch costs around £1500, while an overhaul of the auto 'box is up to £3000.

The Koni hydraulic self-levelling rear suspension has pipework that rusts, plus look for failed struts and tired dampers. Replacing a whole set of discs and pads could cost £2500.

The steel bodywork is worryingly prone to rust almost anywhere. Finding new panels is now impossible, so it'll either be pricey secondhand parts or fabricating things from scratch. Make the usual checks on the leather cabin trim, and the electrics are notoriously weak, especially if the car hasn't been used regularly.

The 400/412 can be hellishly expensive to run, with





oil changes every 6000 miles and a major service every 12,000 miles (around £2500). Single-figure fuel economy is not uncommon, either.

PRICES

Prices for good RHD models are in the £40k to £70k range. Historically these cars could be bought for as little as £10,000 just 10 years ago but they have shown strong upward growth from 2014 onwards, with the very best cars holding at the £50k point only three years ago.

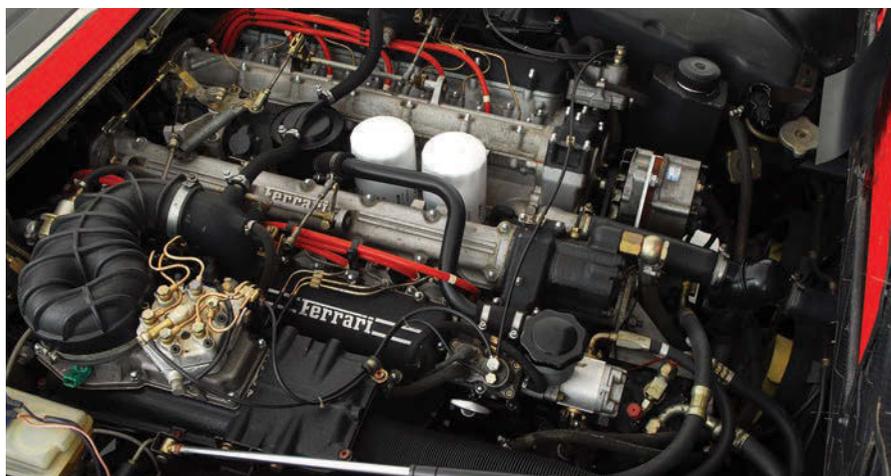
There is no distinct difference in price between the 400 or 412, although manual gearbox cars are preferred. Condition and provenance are key. Having a car with original paint, good service history, few owners and recent work takes you closer to the £70,000 mark. It therefore makes sense to work back from this point when looking at examples at the lower end of the market. 400s and 412s are not particularly mileage-sensitive when it comes to pricing.

There are usually only a handful of cars available at any one point (a mere 164 Ferrari 400s made it to the UK officially, plus 85 of the 412). With an upward price trend in recent years, the 400/412 may be a shrewd and prudent buy.

TECHNICAL SPECIFICATIONS

FERRARI 412

| | |
|-------------|-----------------------------|
| ENGINE: | 4942cc V12 |
| MAX POWER: | 340hp at 6000rpm |
| MAX TORQUE: | 333lb ft (450Nm) at 4200rpm |
| 0-62MPH: | 6.7sec (auto 8.3) |
| MAX SPEED: | 155mph |





FERRARI 456 GT

Price: £55,000- £75,000

Future value: ★★ ★

Driving: ★★ ★ ★

Parts: ★★ ★ ★ ★

Best model: 456M



Svelte, potent, luxurious and elegant, Ferrari's 456 GT is perhaps the perfect all-rounder but it's still relatively affordable because four-seater Ferraris have not yet found favour in the 'investment' market. But things could be changing as demand increases for the Daytona-esque Pininfarina-styled GT.

The 456 GT is a four-seater of the highest calibre. It cost £180k new and can reach nearly 190mph. As the belated 1992 replacement for the 412, it had an all-new V12 engine with a 65-degree 'V' and a capacity of 5474cc, making it the world's fastest production four-seater.

Initially the 456 GT was offered only with a six-speed manual but in 1996 came the 456 GTA (Automatic) with a four-speed auto. In 1998

came the 456M (Modificata), with changes to the aerodynamics, cooling and interior. Some 3289 examples of the 456 were made, of which fewer than 400 came to the UK: 141 GT manuals, 68 GTAs, 33 456Ms and 139 'M' autos.

DRIVING

The fabulous 442hp 5.5-litre V12 engine is utterly smooth, refined and flexible, and it will gleefully hurl itself towards its 7250rpm rev limit. Despite the 456's hefty 1690kg weight, it's capable of 0-62mph in 5.4sec.

Around corners, this is a well-balanced, neutral machine, albeit one with the capacity to bite. Switchable ASR traction control means you can induce power slides at will, while the three-setting electronic dampers (Sport, Touring and Intermediate) provide plenty of adjustability. In Touring mode, for example, the ride quality is way better than you'd perhaps expect of a Ferrari.



OWNING

The engine is one of the best things about the 456: being relatively unstressed it's durable – as long as it's been meticulously serviced. Check for leaks around the cam cover, and failed lambda sensors. Engine warning lights coming on is likely to be a fault in the ECU (£1200 to replace and there are two of 'em).

The six-speed manual transaxle gearbox is also robust, as is the auto 'box. Just as well, since the cost of a reconditioned gearbox is around £2500 for a manual and £7000 for an auto. The self-levelling rear Bilstein dampers are notorious for leaking but can usually be overhauled cheaply. Brake discs typically last only 10k miles, and pads half that.

Most of the body panels are aluminium, so damaged bodywork can be expensive to repair. If there is a rust issue, it's on the nearside floor. Be warned that the composite clamshell bonnet costs a staggering £7000 to replace. Check that the pop-up headlights work smoothly.

The fascia often suffers from bubbling, while the frameless windows become easily misaligned, meaning the regulator wears as a result (£800 to fix per side). Electrical gremlins strike regularly, such as the electric seat mechanisms.

Set aside £3000 per year for servicing but some parts are very expensive (for instance, £1600 for a radiator, £5000 for a full factory exhaust). Oh, and 12mpg is far from unusual.

PRICES

As little as three years ago you could buy a good RHD Ferrari 456 with a manual gearbox for under £30k, but the model has shown steady growth ever since. Today, solid Ferrari 456s are marketed at between £50k-£70k. Cars with LHD tend to hover around the £50k mark, with RHD examples taking up the top spots. However, condition is imperative and cars should be priced accordingly. Look for a full and thorough service history, most likely with an independent or specialist. The 456 is still young enough for values to be affected by mileage; also look for cars with recent bills for essential service work. A front-engined V12 Ferrari with a bloodline tracing back to the Daytona – why would prices not continue to rise?

TECHNICAL SPECIFICATIONS

FERRARI 456 GT

| | |
|-------------|-----------------------------|
| ENGINE: | 5474cc V12 |
| MAX POWER: | 442hp at 6250rpm |
| MAX TORQUE: | 405lb ft (449Nm) at 4500rpm |
| 0-62MPH: | 5.4sec (auto 5.6) |
| MAX SPEED: | 188mph |



AFFORDABLE FERRARI V12S



FERRARI 550 MARANELLO

Price: £80,000-£140,000

Future value: ★★★★★

Driving: ★★★★★

Parts: ★★★★★

Best model: RHD



The 550 Maranello was the first of the golden modern era of great two-seater front-engined Ferraris, and is now appreciated as one of the best Ferraris of all to drive and own. Pininfarina's bodywork design was taut, elegant, muscular and aerodynamic, and the 550 was capable of 199mph.

The 550 was launched in 1996 nominally as the replacement for the mid-engined 512M, but practicality was as much a part of the equation as driving exhilaration. The 550 owed a lot to the 456 GT in engineering terms, like the 5.5-litre V12 engine albeit with an extra 43hp (485hp). To achieve near-perfect 50/50 front/rear weight distribution, the six-speed manual gearbox sat in the rear as a transaxle, together with a limited-slip diff (all 550s were manuals).

In 2001, just before the launch of the 575M, production of the 550 ended after 3083 coupes had been made, of which 457 were right-hand drive.

DRIVING

With the exception of the F40, the 550 ranks as perhaps the best-handling Ferrari of the 20th century, and certainly one of the quickest in a straight line. But

it's equally superb as a comfortable grand tourer.

The V12 is smooth yet refined and undemanding, aided by huge torque. It will pull happily from 40mph in sixth gear, but with a redline set on the far side of 8000rpm, you'll want to extend the car as often as you can. The six-speed manual gearbox is lovely but benefits from positive lever inputs and a firm left foot.

Some say the 550 is a better-handling car than the 575M which replaced it. Yes, it's large and heavy but it absolutely eats sweeping A-roads. The driver-controllable ASR traction control system offers three positions (normal, sport and off), allowing you to adjust the degree of stability control intervention; in all three modes, the handling balance is sublime and communicative. The optional Fiorano handling pack (quicker steering, 10mm lower ride, red callipers and quilted leather rear shelf) is desirable but only really needed if you do a lot of track driving.



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TECHNICAL SPECIFICATIONS

FERRARI 550 MARANELLO

| | |
|-------------|----------------------------|
| ENGINE: | 5474cc V12 |
| MAX POWER: | 485hp @ 7000rpm |
| MAX TORQUE: | 419lb ft (569Nm) @ 5000rpm |
| 0-62MPH: | 4.4sec |
| MAX SPEED: | 199mph |

OWNING

Today, the 550 is a surprisingly practical ownership proposition, with far fewer niggles than the 456 GT. The 5.5-litre V12 is robust by supercar standards, as long as it's been properly serviced. Check for signs of blue smoke when the engine is cold, and white smoke from the exhausts once warm. Cam seals can weep oil on to the timing belt, and water can leak in the 'vee' of the engine. Avoid cars with overheating issues: head gasket replacement is far from cheap.

If you need a gearbox rebuild, it could cost you up to £10,000. Early (1997-1998) cars had a known issue with

engaging first, third and fifth gears, but most have now been fixed. Ensure that the gear lever doesn't jump out of gear during acceleration or lift-off.

The 550 has a steel frame with aluminium panels. It's vital to ensure your car hasn't had an accident. Damage to the paint can also lead to corrosion of the aluminium bodywork, but this is rare; check the bonnet, radiator shroud, boot lid, wheelarches and wherever there is stone chipping. The hydraulic steering often develops play with higher mileage but isn't too expensive to refurbish. The Speedline five-spoke alloys tend to corrode, too.

Many cars suffer from sad-looking cabin trim and rattles. The leather beading on the seats deforms over time, while the dashboard hide, airbag cover and steering wheel boss can suffer from shrinkage or bubbling. Fixing electric windows is costly, as the doors need to be stripped apart.

Budget £2000 a year for servicing. Clutches last up to 20,000 miles (replacement costs around £800) while a new exhaust is around £2000.



Thanks to Spencer Herbert of Barkaways (www.barkaways.com) for his help with this feature



PRICES

A good Ferrari 550 Maranello will cost somewhere between £80k and £140k. There's very much a split between LHD and RHD models, though; RHD 550s can go for more than £200k and super-low-mileage examples are sought out by collectors. Mileage, then, ultimately dictates the asking price but condition, provenance, clear and unbroken service history, original paint and interiors are an absolute must. The cars must have their original tool kits and manuals to achieve the highest prices. If any of these elements are missing, or mileage is more than 30k, then prices slide accordingly.

FERRARI 612 SCAGLIETTI

Price: £70,000-£90,000
 Future value: ★★ ★★
 Driving: ★★★★★
 Parts: ★★★★★
 Best model: HGTC Pack



Four-seat Ferraris have been looked down on as 'lesser' members of the Ferrari family for ages but that view is rapidly changing. The once-unloved 612 Scaglietti is fast being reassessed as a modern classic that offers practicality with all the dynamic sharpness of Ferrari's front-engined V12 two-seat cousins.

Introduced in 2004, the Scaglietti was named after the celebrated coachbuilder, Sergio Scaglietti. It's the best of all worlds: a comfortable long-distance cruiser with four usable seats, but equally fire-breathing thoroughbred performance. Underneath, it had an all-new aluminium chassis mated to the drivetrain of the 575M but importantly the V12 engine was located behind the front axle. Nine out of ten buyers went for the F1A paddle-shift gearbox, so 612s with conventional manual gearshift are rare.

Pininfarina's Frank Stephenson shape is a little slab-sided but time has been kind to it, we think. With four seats capable of fitting six-footers in comfort and a boot that is bigger than many hatchbacks, this is about as practical as you're going to get in a Ferrari.

From 2006, upgrades included the HGTS pack (sportier exhaust, 'Superfast' gearshift, stiffer



anti-roll bars, firmer dampers and less intrusive traction control) and the HGTC pack (adding drilled and vented carbon-ceramic discs and Brembo callipers). The 612 was facelifted in 2008 often referred to as the 'One-to-One' (OTO) after Ferrari's personalisation programme launched at the same time. Post-2008 cars have a glass roof, standard carbon brakes, faster-shifting F1 gearbox, better infotainment system and a steering wheel manettino. The 612 wasn't replaced (by the FF) until 2011.

DRIVING

Despite measuring almost five metres long and weighing nearly two tons, the 540hp 612 is supercar-fast, capable of topping 200mph and careering to 60mph in just over four seconds. Yet it remains refined, with an aristocratically muted sound.

The paddle-shift F1A transmission works well, with very quick changes in Sports mode.





Take it out of Sports mode and the Scaglietti becomes surprisingly refined and easy-going. Just take care in slow urban traffic, as the F1 'box can 'kangaroo'.

With near-perfect weight distribution, the 612 has sports car cornering prowess, huge grip, leech-like body control and sharp, connected responses. Sometimes you have to pinch yourself to remember you're actually in a very big car.

OWNING

The 612's V12 engine is wonderfully robust. One issue is inlet manifold leaks because of a cheap paper gasket, resulting in a misfire and various warning lights coming on; most owners switch to more robust aluminium gaskets. The 612 has a rubber cambelt – the last Ferrari V12 to have one, rather than a chain – and needs a change every three-to-five years at around £1500.

The gearbox oil needs to be changed replaced every two years. Clutches can last well over 50,000 miles if treated sympathetically, but lots of stop-and-go urban use will shorten this; a replacement F1 clutch is around £5000 fitted.

The 612 is almost entirely made of aluminium. Corrosion isn't an issue but parking dings are common, while almost no 612 is free from stone chips. The big wheels are prone to impact damage, and rear tyres can last as little as 8000 miles.

The suspension is tough but the rear suspension is noisy on just about every car – curable by fitting softer rubbers but this can affect the handling. The front wheel bearings incorporate the ABS sensor, and if this malfunctions it can affect all sorts of other systems, with a rainbow of warning lights on the dashboard as a result. The brakes can take very hard punishment and aren't too expensive to replace (except carbon brakes at over £10,000, but luckily they're almost wear-free).

The leather dashboard trim can shrink, while the plastic coating on some items can become 'gooey'. Electrics like seat heaters and random warning lights are common, as well the electronic instrument display; a new screen is very expensive but it can usually be rebuilt. Servicing is annually or every 6250 miles, typically costing around £1200. Look for manuals, factory toolkits and puncture repair kits, as well as the factory car cover tailored specifically for this car.

PRICES

RHD cars dropped to below the £50k mark five years ago but have been moving steadily upwards ever since. Today a good usable RHD 612 Scaglietti with

TECHNICAL SPECIFICATIONS

FERRARI 612 SCAGLIETTI

| | |
|-------------|----------------------------|
| ENGINE: | 5748cc V12 |
| MAX POWER: | 540hp @ 7250rpm |
| MAX TORQUE: | 434lb ft (589Nm) @ 5250rpm |
| 0-62MPH: | 4.2sec |
| MAX SPEED: | 202mph |



circa 40k miles should cost around £70k, with a RHD car showing sub-20k miles coming in at £90k – prices are very sensitive to mileage. Obviously, the condition of higher-mileage cars may well be worse but paintwork, bodywork, interior and provenance should all be to a high standard. There are a few LHD cars on the market at lower prices.

There may well be a time when you say, "I remember when you could have got one of those for just £70k" – so what are you waiting for? 🇮🇹



USEFUL CONTACTS

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Autofficina, 5 Ruxley Lane, Epsom, Surrey KT19 0JB. Tel: 020 8391 0002.

Web: www.autofficina.co.uk

Barkaways, Unit 6 Arnold Business Park, Branbridges Road, Tonbridge, Kent TN12 5LG. Tel: 01622 872100. www.barkaways.com

DK Engineering, Little Green Street Farm, Green Street, Chorleywood, Herts WD3 6EA. Tel: 01923 287 687. Web: www.dkeng.co.uk

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Joe Macari, 249-251 Merton Road, London SW18 5EB. Tel: 020 8870 9007. Web: www.joemacari.com

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Lancia Montecarlo Consortium

www.montecarlo.org.uk

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www.viva-lancia.com

Club LanciaSport

www.lanciasport.com

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www.stratosec.com

Maserati Club

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admin@maseraticlub.co.uk

www.maseraticlub.co.uk

Sports Maserati Club

Contact: Matthew Yates

www.sportsmaserati.com

Northern Ireland Italian Motor Club

www.niimc.net

Italian AutoMoto Club

www.italianAutoMotoClub.co.uk

Scuderia Italian Car Club South Australia

www.scuderiaitaliancarclub.asn.au

DIARY DATES



September 8-10

Goodwood Revival

Goodwood Motor Circuit,

Chichester,

Hampshire

www.goodwood.com

September 8-10

Radnor Hunt Concours,

Philadelphia, USA

radnorconcours.org

September 16-17

Best of Italy Race

Closed road supercar event

Castel'Arquato-Morfasso

www.bestofitalyrace.com

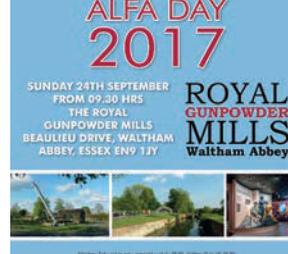
September 15-17

Gran Premio Nuvolari

Mantova, Italy

Classic rally

www.gpnuvolari.it



September 24

Southern Alfa Day (AROC)

Royal Gunpowder Mills,

Waltham Abbey, Essex

www.aroc-uk.com

October 7

Castle Combe Autumn Classic

Castle Combe circuit, Wiltshire

castlecombeautumnclassic.co.uk

October 7

Alton Italian Car Day

Departure Lounge Café,

Hampshire GU34 4BH

Informal gathering for all Italian

cars, 10.00-13.00

October 8

Autumn Motorsport Day

Brooklands

www.auto-italia.net

October 26-29

Auto e Moto d'Epoca

Padova Fiera, Italy

autoemotodepoca.com

November 10-12

NEC Classic Motor Show

Birmingham

www.necclassicmotorshow.com

November 7-12

Eicma Moto

Milan, Italy

Motorcycle Exhibition

www.eicma.it

November 24-26

Milano Autoclassica

Fiera Milano, Italy

Classic Car Show

www.milanoautoclassica.com

December 2-10

Bologna Motor Show

Bologna Fiere, Italy

www.motorshow.it



2018

January 11-14

Autosport International

NEC Birmingham

www.autosportinternational.com

February 15-18

London Classic Car Show

ExCeL London

www.thelondonclassiccarshow.co.uk

March 30-April 2

Horsham Piazza Italia

Italian Car & Bike Festival

Horsham, Surrey

www.horshampiazzaitalia.co.uk

April 7

Alton Italian Car Day

Departure Lounge Café,

Hampshire GU34 4BH



May 25-27

Concorso d'Eleganza

Villa d'Este

Lake Como, Italy

concorsodeleganzavilladeste.com

May 29

Scottish Italian Car

and Bike Day

Cairnie Fruit Farm, Cupar, Fife

June 2

Alton Italian Car Day

Departure Lounge

Café, Alton, Hampshire

GU34 4BH

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ALFA ROMEO



1976 Alfa Romeo Spider Kammtail 2.0 Veloce. 98,000 miles, RHD from new, offers over £8000. Silver with black interior, brand new hood, new carpets, engine rebuild in last ten years, fully restored in the 1990s, when scarcely a panel or part seems to have been untouched. First registered in Cyprus, owned by my cousin in Dublin since 1989, imported to England and re-registered here in 2014. Please call for full details, I have detailed files and photos, AROC member. Tel: 07733 307263. A260/020



1977 Alfa Romeo Alfetta 1.8. Giallo Piper, this amazing car has had one owner since new in August 1977. It has always been garaged and well looked after. Very low genuine mileage, 25,000 miles, with all MOT documentation as proof. Engine runs like a dream, totally original bodywork which is in excellent condition with some minor dents and the odd spot of rust which has been treated, £13,000, must be seen to be fully appreciated. Tel: 07880 688069. A260/022



1978 Alfa 2000 Veloce Spider. Red, LHD. Built US spec but made Euro spec in UK in 2003 by Alfa specialist, currently French reg but can resume UK reg, for current location see www.vitalspark.fr. Private sale by present owner for last 11 years, good history file/invoices, £14,950. For further info and photos email: nicolas.hemming@sfr.fr. A260/021



1977 Alfetta GTV. This Alfa is the early very rare chrome bumper version 2 door coupe. Bodywork good, interior excellent, a delight to drive - is quicker than the GTV Juniors which now sell for around £20,000+. Mileage 94,720, MOT, extensive work recently done, all with receipts. Brakes refurbished, calipers, pipes, discs, pads etc, all new. New exhaust fitted, new prop shaft coupling on all cylinders, new front tyres and front and rear Koni shock absorbers. Has original wheels and also spare set of four wheels and two tyres and spare gearbox included in price. Has radio with electric aerial, three sets of keys, gearbox stripped and inspected, condition excellent plus other jobs to improve handling. Car was resprayed completely in 2004 costing £2500. Comes with history file of work done, I believe I am third owner of car, it was owned by one person from 1978 until I bought it in 2014, it was in storage from 2007 to 2014. Car can be viewed at Manston, Kent, and I have more photos on request. £8950 ono, price I am asking is reasonable as these cars will continue to rise in value and are highly collectable as well as fun to drive. Email: richarddcruzemail@gmail.com. A260/023

Alfa Romeo 145 for sale. 92,200 miles, well serviced and looked after desirable sports hatch. Runs fantastic, sounds great, best gearbox on an Alfa ever, tyres in good order, bodywork has a couple of dings but no rust. Have a large amount of spare wheels, side skirts, Eibach sport springs, doors etc, cambelts done one year ago. Please note that the private number plate is not included in sale, car is a 2000, one of the last, please contact for further details, £1750. Tel: 07808 962609. Email: jason@hunterayr.co.uk (Ayr). A260/057



Alfa Romeo 159 2.2 JTS Lusso. 2006, red unmarked interior, new timing chains and private plate included. 100,000 miles, 1st class condition, service history, £2950 ono. Email: mikestephensuk@gmail.com. A260/044



Alfa Romeo Alfasud Ti 1186cc. Lovely car, 1977, 78,000 miles, owned by me 10 years. Solid but not immaculate, MOT, drives well. New cam belts. Clutch, discs, calipers pads and tyres all replaced within last 3000 miles. A few bubbles in left rear arch and door bottoms, superb elsewhere, great fun to drive. Have driven to events in Germany and UK, wish this to go to another enthusiast, and not stuck in a barn, £6500 ono. Tel: Nick, 07772 904271. A260/046



2009 Alfa Romeo 159 1.9 JTDM 16V TI. 79,000 miles, red. Excellent condition, maintained by Sunnyside Garage, one previous owner, purchased from Alfa dealer as approved used with 23K miles on clock, new tyres 3K miles ago, new timing belt last year and full service, next full service due in 20K miles, unmarked leather upholstery and excellent interior, very carefully driven by a 50 something. The car is a stunning eye catching example, reluctant sale, £4950. Tel: Paul 07736 922863. Email: p.a.saggers@btinternet.com. A260/033



1991 Alfa Romeo 164 3.0L V6 auto. 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 to 27/2/2018 with no advisories, just serviced, all new belts etc, recent bills for £1200. Unmarked velour upholstery, collector's item, faultless, private plate will be removed, £5500 (price reduction). Tel: Alun, 0151 327 2711 or 07836 643237. Email: alun.clayton@hotmail.co.uk. A260/034



Alfa Romeo 164 Cloverleaf V6 24V Pininfarina. 91,600 miles, Alfa Red, 5 speed manual built in 1995, leather heated 6 way electric front seats, electric sunroof, 16-inch alloys, leather gearknob, tinted top front windscreen, 4 new premium brand tyres, full respray, new ECU, engine top end rebuild, full service history with recent service with gearbox oil change, cambelt and tensioners replaced June 2017, new hand made radiator to manufacturer's specification, wheel bearings replaced, electrics checked and part of loom replaced due to corrosion, £13,990. Tel: 01243 641117. A260/024

2007 Alfa Romeo GT 3.2L V6. Lovely 2007 car in dark blue with charcoal leather interior in excellent condition, refined and elegant yet seriously fast. Stainless steel Scorpion sports exhaust system, upgraded brakes and rear bushes, Bose speakers. There are now less than 350 RHD cars of this model in the UK and very few in this condition, without doubt a future classic with the wonderful Busso engine in 3.2 litre 235bhp form and 6 speed gearbox. A practical sports car with 4 seats and useable boot space that tops 150mph, 0-60 in 6.7 secs, 237bhp and 221lbs torque, 91,500 mls with 27mpg too, £5950. Tel: 07771 857957. A260/047



Alfa Romeo GT 1.9 JTDm. 2006, 98,000 miles, FSH, cambelt and water pump changed 2016, new clutch and mass flywheel, new front brakes (Brembo) and MOT until May '18. Upgrades include Bose stereo, 10 CD changer, heated seats, parking sensors and headlight washers. I've owned this car for over 5 years and is easily the best car I've owned, gorgeous coupe looks, sporty, yet surprisingly practical with a reasonable boot, folding rear seats and 45mpg, wheels need refurbishing, £2296. Tel: 07450 251717. Email: mark.wonderland22@googlemail.com. A260/043



2005 Alfa Romeo 166 3.2 Lusso Facelift. 90,000 miles, manual, metallic Moonsand Grey, immaculate black leather interior, regularly shown at AROC events (as AA54LFA). One owner, MOT end August 2017. GTA clutch and flywheel fitted at 71K, new Cinturatos all round at 85K, belts, water pump and service in January at 87K, bespoke stainless exhaust. Maintained by Peak Alfa last 8 years. Future classic, £5000, new Guilia forces sale. Tel: Arthur, 07544 553188 (Derbyshire). A260/029



Alfa Romeo 3.0 GTV. One owner since delivery mileage in January 1999, 47,000 miles, full service history, all MOTs, used as third car, original, stunning, always garaged, £9750. Tel: 07972 192592 (Wolverhampton). A260/019



2006 Alfa Romeo 159 2.4 Lusso. 87,500 miles, Stromboli Grey, red leather. Feb '17 oil service, cambelt and waterpump, MOT 28 April 2018. With Tri-zone a/c, BiXenon, front parking sensors, split folding seat, chrome mirror caps, rear lip spoiler, Alfa mudflaps, remap (over 240bhp and 415 f/lbs) uprated dampers, BMC filter. For right price includes roof bars, a spare set of 17" Alfa alloys, laptop with MultiecuscanScan leads, workshop manual disc, £3000. Email: richard.a.shaw@hotmail.co.uk. A260/032



Alfa Romeo GTV for sale. 109,500 miles, MOT 01.12.17, cambelt tensioners December 2014 102,000 miles, new Varta battery, recent two Dunlop tyres, exhaust front downpipe, leather interior, paintwork lacquer blistering, drives very well, £850. Tel: 07854 932595. A260/002



2010 Alfa Romeo GT 1.9 JTD (170bhp). 53,000 miles. Priced for quick sale due to the delivery work van. Late 2010 registration in red, 18-inch jet fin alloys fitted. One previous owner with service history, last service at 46K I did myself using Castrol Edge 5w40. New rear pads and discs in the last 3 months, underside and sills internally Waxoyled. The car is a 170 with differential, Bose sound with subwoofer, Xenon headlights, reversing sensors, Blue&Me, £4250. Tel: 07421 033052 (Durham). A260/030



2009 Alfa Romeo Brera S Prodrive 2.2. 72,000 miles, black. Car is in excellent condition with full service history, and has had a new timing chain and just passed through the workshop where it completed a 72,000 mile service, £9750 ono. Tel: 01473 211123. A260/036



2005 Alfa Romeo GT 3.2 V6. Red, good condition inside and out, work carried out since October 2015 93,000 miles, now 96,000, wheel alignment, 2x new tyres, battery 2017, replacement timing belt, auxiliary drive belt, anti-rollbar bushes, new brake disc and pads all round. MOT 29 08 2017, tax October 2017, £4250, payment on collection from Reading or Marlow if easier. I'm happy to answer any other questions that you might have, for more information please call Peter: 07880 550860. A260/031



1999 Alfa Romeo GTV Lusso 3 litre V6 24v. 83,600 miles, metallic Proteo Red, private sale, black leather trim, various work carried out over my 16 years ownership, fitted new timing belt and water pump 6500 miles ago. More recently maintained by Alfa specialist Jamie Porter, new MOT, good condition, runs well, great fun car, £4750 ovno. Email: t.nalden@ntworld.com (Cambridgeshire). A260/026



MRSPEEDLUX



1969 Alfa Romeo 1750 Spider
Veloce model, Factory RHD, 3 owners, FSH, 50k miles, hardtop
£37,495



1961 Alfa Romeo Giulietta Sprint
Nicely mellowed older restoration, never rusty, matching numbers
£44,995



1966 Fiat 2300S Coupe
1 owner 42 years
rare factory black, quite superb
£44,995



1959 Alfa Romeo Giulietta Sprint
Corsa model, rare 750B, Veloce engine, massive spec, unique
£64,995



1967 Lancia Fulvia Rallye 1.3
Stunning one lady owner example, LHD
£24,995



1972 Lancia Fulvia 1.3S Coupe
2nd Series, excellent body, new floors
£14,995

COMING SOON

1969 Fiat 124 Coupe 1 owner
1973 Alfa Romeo 1600Z
1969 Alfa Romeo GT Junior
1972 De Tomaso Mangusta

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Alfa Romeo 916 GTV Lusso V6. 101,000 miles, silver, full black Momo leather sports interior, 6 disc autochanger, teledial wheels, aero spoiler. Owned 8 years with 2 previous owners and MOT to January 2018. All original keys, including brown master. Regularly maintained by Monza Sport Alfa main dealer with complete service history and receipts, cambelt and clutch recently done. Ragazzon twin stainless steel exhaust, carbon dynamic airbox, new battery, CD changer, excellent tyres, £3995, test drives welcome and all offers considered as another Alfa has arrived. Tel: 07899 741939. Email: andrew@get-consultants.co.uk. A260/025



2008 Alfa Romeo Brera 3.2 JTS S. 65,000 miles, Touring Grey, two owners. Full AR dealer service history with services every 12 months, major 63,000 mile service at Palmers, new MOT with no advisories. New set of 4 Michelin Pilot Sport 4S tyres. Great condition for age and mileage, paint very lustrous and only very slight wear on driver's seat bolster, £8500, no offers. Tel: Chris, 07798 757562. Email: chris@tempietto.co.uk (Bucks). A260/035



2006 Alfa Romeo 3.2 Brera Quattro. 60K, FSH, ££s spent, owned for 4 years as second car, stunning car, £5995. Tel: 07525 832746. A260/052



2008 Alfa Romeo 939 Spider 2.2 JTS Limited Edition. 31,929 miles, stunning and very low mileage example of the fast appreciating sports car. This 2 lady owner example (same owner last 7 years) is finished in Ghiaccio White with full black leather interior and has been maintained regardless of cost with full history to support. All the features of the JTS LE included. One of the best on the market today, 11 months' MOT (plate not included). Tel: 07808 249585 (south Staffordshire). A260/037



1998 Alfa Romeo Spider 2.0 16v Twin Spark Lusso. 44,000 miles, metallic Proteo Red. Stunning 916 Spider, tan upholstery, full service history, MOT June 2018, garaged, lovingly maintained, wind deflector, alloys, CD changer. 2 owners, superb condition - must be seen! £3600. Tel: Richard, 07919 351196. Email: rnraves@gmail.com (SW London area). A260/027



Alfa Romeo Spider 2.2 JTS. 2007, 39,800 miles, Rosso Red, FSH by Alfa Garage. Serviced annually whilst I have owned the car over five years, only used in the summer, kept in a heated garage, meticulously maintained, no accidents, in excellent condition throughout. MOT until December 2017, all invoices and MOT certs come with the car. Interior is in very good condition, the car is ready to go, £8750. Tel: Maurice Davey, 07876 562355. Email: mauricedavey@talktalk.net. A260/042

1997 Alfa Romeo 916 Spider 2.0 TS. 112,400 miles, Blu Atollo metallic, drives fantastic, some history, spare keys and alarm. MOT till May 2018, cherished car, well maintained, £1600. Tel: Dave, 07798 525167. A260/041



Alfa Romeo Giulietta 1.6 JTDM Lusso 2013. For sale is my lovely Giulietta that I've owned from new and has covered 55,000 absolutely trouble free miles. The car has recently been serviced and MOT'd and is still under warranty till April 2018! Fuel consumption is nearly 60mpg and costs £30 a year to tax! The car is in excellent condition and comes with all the Lusso extras including sat nav. The car looks and drives great and in four years of ownership has only had a light bulb changed! There are new Bridgestone all weather tyres on the front and Vredestein all weather tyres on the rear that are just over 12 months old. £6995 ovno, consider a swap for a Brera Spider, please feel free to ring or email me for any more info. Tel: 07809 593526. Email: julesowens@msn.com. A260/006



2001 Alfa Romeo 916 Spider 3.0 24V. Has had 3 owners from new and has covered just 34,000 miles. We sold this vehicle 2 years ago, and prior to sale the car had new camshaft drive belt kit and water pump and a full service. Also had a new clutch assembly with a solid flywheel conversion. The car is immaculate and getting harder to find in this condition, £9995. Tel: 01473 211123. A260/028



Alfa Romeo Giulia 1.4 Sportiva. 2012, 70,000 miles, Black (Etna). Arrival of new Giulia means I need sadly to sell my Giulietta 1.4 Sportiva 170bhp, which I have owned since new. Full main service dealer history until they closed, then by specialist Alfa garage in Dundee. AROC member for many years. Looks like QV, more economical but still handles beautifully, MOT due September, £6250, prefer to sell to Alfa appreciator. Tel: David, 01259 753304 or 07834 677459 (located central Scotland). A260/045

FERRARI



2004 Ferrari Challenge Stradale. Challenge Stradale for sale by Club member and original owner. Registered and garaged in Monaco. LHD, Rossa Corsa, 18,885km, no accidents. Last service 02/17, new Pirelli Corsa tyres (okm). Expertise report dated 01/17 available upon request, estimate €225,000-€250,000. Email: pjdewez@gmail.com. A260/012

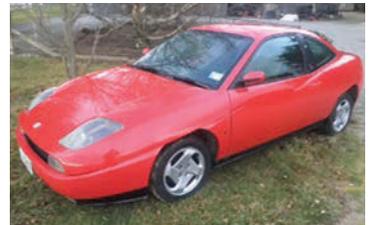
FIAT



Fiat 500C 1.2 Pop. Manual, 2009, 36,000 miles, blue/grey cloth, chrome kit, side protectors, £30 road tax, 2 owners, £4500. Tel: 07539 964674 (Norfolk). A260/007



Fiat Seicento Sporting MPI. 2003, silver, black and grey interior, sunroof, new tyres and exhaust, FSH, long test. Only 11,000 miles from new! Virtually as new underneath and underbonnet, £2195. Tel: 01684 892906. A260/039



Fiat Coupe 16V 1996. 192K km, \$3750 NZ. Cambelt and service done, near new tyres, windscreen, headlights polished, strut brace, upgraded alloy Fiat pedals, alloys, red, blue keys. Tel: 64274 544557. Email: acquaman59@gmail.com (New Zealand). A260/001

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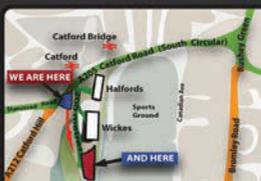
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Members Entry prices are:- pre-paid - adults £8.00, children (5 to 15) £6.00, on the gate (CASH ONLY) - adults £10, children (5 to 15) £7.00.

The Essex Section are hosting Southern Alfa Day on 24th September at the Royal Gunpowder Mills and would like to welcome all members to this historic site to enjoy the many displays and exhibitions to interest everyone. It is spread over a large area as buildings were separated due to the materials being processed and wildlife now thrives on the site. The many attractions are shown on the Royal Gunpowder Mills website, and include 170 acres of history, the Rocket Vault and the Armoury, just to mention a few. Land Train Tours of the site are available for a small extra cost. And, of course, our cars will be on display and County Motors are bringing a Giulia Quadrifoglio along.

The theatre, Ken Carrington will present his illustrated 'History of Alfa Romeo' during the day, times to be announced nearer the date.

We will have our own entrance to the site, opening at 09.30 hrs, and recommend that members use the Club's online ticket facility, as at the gate we can only accept pre-paid tickets or cash. We will not be able to process credit/debit card payments. Please print off the pre-paid tickets for collection at the gate and, if you're paying on the day, have your membership card available, especially if you are not in an Alfa.

Also the gate will not be manned after 14.30 hrs and anyone arriving after this time will have to use the public car park and pedestrian entrance, but to be able to see the attractions at the Mills, an early arrival is recommended, last entry 15.00hrs.

Unfortunately dogs are not permitted on the site due to the wildlife living there, except registered Assist Dogs.

There is easy access from the M25, junction 26. Take the A121 to Waltham Abbey, and at the cross roads and traffic lights by McDonalds, go straight on to Beaulieu Drive. The Royal Gunpowder Mills is at the end of the Drive.

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LANCIA



Lancia Delta Integrale Evo 1 (Waterspray version) 1991. Owned since 2002 (at 76,000km/47,000 miles), currently on 97,000km (60,000 miles), imported by previous owner from Italy in 1998. Modifications include: Techno 2 tubular manifold, Supersprint SS exhaust, front mounted intercooler, roller bearing T38 turbo, Auto Integrale 'Fast Road' cams, 630cc fuel injectors and upgraded fuel pump, rebored cylinders to 84.6mm, custom remap by FC Performance: boost pressure increased to 1.45 bar, BC coilover suspension kit with adjustable top mounts. The car underwent the majority of the modification work in 2010, while the work was carried out all mechanical and electrical components, electrical sensors, bolts, washers etc, were refurbished or replaced with OEM parts or uprated items. The car is in exceptional condition, unfortunately due to a serious knee injury, I have to consider selling this car, to say I am saddened is an understatement! £35,000 ono. Tel: 01981 580068. A259/002

MASERATI



1989 Maserati 222E RHD. Great history, the 2-litre version of the 222 Series was for the Italian market only, the 222E being powered by a 2.8-litre engine developing some 245bhp. *Car Magazine's* road test quoted a maximum speed of 146mph, with acceleration from 0-60 being accomplished in just under six seconds. The cost new in 1990 was £26,000 and just 700 examples were imported to the UK. These series continued until 1994, when they were ultimately replaced by the Ghibli. This car was originally registered in 1989 as a 'G' registration (it now has a private plate linked to the make and model 'MAS 222E'). It has been serviced almost exclusively by McGrath since 1997 and been in the same ownership for past 17 years. The owner is planning to emigrate to New Zealand and has reluctantly decided to sell the car complete with private number plate. Today the mileage is a fully documented 121,000 miles. Currently there are just 7 Maserati 222Es left registered on Britain's roads so this is a fantastic opportunity to own a fun, rare and practical piece of Maserati history, £8950 ono. Tel: Colin Barratt, 07767 612341. Email: colin@colinbarratt.com. A260/010



1992 black Maserati Biturbo Spyder E. Very well maintained, low mileage (46,779), MOT to July 2017. Black with wood, ivory coloured leather and Alcantara interior and grey trim, beige carpets and black Maserati mats with red piping. Full stainless steel exhaust system, the wooden steering wheel and oval dashboard clock are original. First registered August 3 1992. Current actual mileage 46,778. New cambelt fitted May 2017. All five wheels refurbished. Right hand drive with automatic 4 speed gearbox. Sony CD/radio, copies of invoices, MOTs, service records. This lovely car is in excellent condition, major restoration in 2014 by Autosfield Maserati. Garage stored. The twin turbo 2800 V6 petrol engine runs very smoothly, the bodywork is in extremely good condition and there are no signs of corrosion. The soft top works properly making open-top motoring fun! £14,750, viewings on request. Tel: 01759 304050. Email: sm1234569@hotmail.com (Manchester). A260/014



1965 Maserati Mistral 3.7. This stunning and extremely rare UK supplied Mistral 3.7 litre coupe in right hand drive was first registered on 14 October 1965. It remained with its first owner until 1989 and just had just one additional owner until purchased by John Wood in 2008. John takes up the story: I am a skilled engineer and the car was stripped and sympathetically restored by me over a seven-year period. The bodywork was painted and the engine was fully rebuilt with help and parts from McGrath Maserati. There are a number of invoices in the history file from McGrath and other suppliers. In total not counting my own hands on involvement, the receipts add up to £45,000, a serious amount considering this does not include any labour. The project was completed in 2015 and the latest MOT runs until March 2018. The paintwork is not perfect but is very presentable. The interior has been kept largely original including the rare bucket seat option. The engine bay looks superb, and has been detailed and finished to a high standard. Since restoration, the car has covered a gentle 2500 miles, viewable with the owner John Wood. Rare opportunity, right hand-drive matching numbers Maserati Mistral, chassis number 109232, restored and ready. Fitted with period JAP mag wheels, new project forces sale, £113,000. Tel: John Wood, 01323 893178. Email: muriel.wood@rocketmail.com. A260/009



2005 90th Anniversary Maserati Spyder. Exceptional example of an 90th Anniversary Spyder in Britain if not Europe, 8890 miles only, only 1 previous owner. Annually serviced by Graypaul Nottingham, garaged in a bubble at all times, never driven in the wet. Full service history with all documents available for scrutiny, £52,950. Tel: Darren, 07957 541894. Email: darren@darrenbywater.co.uk. A260/015



1985 Maserati Quattroporte III. Excellent condition and complete history. Meticulous records kept including MOT certificates. Thorough servicing and some body improvements have been carried out by McGrath including an engine top end overhaul and the car has been used frequently since on many outings and club events, including winning the Maserati Club Concours in 2013. Mileage is a fully documented 88,000km - still only 55,000 miles. This is one of the most original series III Quattroportes remaining, in excellent condition throughout and ready for immediate use. With true Maserati DNA, the combination of luxury ride with sportscar performance, the Quattroportes have a lot to offer and at an 'entry level' price for a classic Maserati. Maybe not for much longer, £55,000. Tel: 01438 832161. Email: andy@mcgrathmaserati.co.uk. A260/011



1960 Maserati 3500GT Vignale Spyder. Ultra desirable and rare collector's car. Built 1960, restored between 1989 and 2000 and then sold on to a Belgian dealer, from whom the current owner purchased the car at Retromobile in 2001. Bare metal repaint in approximately 2003. It has won various Club Concours events. According to Maserati the car was delivered new with a four-speed ZF gearbox as it is an early car. However, it has at some time acquired a five-speed of the correct type for a later car, which is normally considered an advantage. This is a beautiful Maserati in a desirable colour scheme. Registered in the UK, newly serviced and MOT tested, price on application. Tel: 01438 832161. Email: andy@mcgrathmaserati.co.uk. A260/013



1972 Maserati Bora LHD. The car offered for sale is from 1972, LHD and was originally delivered to Milan in Italy. During its life it has spent time in Germany before finding its way to North America - repatriated to the UK in 2012 a full restoration was carried out (there are many photographs documenting the work), finished in spring 2014 the car participated in the Maserati Centennial event in Turin where it received an award in the Concours. In 2015 the car participated in the Maserati international Rally in Biarritz. Only lightly used in 2016 for local classic events. Originally a 4.7 litre car, the car has the later 4.9 engine installed and is fully UK registered and has a V5C, offered for sale with current UK MOT. Please call or email for more details, £150,000. Tel: John Chatley, 01386 793734. Email: john.chatley@btinternet.com. A260/008

PARTS



Original ANSA end silencer (NOS) for Fiat Uno Turbo and all makes Abarth A to Z, please see www.abarth-exhausts.com. Email: info@abarth-exhausts.com. A260/005



Mexico 4.7 litre engine for sale. AM112/1 engine with 42 DCN Webers. Incomplete and in need of a rebuild, available for inspection near Henley-On-Thames, offers invited. Tel: 07887 881478 or 01491 640939. Email: racingnews@maseraticlub.co.uk (Oxon). A260/016



Ferrari F430 wheels for sale. Having acquired set of Scuderia wheels for my car I have 4 original wheels for Ferrari F430 for sale in good condition, without tyres but centres included as shown, £1200 ovno. Tel: Peter Jerram, 07980 991205. A260/054



Fiat Coupé 20V Turbo. For sale for £100 is the rear window with green tint, in perfect condition, there are other parts available, please message, for collection only. Tel: 07935 830055 (Carmarthenshire). A260/053

Spares: Fiat 1500 cabriolet. Variety of used parts including distributor, starter motor, rhd steering box and many other smaller items, offers. Tel: 01684 892906. A260/040

2600 parts. 2600 Berlina twin point Marelli distributor all complete, £150 ono incl p&p; 2600 original set of 6 plug leads and 6 spark plug caps, brand new still in original sealed bags and 24" hand made metal tube to hold them in, tapered along its length with holes for carb mounts, £180 ono incl p&p. Tel: Dave Shead, 07977 144147. A260/048

Alfetta 1.6 GT 1978 gearbox and differential for sale, £50, for more information please call Joe on: 01228 522226. A260/003

Exhaust parts from Alfa 164. Powerflow rear box, £30; front pipe, £15; catalytic converter, £30; centre section, £25. Tel: Alun, 07836 643237 or 0151 327 2711. A260/049

Registration for sale: '563 GTA'. My registration number '563 GTA' is for sale. It is perfect for a 3200 GTA or any other GTA model, on retention and so available for immediate transfer at £2750. Tel: John Bennett, 07768 803633 or 01620 895256. Email: johnbennett@me.com. A260/017

WANTED

Wanted: Lamborghini Espada S3 LHD. Also Miura type 8" wheels and fix kit. Swap 4 Merc 230 estate 1988 v.low mileage, many new parts, extras and or pro camera items and collection, and or new Snap-On tools and collection etc, also other items, please help ex Lambo fitter. Tel: 01277 200530. Email: dcian@fastemail.us. A260/050

Wanted anything Lamborghini. Also car books/mags etc, any country, swap 4 car mag articles and books, Italian and UK sportscars, wildlife, USA truck, muscle cars, Mustang, hearse/limo, guns, bikes + other items. Tel: 01277 200530. Email: dcian@fastemail.us. A260/051

MISCELLANEOUS



Alfa Romeo Club badge 20. Grille fixing with logo, chrome finish, inc fixing kit, size 3-inch dia, £45. Tel: 020 8399 7541 (Surrey). A260/055



Automobile Club d'Italia FIA. Blue chrome enamel, 1960-1975, size 70mm x 81mm, bar fixing, £48, post free. Tel: 07968 659967 (Surrey). A260/056



Wanted: for Lancia Dedra automatic. Automatic gear selector T-handle with push button and gate (RHD), or information to assist in acquiring such, new or used. Also for sale cheaply good bodysell for manual Dedra with some parts removed available soon. Tel: 01684 892906. A260/038

Wanted Selenia Open Cup information. Any information/automobilia/photographs/parts etc, relating to the 1995/95 Maserati Ghibli Selenia Open Cup series. Tel: Adam, 07733 007858. Email: adamkpainter@uk2.net. A260/018

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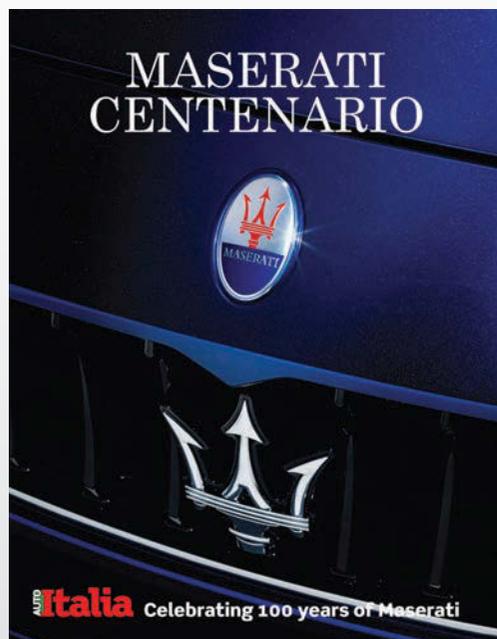
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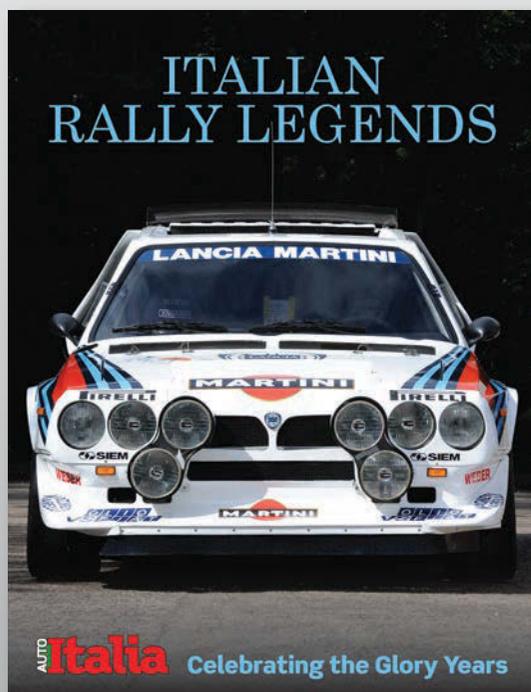
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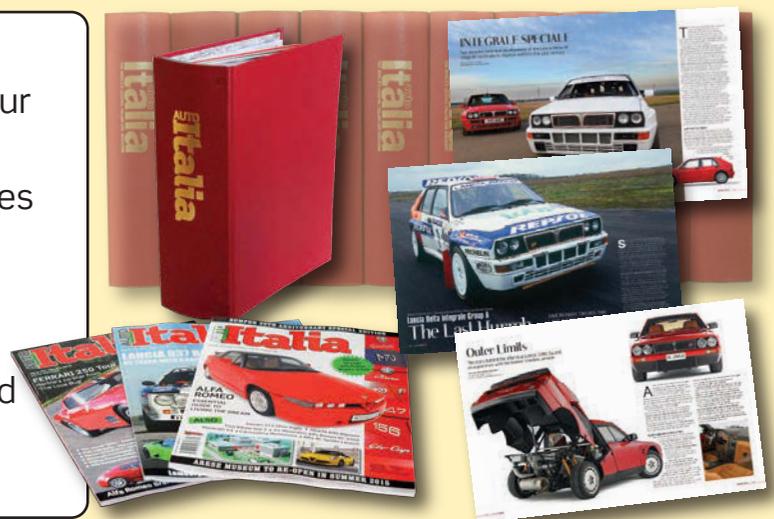
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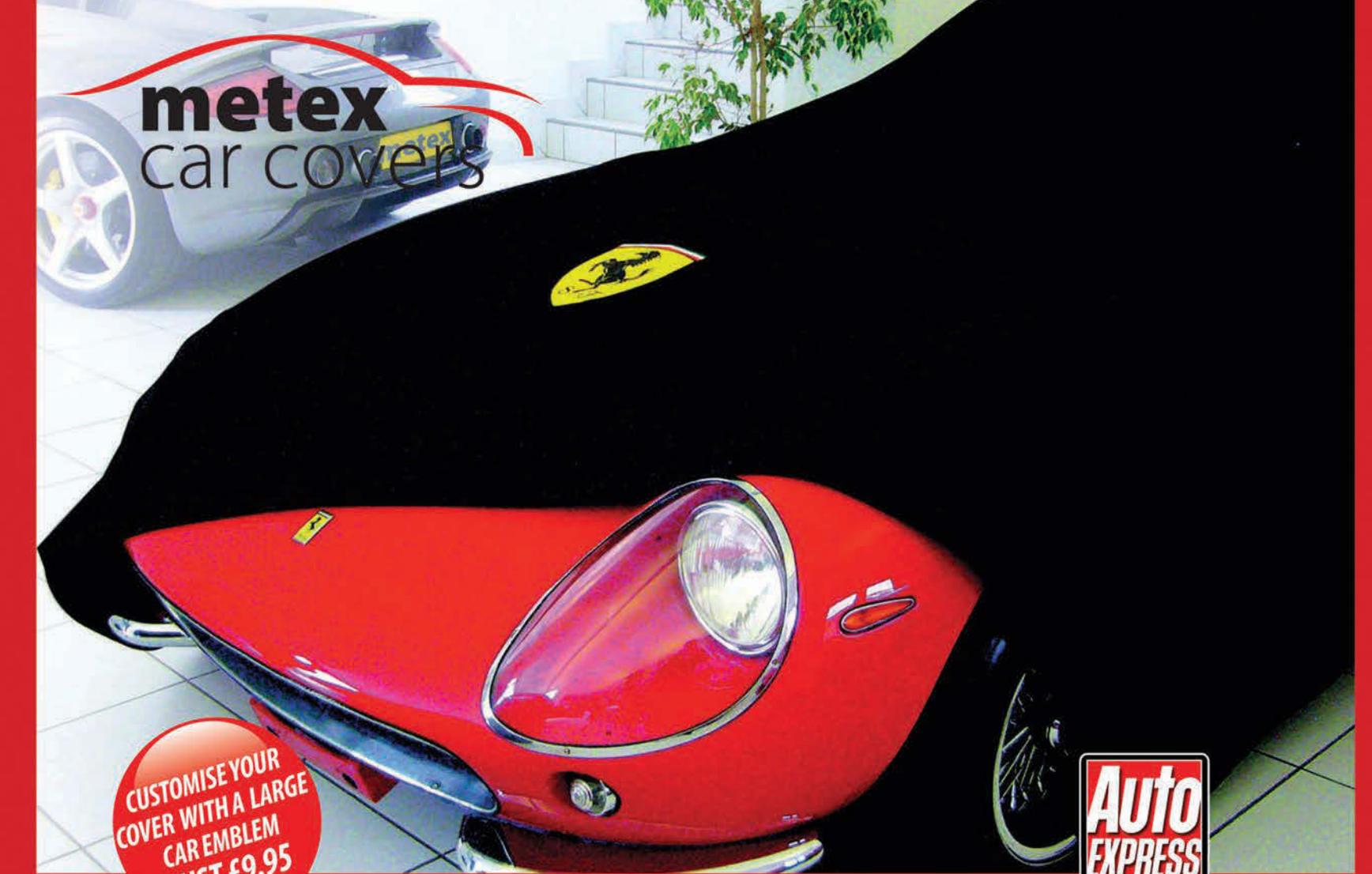


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OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Pininfarina Corvair Coupé Speciale

This rear-engined beauty went through several metamorphoses in the early 1960s

Story by Richard Heseltine



Anyone who has ever uttered the adage “There’s no such thing as bad publicity” is clearly unfamiliar with the book *Unsafe at Any Speed* by Ralph Nader. This coruscating 1960s exposé of cars deemed to be unnecessarily dangerous is forever linked with the Chevrolet Corvair. It certainly wasn’t singled out for a kicking, but General Motors’ bungled attempts at smearing Nader served only to boost sales of the book. And cement the Corvair’s status as a widow maker.

It was nothing of the sort – unless you couldn’t differentiate between braking and steering – but mud sticks. What’s more, there were several tuners and coachbuilders who viewed this rear-engined, flat-six-powered saloon as the perfect blank canvas. Pininfarina was one of the more celebrated styling houses to have a stab, although a degree of confusion surrounds its various attempts at a remodel.

The Turin firm unveiled its first take on the theme at the 1960 Paris Motor Show, a year after the donor car was released. Based on an unmodified Corvair platform, this two-door notchback coupé wasn’t particularly attractive, not least because of its odd mix of curves and angles together with a large rear overhang. Nevertheless, the Corvair Coupé Speciale did the rounds on the automotive catwalks that year, including an appearance at the Turin Show, but there was no talk of replicas being made or of any official sanction from GM.

Scroll forwards two years and it was a different story. Pininfarina unveiled an ostensibly new Corvair-based machine in Paris which was a much more attractive device. According to some sources, General Motors had provided some support, if not finance; the thinking being that a sportier model in the range would help boost sales. Quotes attributed to former GM styling chief Chuck Jordan in one article stated that it hoped such

a car would also appeal to the European market, but this may be apocryphal.

Whatever the truth, this was a much sexier-looking car. Italian-domiciled American artiste Tom Tjaarda produced an outline that was nicely proportioned, even if it wasn’t particularly daring. This four-seater (2+2 was probably more realistic) appeared at various shows in 1962 and also made it onto the cover of *Road & Track* magazine in February 1963, a few months before yet another variant appeared (pic above).

Strictly speaking, it was the same car with minor detail revisions and a change of hue from dark green to red.

Of course, the Coupé Speciale never did make it into production, although Chevrolet did in time release the not too dissimilar Monza model. As for the small matter of how made ‘Speciales’ were made, it rather depends on whose version of history you believe. According to an auction catalogue description from 2000, Pininfarina retained the last car in its factory museum until it was sold to an American collector in the 1990s. He in turn had it restored by Fran Roxas before it went under the hammer at a Barrett-Jackson sale and sold 17 years ago for \$42,120.

Tjaarda, however, insists that only one car was ever built. He had simply been tasked with reworking the original 1960 Coupé Speciale for the ’62 show season. Pininfarina certainly wasn’t above reheating old show cars, that’s for sure. As for where this intriguing curio is now, well we would love to know.



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