

BUMPER ALFA ISSUE! 48 EXTRA PAGES ON TRANSAXLE ALFAS

# AUTO **Italia**

Issue 266 April 2018 £5.20

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\*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



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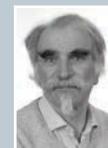
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Let's talk Alfa Romeo. When we were deciding what our 48-page supplement should be this issue, we thought long and hard about what to focus on. In the end, Alfa Romeo's 'transaxle' era proved an irresistible choice – after all, it encompasses some of the greatest drivers' cars of modern times.

We're talking sensational rear-wheel drive Alfas like the Alfetta, GT/GTV coupe, 75 and SZ. Less obviously, we're also talking Alfa go and Giulietta 116. I think you could call of these cars flawed masterpieces – so often the wording of introductions to Alfa Romeo stories.

For many, of course, the 105-series Alfa era was the golden age, but you could equally argue that Alfa's transaxle cars are more fun in dynamic terms – they're the driver's choices, if you like. By the end of production (transaxle models lasted from 1972 to 1994), Alfa had really cracked how to make it all work. I love my SZ for the way it behaves: wonderful grip and a balance through corners that only the transaxle format allows.

Of course, it was the front-wheel drive format pioneered by the Alfasud in 1971 that eventually won out. Rear-wheel drive Alfas disappeared off the price lists in 1994, when the RZ finally phattered out of existence.

Thankfully rear-drive is very much back on the cards at Alfa. After the 8C and 4C, we now have the Giulia. Let's not forget that entry-level Stelvios are rear-drive too. And since the MiTo has just been axed (see our News pages for more), that leaves just one Alfa Romeo in the range with 'pull-me' traction: the Giulietta. Even here, there's speculation that the next-generation Giulietta will be rear-drive, too. All in all, the new era at Alfa Romeo clearly draws on its past. Which is exactly the sort of Alfa talk I like.

**Chris Rees**  
Editor

chrisrees@auto-italia.net

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**124 spider**

Official fuel consumption figures for the Abarth 124 spider range mpg (l/100km): Combined 42.8 (6.6) – 44.1 (6.4), Urban 31.0 (9.1) – 33.2 (8.5), Extra urban 54.3 (5.2) – 55.4 (5.1), CO<sub>2</sub> Emissions: 153 – 148 g/km. Fuel consumption and CO<sub>2</sub> figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. \*Personal Contract Hire. Abarth 124 spider 1.4 MultiAir 170hp Automatic (with Portogallo 1974 Grey Metallic paint at £600 incl. VAT). Initial rental £2,985, followed by 23 monthly rentals of £199, inc. VAT & excl. maintenance. Based on 6,000 miles p.a. Excess mileage charges apply. Vehicles must be registered between 09/02/18 and 31/03/18. Subject to status. Guarantees may be required. Participating Dealers. Ts&Cs apply. SL1 0WU. LEASYS

ABARTH

OFF/CAN

SET/—

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# NEWS & VIEWS

## 'RELOADED' CLASSICS SOLD BY FIAT



Fiat's FCA Heritage division has started to sell classic cars direct to the public. Its new 'Reloaded by Creators' service is offering a limited selection of classic cars for general sale.

Launched at the recent Turin and Paris Rétromobile shows, Fiat is selling a handful of carefully selected classics, which have all been restored to their original glory, and are all guaranteed by the factory.

On sale are an Alfa Romeo Spider S4 (1991), a Lancia Fulvia Coupe Montecarlo (1973), a Pininfarina Spidereuropa (1981), an Alfa Romeo SZ (1989) and a Lancia Appia

Coupé (1959). The first three are described as the 'ultimate' classics, or the very last versions of each built.

The SZ on sale (pic above) is a unique ex-works car from Alfa Romeo's Balocco circuit, where it was used for testing. It was also the car used for original photography and differs in several details from production SZs. Its restoration involved the bodywork being stripped and coated, the interior regenerated and as many as possible of the original parts retained.

The Spider S4 has been in FCA hands from new and was used for technical testing. The

1973 Lancia Fulvia Montecarlo (pic above right) was created as a limited edition to celebrate Munari and Mannucci's legendary victory in the 1972 Montecarlo Rally. The Spidereuropa (pic bottom) was sold new in the US and returned to Europe in 1982, and has covered only 10,000 kilometres from new.

All five cars come with a Certificate of Authenticity. Prices have not been published but Fiat says the sums raised are to be used to buy new pieces for FCA's historic collection: "This is therefore a real cultural project, inspired by art museums," it says. You can find out more at [www.fcaheritage.com](http://www.fcaheritage.com)





### 'NEW STRATOS' REBORN

The 'New Stratos' project is to go ahead, several years after being first unveiled. Manifattura Automobili Torino (MAT) and New Stratos have reached an agreement to make a limited series of the Lancia-inspired supercar.

The car was developed by Michael Stoschek and originally built by Pininfarina. MAT will now produce up to 25 units. On offer will be a GT racer version, a Safari version and a version that's "a competent supercar for daily use."

The design echoes the lines of the Lancia Stratos and even retains characteristics like the integrated helmet pouch in the doors.

The New Stratos is based on a Ferrari 430 Scuderia, whose 4.3-litre V8 engine can be coaxed to deliver over 550hp. The car in all its variants will be presented at the Geneva Motor Show in March, where prices will be announced. For more details, visit [www.new-stratos.com](http://www.new-stratos.com)



### NEW SPORT JOINS GIULIETTA RANGE

A new Giulietta Sport model has been added to Alfa Romeo's range. The Sport features a purposeful look thanks to its 17-inch five-hole alloy wheels, side skirts, tinted rear windows, front splitter, rear diffuser with red detailing and an enlarged exhaust finisher.

The interior continues the sporty theme with dark headlining, as seen on the Veloce. Misano Blue paint is also available (previously only on Veloce models).

The Sport spec includes climate control, cruise control, five-inch Uconnect Live screen, front armrest, fog lights and Q2 electronic differential. It's available with either a 120hp 1.4-litre turbo petrol engine (0-62mph in 9.4 seconds) or 120hp 1.6 JTDM turbodiesel (0-62mph in 10 seconds). Prices start from £20,965 for the Sport petrol model.



### ALFA AXES MITO

An FCA bulletin has been released saying that, from February 2018, it is no longer possible to place an order for the Alfa MiTo range. Launched 10 years ago, the MiTo has represented the entry level for Alfa brand but production has now ceased with no direct replacement. However, there remain a number of new, unregistered MiTos in the UK. Contact your Alfa Romeo dealer for more information.





## ITALDESIGN CELEBRATES 50 YEARS WITH €40K PRIZE

Founded on 13 February 1968, Italdesign is celebrating its 50th anniversary by launching a design competition for under-35s with a €40,000 prize.

Italdesign was the brainchild of Giorgetto Giugiaro and Aldo Mantovani. “In the last 50 years Italdesign has featured many technological milestones and was also responsible for famous design

masterpieces,” said its president, Dr Bernd Martens.

One year ago, Italdesign started a new chapter as a car producer. With its new Automobili Speciali brand, it now produces ultra-limited special editions such as the Zerouno (pictured).

Its new competition has a ‘Future Mobility in Cities’ theme and is open to

people aged between 18 and 35. The jury is looking for solutions for future mobility in urban areas, as well as developing countries. Registrations can be made at [www.italdesign.it](http://www.italdesign.it) between 1 March and 1 April, with the deadline for projects 31 August. The winners will be announced in December 2018 and receive prizes totalling €40,000.



## TIPO TURNS 30

The Fiat Tipo badge celebrates its 30th birthday in 2018. The original Tipo was launched on 26 January 1988 as the successor to the Fiat Ritmo. Widely regarded as an innovative car with superior handling, performance, comfort and safety, it also boasted plenty of practicality.

Innovations included a lightweight, corrosion-free plastic tailgate, and a ‘Digit’ trim level that boasted a digital instrument panel. The Tipo won the Car of the Year award in its launch year.

The 1988 Fiat Tipo was one of the first cars to use a ‘modular’ platform, which spawned a whole series of models, including the Tempra saloon and estate. It also provided the basis for the Lancia Dedra, Alfa Romeo 155, Fiat Coupé, Lancia Delta II, Alfa Romeo 145/146 and Alfa Romeo Spider/GTV.

The Fiat Tipo name was revived in 2015 for a range of hatchback and estate models that share much of the same spirit and DNA as the original, offering best-in-class interior space and keen pricing.

## ABARTH DRIFTS INDOORS

Over 2000 enthusiasts got to try the Falken Tyres Abarth 124 Spider Drift Experience at the recent Autosport show. Visitors to the NEC show had the chance of being driven by a pro driver in an Abarth 124 Spider as part of an indoor drift experience. With 170hp and rear-wheel drive, the Abarth was complemented by Falken ZEG14 tyres. A total of 42 sets of tyres were available to use throughout the four days of the show.



## LAMBORGHINI GALLARDO IS TRACK HERO

The most popular car at TrackDays event has been revealed as the Lamborghini Gallardo. TrackDays.co.uk says the Gallardo is the supercar that Brits most want to drive. Almost one in five bookings with the company are for the Gallardo, well ahead of its nearest rival, the Audi R8 (12 per cent).

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**FERRARI FXX SELLS FOR £2.5M**

A brand new, unregistered Ferrari FXX track car has been sold at auction for £2.5 million.

One of 38 examples built, this Ferrari FXX was delivered new in Germany, with an extra front seat option. It's never been used on the track, has only 97km on the clock from new and comes with its original transportation crates and parts.

The FXX was based on the Enzo, but its V12 engine was increased to 6262cc and power rose to 800hp, some 100hp more than the Enzo. There was a focus on weight reduction, the gearbox had a shift time of under 100ms and there were carbon-ceramic brakes.

The car was sold by Artcurial at its Rétromobile auction in Paris for €2,674,400, or around £2.5 million.

**RARE FERRARIS UP FOR AUCTION**

Two coachbuilt Ferraris – a 410 Superamerica by Pinin Farina and a 212 Europa Cabriolet by Ghia – are to go under the hammer at the Gooding & Company Amelia Island Auction on 9 March 2018.

The 1956 Ferrari 410 Superamerica Series I Coupe by Pinin Farina is one of only 12 ever built and boasts just three owners from new. Its 4.9-litre Lampredi V12 engine produced 340hp, making the 410 Superamerica the fastest road car of its day, capable of speeds over 150mph. A multiple award winner at the Pebble Beach Concours d'Elegance, it's estimated to sell at between \$5m and \$6m.

The 1952 Ferrari 212 Europa Cabriolet by Ghia was displayed at the Geneva and Turin Motor Shows in 1952. Sold new to the publisher, Gianni Mazzocchi, it was subsequently sold to America and was long thought to be lost, but it's now on sale in superb condition. Its auction estimate is \$1.8m to \$2.2m.



**CLASSIC MOTORING REVIEW**

A new publication is out called *The Classic Motoring Review*. Published four times a year, it produces articles “unencumbered by the constraints of modern media” including excerpts from motoring’s halcyon days and new writing. TCMR has stories by Douglas Blain, Richard Bremner, Steve Cropley, Colin Goodwin, Gavin Green, Richard Hough, Owen Llewellyn, LJK Setright, John Simister, Mark Williams, Peter Wright and many others. Until 1 April 2018, *Auto Italia* readers can get a £3.50 reduction on a subscription by entering the discount code CLB2 on the checkout page of the website at [www.classicmotoringreview.uk](http://www.classicmotoringreview.uk)



**AROC SPONSORS BTCC ALFA**

The Alfa Romeo Owners Club (AROC) is sponsoring the Alfa entry in the British Touring Car Championship in 2018. The BTCC Giulietta is being entered by HMC Racing and driver Rob Austin.

As a part of the sponsorship package, the club will be receiving tickets for the race meetings, which will be distributed in a draw. Entries will be drawn at random two weeks prior to the race dates.

**The BTCC calendar is:**

- 8 Apr Brands Hatch Indy
- 29 Apr Donington Park
- 20 May Thruxton
- 10 Jun Oulton Park
- 24 Jun Croft
- 29 July Snetterton
- 12 Aug Rockingham
- 26 Aug Knockhill
- 16 Sept Silverstone
- 30 Sept Brands Hatch GP



**STELVIO IS 'CAR OF THE YEAR' IN ITALY**

Alfa Romeo's Stelvio has won *Quattroruote* magazine's Car of the Year 2018 award. Chosen by the magazine's readers, the Stelvio netted 34.2 per cent of the votes cast on the publication's website, beating 12 other models.

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## QUESTION ON Q4

Having just come across an Alfa Romeo 164 Q4 for sale in the UK, I asked myself what on earth a 164 Q4 was. Apparently it's a four-wheel drive version of the 164 – I never even knew that such a car existed!

It's not particularly cheap at £14,940, but I'm intrigued. Have you ever driven one? If so, what's it like? And what might I be getting myself into if I take the plunge?

**Chris Claydon**

*It's not surprising you've never heard of the 164 Q4, as it was never sold in*

*the UK. It hardly sold like hot cakes anywhere else, either – just over 1200 were sold from 1993 to 1997. Perhaps four exist in the UK today.*

*Launched in 1993, the four-wheel drive Q4 system was unique to this car, sending power to the rear axle in a continuously variable rate. The suspension is unique, too, with electronic struts and a Sport setting. The Getrag six-speed manual gearbox was another never-before-used item.*

*Sounding crazy? You're right, it is – and that's the biggest challenge to*

*running one.*

*We actually featured a 164 Q4 in our June 2017 issue, and we loved it. The 3.0-litre V6 24V engine is fabulous but it's the handling we were really impressed with: "You really sense everything as you tackle each bend, and the turn-in is sensational," we said. "It's so grippy that you have to be doing something silly to get it out of shape on bends. It's a revelation." – Ed*

## LIFE GETS BETTER WITH AN ABARTH

I would like to thank your magazine for putting fun back into my retirement. Having had a number of motorcycles, and risking life and limb to enjoy a bit of a grin factor, I found your magazine in WH Smith and read an interesting article about the Abarth 595, so I had to try one. It impressed me enough to add one in lovely red – why not?

Grin driving returned to my life and even the wife loves to come to car meetings with me,



something we would never share on the motorcycles. I have found the Abarth community fantastic, even for an old chap like me, and always welcoming.

The picture shows my car at Old Warden. You might notice I have branded the car as a Tributo Ferrari with badges and this has increased its kerb appeal, as others have said.

Thank you again for a superb magazine.

**Tony Skipper**

## 250 GTO CORRECTION

I am avid reader of *Auto Italia* and a subscriber of many years, besides being a professional Ferrari historian and Ferrari book author of 40

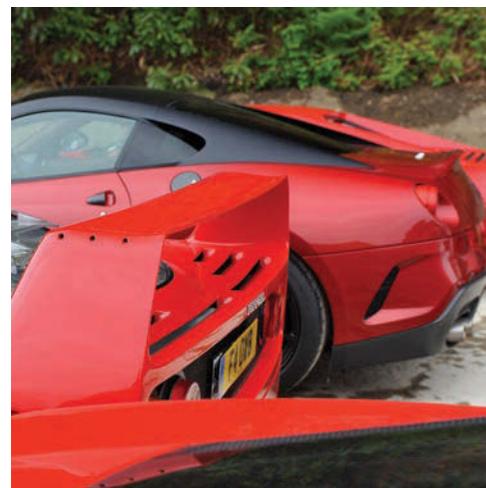
years. Please allow me to correct information printed in the article by Matteo Grazia about the 250 GTO Tour. I personally participated in this tour (with 250 GTO chassis #3589 GT of Patrick Stieger from Switzerland) and there were not 19 GTOs at the event but rather 18. Also the total production of genuine 250 GTOs is 36 units, not 39 as reported.

**Marcel Massini**



# Auto Italia at Brooklands

More Brooklands events for our readers to enjoy in 2018



## ITALIAN CAR DAY SATURDAY MAY 5TH

The 33rd Italian Car Day will be held at Brooklands on Saturday May 5th. With over 6500 visitors last year, this event is the largest gathering of Italian cars in the UK and possibly the largest outside of Italy.

2018 will be a milestone for this popular event as it marks the completion of improvements to the museum infrastructure. The relocation of the Bellman hangar has freed up much needed display space and provides an uninterrupted view of the former race track start and finish straight from the paddock all the way up the banking. The restored hangar is now home to the "Aircraft Factory", which houses a superb display of part restored aircraft and artefacts. Check out the P1127 Harrier prototype suspended from the ceiling.

The event is open to all Italian car owners and there will be road signage directing cars to the appropriate entrances. There will be parking for other marques via Mercedes-Benz World. New this year is a dedicated entrance for all Alfa Romeo and Abarth owners via the The Heights. It is highly recommended that all Italian car owners pre-book their discounted entry tickets through the Brooklands website. Apart from the cost saving, Italian cars entering via the Brooklands Road entrance will enjoy fast track entry.

An action packed programme will include the demonstration of selected cars on the Mercedes-Benz World circuit and the challenging Test Hill. The theme for the track entry this year will be supercars and Italian classics. The Test Hill entry will be pre-booked and open to all Italian cars, some spaces

maybe available on the day. Owners of suitable cars are invited to apply to organiser Phil Ward for consideration.

Email [mail@philwardevents.com](mailto:mail@philwardevents.com)

For images of last year's event visit: [www.flickr.com/photos/michaelwardphotos](http://www.flickr.com/photos/michaelwardphotos)

### Ticket Prices

**Adult £19 (£16 in advance)**  
**Seniors & Students £17 (£14 in advance)**  
**Children £8 (£7 in advance)**  
**Family £47 (£40 in advance)**  
**BTM £5.50 (£2.50 in advance)**  
[www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)

## SUPERCAR SATURDAY SATURDAY JULY 28TH

This exciting event will be repeated at Brooklands in 2018. It is a rare opportunity for the public to get close to exclusive motorcars and also see them in action.

The event has proved to be popular with car clubs that put on complementary displays for members and also take part in the Test Hill

runs. Owners of supercars are invited to contact the organisers for an opportunity to take part in the track demonstration and the hill climb.

## MOTORSPORT FESTIVAL SUNDAY OCTOBER 14TH

The Autumn Motorsport Festival at Brooklands Museum, with its associated competition car displays, will held again in 2018. Taking place on Sunday 14th October, it's a wonderful chance to round off the season with the sight of competition cars from all eras in action on the Mercedes-Benz World test track, adjacent to Brooklands Museum. Selected cars will also run up the demanding Brooklands Test Hill.

Competition car clubs and racing car owners with special or interesting cars are invited to apply for a space in the Mercedes-Benz World track demonstration and/or a run up Test Hill.

**For all event information contact:**

[mail@philwardevents.com](mailto:mail@philwardevents.com)

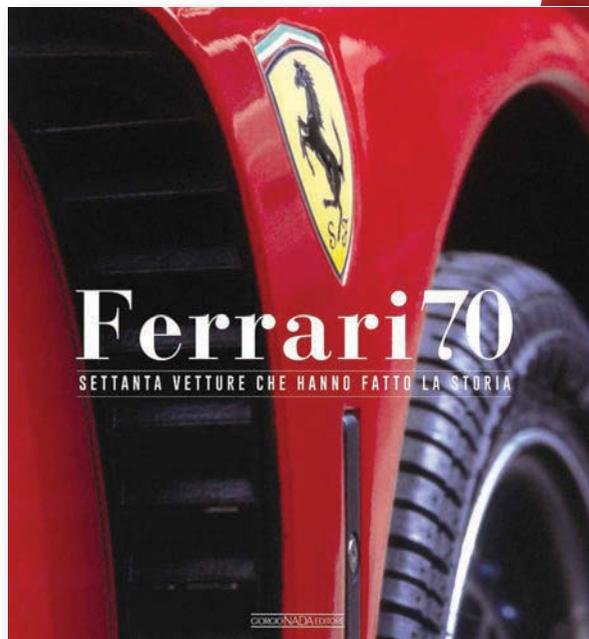
**For event news and tickets sales visit:**

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



# BOOKSHELF

REVIEWS OF THE LATEST TITLES



**FERRARI 70 Settanta Vette che Hanno Fatto la Storia**  
Giorgio Nada Editore  
ISBN: 9788879116831  
44 euros

The 70th anniversary of Ferrari may now have passed (it was last year – did you miss it?) but in its wake is a legacy of excellent books celebrating those 70 years.

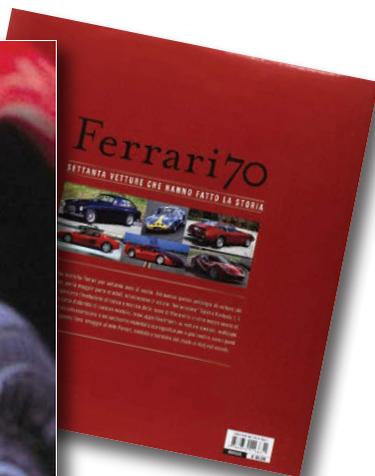
This book is one of them, and a fitting tribute to the platinum anniversary of the marque. Unusually, it tells the story of the company's history through 70 of Maranello's most iconic models. These include such jewels as the 166, 250, 275, 330 and 365 of the 1950s and 1960s; the 308 and 512 of the 1970s; and the F40 of the 1980s. The fact that it's not an exhaustive listing isn't the point, but you might well nominate other candidates for the 'best of 70 years' models. There

is a smattering of racing models in there, too. Throughout its 288 pages are hundreds of beautiful photos. They're both period shots and contemporary ones, in both black-and-white and colour, many of them never previously published.

The text is in Italian only, which is a shame when so many books have dual-language texts these days. But this is a very high-quality book that celebrates Ferrari's 70th anniversary in great style.

**MONZANAPOLIS:  
THE MONZA 500 MILES -  
THE ENDLESS AMERICA-  
EUROPE CHALLENGE**  
By Aldo Zana  
Societa Editrice Il  
Cammello  
ISBN: 9788896796528  
49.90 euros

If you crave a book on a subject that hasn't been widely 'done' already, you'll love Aldo Zana's excellent new work. The book's title 'Monzanapolis'



refers to the synthesis of two different worlds of racing in Europe and America and two very different race tracks: Monza and Indianapolis. It's the story of how the Americans came to Monza to "show Europeans how to race on oval tracks" at a time when Monza was the fastest track in the world.

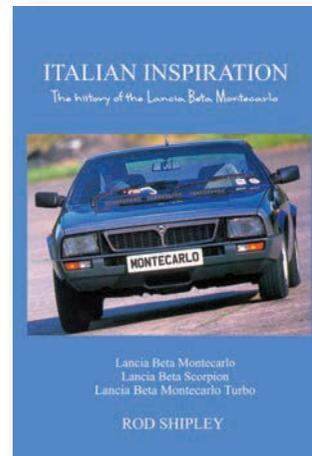
The story begins with American/European face-offs such as the 1905 Vanderbilt Cup, 1913

Indianapolis, 1921 Le Mans and 1936-37 Vanderbilt races. Its main focus, though, is the 'Races of Two Worlds'. This 500-mile event at Monza only took place twice (1957 and 1958) but was a fitting climax to the great European-American rivalry that boasted names like Fangio, Hawthorn and Phil Hill.

The book is superbly written using multiple sources and amazingly well illustrated. Very highly recommended.

**Italian Inspiration: The History of the Lancia Beta Montecarlo**  
By Rod Shipley  
Gordon Redcarr  
Publishing ISBN:  
9781641368834 £19.95

Rod Shipley is the ideal man to write an English language book about the Lancia Beta Montecarlo. Not only is he a founder member of the Lancia

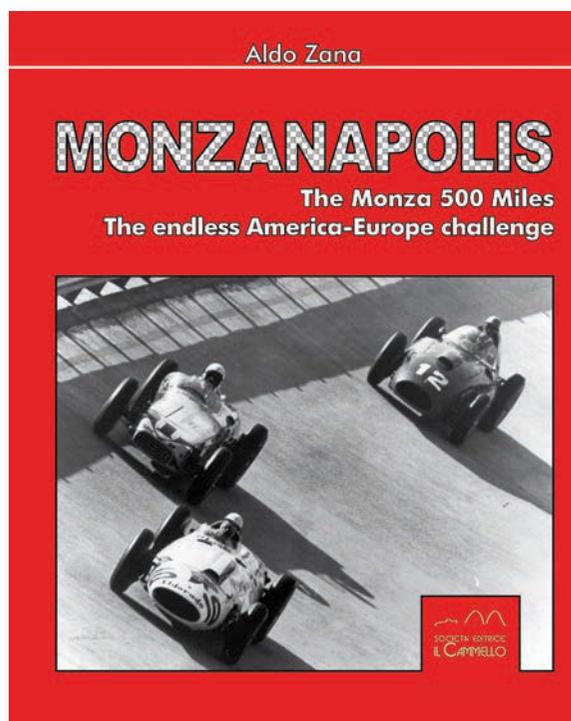


Montecarlo Consortium (and is currently membership secretary), he edits the Consortium's magazine and runs The Monte Hospital (supplying Montecarlo parts). His wife had one as a company car in 1983 – lucky lady!

Over 120 A4-sized pages, over 90 illustrations and 11 chapters you get story of the concept, design, evolution, production, variants, competition, manufacturing data and survivors. Derivatives are also included, such as the Beta Scorpion and Beta Montecarlo Turbo, which raced in the World Championship from 1979 to 1982.

The sheer depth of information is fantastic, which makes the poor quality of some of the photo reproduction a little disappointing. But for any fan of the Montecarlo, this is a must-buy book from a real expert.

As well as the £19.95 softback, there's also a hard cover edition (price: £29.95), the first 50 copies of which are numbered and signed by the author. It's obtainable from [italianinspiration.net](http://italianinspiration.net)



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## DIARY DATES 2018

March 17-18

### Goodwood 76th Members' Meeting

Goodood Circuit, Chichester

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

March 30-April 2

### Horsham Piazza Italia

Italian Car & Bike Festival

Horsham, Surrey

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

April 7

### Alton Italian Car Day

Departure Lounge Café, Hampshire

GU34 4BH

April 22

### AROC Spring Alfa Day

Imperial War Museum,

Duxford, Cambs

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

April 27-29

### Ferrari Racing Days

Silverstone circuit

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

May 5

### Auto Italia Italian Car Day

Brooklands, Surrey

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

May 13

### Classics at the Villa

Villa Scalabrini

Shenley, WD7 9BB

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

May 11-13

### Lancia Motor Club Great Northern

Weekend Drymem

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

May 16-19

### Mille Miglia

Brescia-Padova-Rome-Parma-Brescia

[www.1000miglia.eu](http://www.1000miglia.eu)

May 19-20

### Beaulieu Spring Autojumble

National Motor Museum,

Hampshire

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May 20

### AROC South West Alfa Day

Haynes Motor Museum, Somerset

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May 25-27

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May 26-27

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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

June 3

### AROC Italian Extravaganza

Newby Hall, Yorkshire

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

June 8-11

### Lancia Motor Club Sliding Pillar Rally

Chepstow

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

# Lamborghini Urus UK premiere

We were there for Lamborghini's 'super SUV' launch in the UK

Story: Phil Ward



**T**he Lamborghini Urus, the first “Super SUV” and the third model in Lamborghini’s line-up, made its UK debut in London in January 2018. As the third-largest market for Lamborghini worldwide, UK forecasts predict a doubling of sales after the Urus arrives, reflecting worldwide expectations. Deliveries commence in summer this year, when the Urus joins the Aventador and Huracán model ranges.

Lamborghini continues to produce cars that offer an interesting alternative to traditional supercar brand leaders Ferrari. The combination of German engineering and Italian flair continues to impress, while on face value these combinations seem to be stereotypes, the fact is that Lamborghini has made

impressive progress since Audi became involved. You can even order your Lamborghini in red!

Lamborghini has been clever with its model line-up, in particular the Huracán with its naturally aspirated V10 power unit. While Ferrari went down the turbo route with its 488, the Huracán has gained points in the sound stakes – for now at least.

The Italians have been slow to get on the lucrative high performance SUV bandwagon. The Maserati Levante and Alfa Stelvio Quadrifoglio are recent arrivals but the ‘super’ SUV slot has remained vacant. Enter the Lamborghini Urus. With Ferrari adamant that it will not produce its own SUV, Lamborghini is currently in an unopposed position. Many argue that it would be inappropriate for Ferrari’s heritage to be



'tainted' by an SUV, but while Ferrari wrestles with its ethics, Lamborghini will be selling lots of SUVs, if the audience response at the London Urus launch is anything to go by.

The South West London launch was attended by more than 500 invited guests, which included press, dealers and customers. The occasion had sufficient gravitas to attract notable personalities such as former F1 chief Bernie Ecclestone. Lamborghini Chairman and CEO Stefano Domenicali gave a presentation. He succeeded Stephan Winkelmann as CEO in 2016, after a career at Ferrari that began back in 1991. He has been Ferrari F1 team principal and brings a wealth of engineering and management experience to Lamborghini.

Domenicali said: "The UK is an extremely important market for Lamborghini, which has a strong motoring heritage and a particular enthusiasm and empathy with

## TECHNICAL SPECIFICATIONS

### LAMBORGHINI URUS

ENGINE:	4.0-litre V8 twin-turbo
POWER:	650hp at 6000rpm
TORQUE:	850Nm at 2250 rpm
TOP SPEED:	190mph
0-62MPH:	3.6 seconds
0-124MPH:	12.8 seconds
UK PRICE:	£165,000

performance cars. The Lamborghini super sports DNA of design, performance, driving dynamics and driving emotion is clear within the Lamborghini Urus, which is also as much a luxury SUV as the most powerful. An SUV for the city and the open road, the Lamborghini Urus opens the door to new possibilities for both our customers and our brand, and we are proud to formally present it to one of our most significant markets." 🇮🇹



# Fine Line

Named after the genteel Italian Riviera port, Ferrari's new Portofino replaces the California T as its entry-level model. Is it the perfect Ferrari all-rounder, or just too soft?

Words: Chris Rees  
Photography: Ferrari

**T**he last time I visited the achingly beautiful Italian Riviera town of Portofino, Rod Stewart's yacht was moored in the harbour. The place was abuzz with the news that the spandex-pantalooned warbler had been banned by the local authorities for misbehaving in one of its restaurants. That was all the evidence I needed that the place has class.

Ah, class. That indefinable quality that you recognise when you see it, and understand when it's lacking. Kaleidoscope-coloured, azure-shored, decidedly upmarket Portofino undoubtedly has it.

Which is, equally undoubtedly, why Ferrari has chosen to name its latest car after the place. It even alludes to it in the press conference, describing the town of Portofino (and therefore the car) as "not showy like Monte Carlo." Tellingly, Ferrari's new Portofino is also described as "socially acceptable". Which does make you wonder which cars might be 'unacceptable'...

The Portofino is, says Ferrari, its most versatile model – after all, it has four seats (just), a boot big enough for holiday tomfoolery and a hardtop that you can fold away for sunny saunters. Yet it's still fairly compact – barely any longer than a 488 GTB, and some way narrower.

The Portofino's role is the entry level to Ferrari ownership. People who buy Maranello's front-engined convertible are 70 per cent new to the brand, use their cars 150 per cent more than Ferrari sports car owners, holiday in it, and a surprisingly high 30 per cent of them use the rear seats.

To think of the Portofino as a lightly revised California T would be an error. This is a new car in many significant areas. So how does it perform?

## PLENTIFUL POWER

The new car keeps its 3855cc V8 twin-turbo powerplant intact, but it has more power and performance than the 2014-2017 California T. In fact, its 600hp output is a full 40hp more than the Cali T's.

That translates to a top speed of 199mph – three up on the Cali T. A slender 0.1 second has been sliced from the 0-62mph time, taking it down to 3.5 seconds, but the more telling figure is the 0-124mph time of 10.8 seconds, a full 0.4sec faster than before.

How has Ferrari boosted power? Firstly it's cleaned up the air intake with new, more linear ducts with a larger diameter. Meanwhile, the all-new exhaust is fatter and has less back pressure. The one-piece equal-length exhaust manifold is single-cast, so no welds to







interrupt air flow. The pistons and con rods are new, and a variable-displacement oil pump sucks up less hydraulic power. Finally, a new I-shaped intercooler cuts dynamic losses and increases cooling.

Ferrari quotes “zero turbo lag”, which turns out to be a throttle response of under one second. Still, by the standards of turbo engines, Ferrari’s V8 is one of the greats – and voted as such, having won the Engine of the Year award for the past two years running.

Peak torque has hardly changed at 561lb ft, but it’s now on stream across a broader rev range: maximum pulling power is right there from 3000 to 5250rpm in upper gears. Why upper? Because clever Variable Boost Management adjusts the torque delivery to suit the gear selected, from third to seventh. Looked at another way, you could say Ferrari has capped the torque in lower gears to make it feel more like a non-turbo car. And looked at yet another way, it encourages you to change up earlier, benefiting fuel consumption (which is, for the record, 26.4mpg). And at 245g/km, CO2 emissions are below the crucial gas-guzzler tax band.

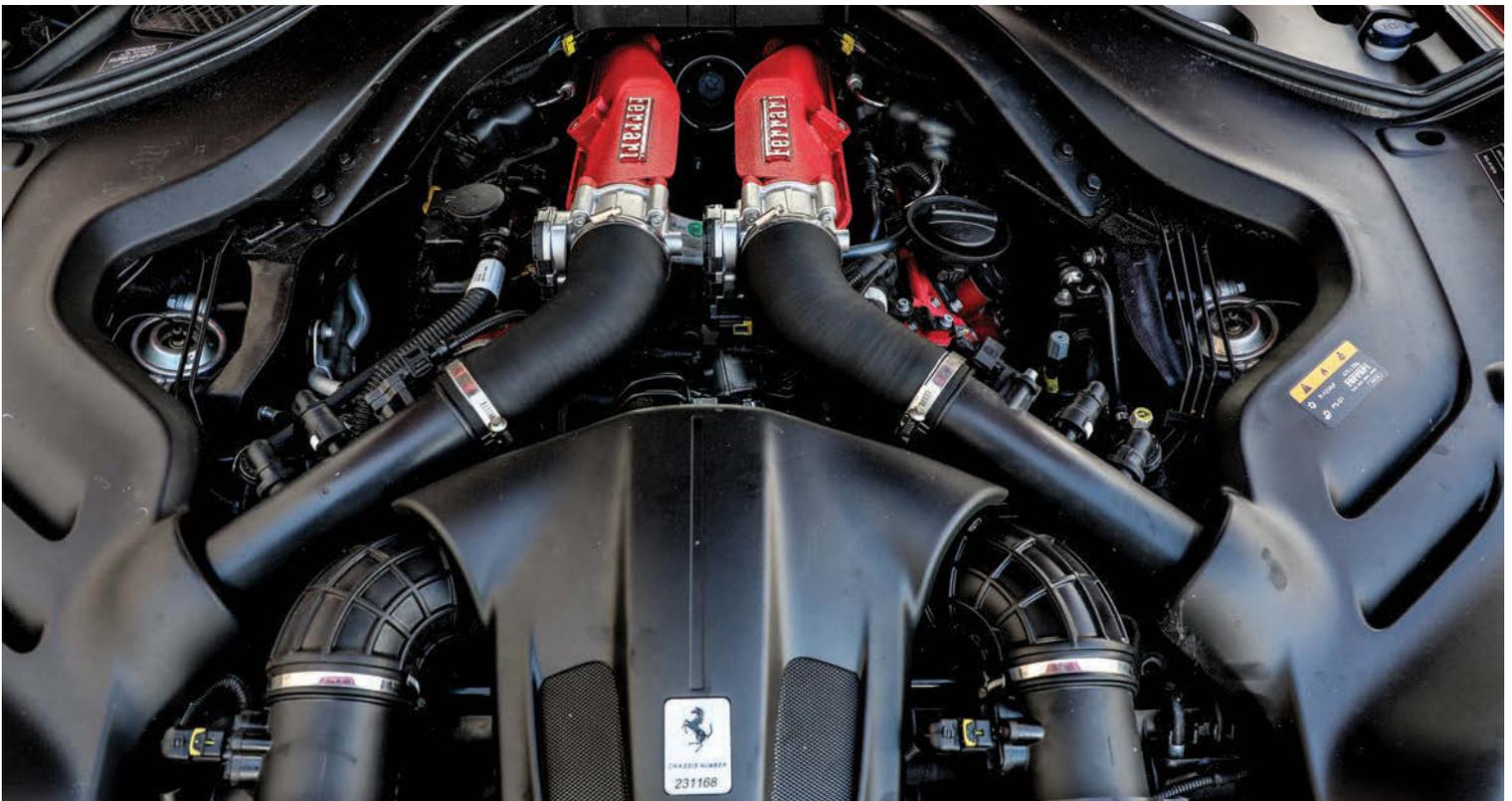
Epic grunt is available from just 1000rpm and the Portofino just pulls away without fuss at any speed right up to its 7500rpm redline. It’s easy to leave it the

gearbox is automatic mode but you’d be missing out: using the paddles is a pleasure, and the changes are rewardingly quick.

One criticism of Ferrari’s V8 turbo engine has always been how it sounds. Yes, it’s always been smooth and creamy, but is that what buyers really want? Frankly, the V8 engine that Ferrari builds for Maserati sounds much nicer. That’s that partly down to the fact that it’s naturally aspirated but it’s also because Maserati knows how to make an exhaust note that resembles a pride of lions at a rampant bunga-bunga party.

I can’t help feeling that Ferrari has taken a leaf out of its near neighbour’s book in this department. The all-new exhaust has given Ferrari the opportunity to fit electronically-controlled bypass valves – a first for Maranello. That means the flaps open more quickly to let the soundtrack change according to what mode you’re in. When you first start the engine up, it’s in ‘Ignition’ mode with closed valves and a muted sound. With the Manettino set to ‘Comfort’ mode, the valves open a little, for a fruity noise that won’t disturb al fresco diners outside the car, or conversationalists inside it. I must say, though, that I was expecting a bigger difference when ‘Sport’ mode is engaged and

*600hp provides supercar levels of performance. Sounds fantastic, too. Cabin oozes class*



# FERRARI PORTOFINO





the valves open up – instead, you're hard-pushed to tell the difference apart from a loud 'thwack' on up-changes at high revs.

Weight loss is a big factor in the new car, too. With a kerb weight of 1664kg, the 'Fino is 66kg lighter than the Cali T. The construction of the body/chassis is simplified; the A-pillar, for instance, is now two-piece, versus 21 components in the Cali. The new hardtop is also lighter than the California's. There are a lot of hollow parts, too – yet body stiffness is 35 per cent up (for instance, by fitting the underbody with aluminium cladding in place of plastic to boost rigidity). Ferrari has also shed weight in the electronics and engine departments.

### BOULEVARD OR B-ROAD?

The 2+2 front-engined V8 convertible has always represented Ferrari's grand touring option. The Cali T always felt much more 'boulevard' than 'B-road' but the Portofino has, I'm pleased to say, much more appeal for sports car lovers.

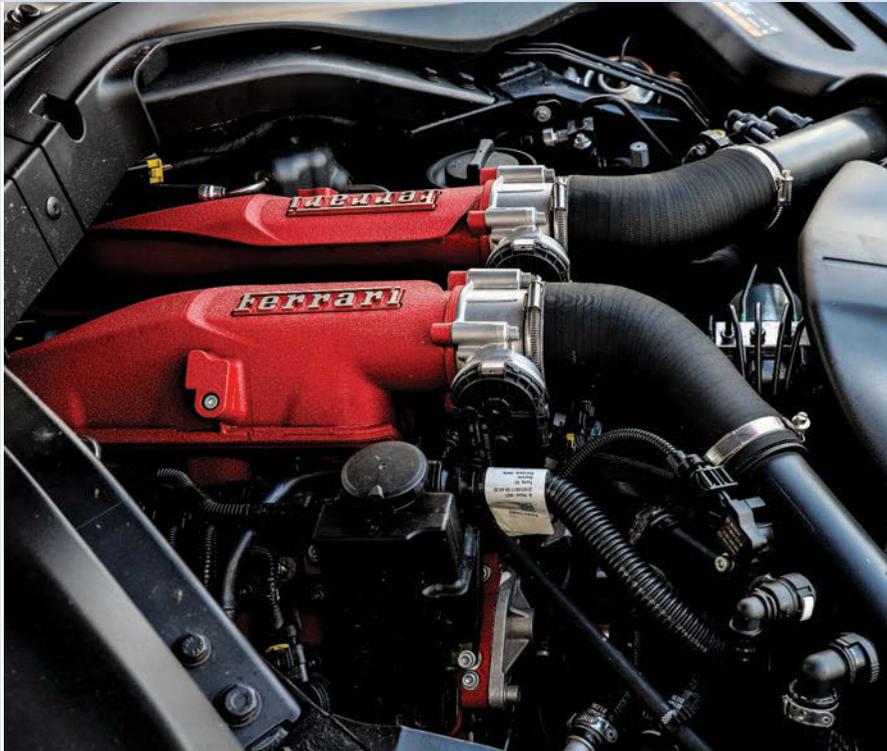
20in wheels are one inch broader across but the tyre profiles remain the same (245/35 front, 285/35 rear). The springs are stiffer (for the record 15.5% at the front and 19% at the rear). Ferrari's SCM-E magnetorheological damping system has evolved, too, with updated dual-coil dampers and a new Gen3 ECU which better deals with vertical movements. In 'Comfort' mode, the suspension is surprisingly cosseting for a car of this nature, and certainly superior to the California over rough roads.

But here's the good news: the Portofino now feels more incisive, rolling less through corners. That's particularly true when you turn the Manettino to 'Sport' mode, even though the difference between the modes isn't huge. Likewise, the effect of the 'Sport' button that sets the dampers independently of the manettino settings – the ride quality isn't notably affected.

The front engine/rear transaxle layout remains, as does the slight rearward bias in weight (46 per cent front, 57 per cent rear). Ferrari's third-generation electronic rear differential (E-Diff3) is fitted for the first time on its touring model, and is integrated with the F1-Trac traction control. It feels easier to drive fast and you can really put the power down on apexes. It's also claimed to cope far better in low-grip situations, but the relentless sunshine of our Puglia test drive prevented any testing of this wet weather claim. Certainly there was no lack of traction on any part of my test drive, except when I flicked the manettino switch on the steering wheel to F1-Trac Off – hello, tail slides!

Perhaps the biggest change of all, though, is the switch from hydraulic to electric power steering – only the second Ferrari to go electric (after the 812). In the past, this might have been regarded with horror as a retrograde step, but electric systems are so good these days – and Ferrari's in particular – that I'm pleased to report it's actually a boon.

The assistance is well judged on the whole, with a solid on-centre feel and no nasty vibrations through the wheel. The rack is quicker than before – seven per cent keener, in fact. Only when really pushing do you get the sense that the car is doing things for you, rather than you doing them; for instance, on sharp twisty roads, you get the sensation that it's about to



## TECHNICAL SPECIFICATIONS

### FERRARI PORTOFINO

ENGINE:	3855cc V8 twin-turbo
BORE X STROKE:	86.5mm x 82mm
COMPRESSION RATIO:	9.45:1
POWER:	600hp @ 7500rpm
TORQUE:	561lb ft (760Nm) @ 3000rpm
TRANSMISSION:	Seven-speed dual-clutch semi-auto, rear-wheel drive
BRAKES:	Carbon-ceramic discs all round (390mm front, 360mm rear)
WHEELS:	20in alloy
TYRES:	245/35 ZR20 front, 285/35 ZR20 rear
DIMENSIONS:	4586mm (L), 1938mm (W), 1318mm (H)
KERB WEIGHT:	1664kg
MAX SPEED:	199mph
0-62MPH:	3.5 secs
FUEL CONSUMPTION:	26.4mpg
CO <sub>2</sub> :	245g/km
PRICE:	£166,180

## SHAPE SHIFTER

*Roof can be opened when you're still moving. Shape is both more aggressive and more flowing than Cali T*

oversteer; in fact its nose has just tucked in with a sharpness that's unexpected, and just a touch artificial. Its feels odd at first but you do get used to it.

The brakes are unchanged: chunky Brembo carbon-ceramic discs. Pleasingly, there's none of the cold-start deadness that sometimes afflicts carbon brakes – Ferrari has definitely cracked this issue. Carbon also has the benefit of being virtually wear-free and the discs could quite conceivably last for the car's entire lifespan.

I never really liked the way the Cali looked. While the Portofino is still no thing of beauty, it's much more sculpted and dynamic. It's a little longer, a little wider and a little lower than the Cali. Ferrari likes to talk of its car as "a suit of clothes" that its owner puts on, and refers to the 1968 365 GTB/4 Daytona as its design inspiration.

That's partly borne out in the new fastback profile, with rear buttresses extending back on to the hard



tonneau cover, giving the rear end a 'flow'. New cooling air ducts in the front wings look more purposeful, while a front end design described as "grintoso" (gritty) gives it extra aggression. The aerodynamics are improved, too, by six per cent (Cd 0.312).

The hardtop is all-new and slides open in 14 seconds, and can be raised and lowered on the move at speeds up to 25mph. Redesigning the roof stowage area liberates enough space for two 'cabin trolleys' when the roof is down (three when it's up). With a quoted capacity of 292 litres, though, by my calculations the boot is actually smaller than the outgoing Cali T's.

There's a new wind deflector, too, which is very straightforward to fit, if a little rickety; once in place, it's remarkably effective at keeping the cockpit free of draughts.

The cabin is freshly designed, too. The new steering wheel looks and behaves beautifully. The seats have been redesigned with new magnesium alloy frames to save weight (20 per cent less). With 18-way adjustability, they're both supportive and comfortable, although I reckon they definitely look better in optional 1960s-style 'Daytona' or tyre-tread-inspired 'Trapuntato' forms. It seems a bit rich, though, to charge £2400 extra for Apple CarPlay and £1536 for a parking camera.

The new air conditioning system works faster and more quietly, and offers different programmes according to whether the hardtop is up or down.

Oh and rear seat space is up by 5cm, which means that, er, very slightly larger children can sit there. I even tried it myself, all 5ft 8in of me; and while I did just about squeeze in, the passenger in front then couldn't.

## VERDICT

Considering the Portofino's target market – GT drivers who expect comfort and usability every bit as much as performance – the latest Ferrari hits the spot. It's absolutely not intimidating in any way: relaxing to drive and certainly the easiest Ferrari to live with.

But I think the new Portofino has far more appeal for the keen driver than the Cali T ever did. For me, the Cali put the 'soft' in 'soft top'. In contrast, the Portofino has a harder side if you want to tap into it, a broader range of character that includes the ability to excite. It's lighter, sharper to drive and sounds much nicer than before.

No, it won't touch an 812 Superfast for excitement or pace, but for buyers who want feel-good touring ability – and that's around a third of Ferrari buyers, incidentally – then the Portofino is the one to have. It's a convincingly accomplished all-rounder: top-down cruiser, decently practical 2+2 and balls-out performance tool when you want it to be.

The Portofino is on sale now, with the first UK deliveries expected in July 2018. It's priced at £166,180 – not especially cheap but hey, you can spend that much on an Audi R8 these days. 🇮🇹





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# Super Bowl

With a glasshouse that looked utterly space age in 1955, Boano's strikingly styled take on the Alfa Romeo 1900C SS chassis has just sold for an eye-watering sum

Words: Chris Rees

Images: Robin Adams courtesy of RM Sotheby's



**B**oano is not a name that ranks alongside Pininfarina or Bertone in the annals of car design, but that's rather unfair. Boano was, in its day, one of the pre-eminent design houses that might have gone on to truly great glory. Only when its founder, Mario Felice Boano, departed to head up the fledgling Fiat Centro Stile did its story come to an end.

In its wake was left a small quantity of exquisitely upmarket examples of the Italian coachwork art form. Better known for its work on Ferrari chassis, Boano also had a brief, and not entirely smooth, relationship with Alfa Romeo.

Let's go back to the start. Mario Felice Boano began his coachbuilding career on the shop floor at Stabilimenti Farina. Then in 1930, he departed with 'Pinin' Farina when the latter left to start his own workshop. As technical director at Pinin Farina, Boano specialised in building the wooden structures that were used as formers to shape steel bodywork.

A measure of the regard in which Boano was held can be gleaned from this remarkable fact: when Giacinto Ghia died in February 1944, he left half of his celebrated Ghia coachbuilding company to Mario Boano, so greatly did he admire him. Boano headed up Carrozzeria Ghia, where his career was a rich and

successful one. He was responsible for such important cars as the Fiat 8V Supersonic and Volkswagen Karmann-Ghia. Boano was technically-minded, with a great eye for what worked. He was never really a stylist in his own right, instead relying on the input of such pen-men as Giovanni Michelotti, Virgil Exner and Giovanni Savonuzzi.

By 1953, Luigi Segre had effectively ousted Mario Boano from Ghia. As a result, Boano founded his own company, Carrozzeria Boano, in Turin along with his son Mario (who had joined Ghia in 1950 as an apprentice draftsman). Other members of the new team included Mario's son-in-law, Ezio Ellena, and business partner, Giampaolo Luciano Pollo.

Carrozzeria Boano immediately began rebodging Alfa Romeos. It first tackled a 2000 Sport mounted on a chassis that had been developed by Abarth. Then came a trio of rather soberly styled Alfa Romeo 1900 Super Sprints, two coupes and a convertible. These were built in a flurry of activity at the time, involving several coachbuilders who were all keen to win the contract to do a two-door version of the in-house designed Alfa Romeo 1900 saloon. In fact, it was not Boano but Touring that would eventually be awarded this business. Boano also essayed an Alfa Romeo 1900 SS 'shooting brake' body, but not did this make





production either. However, Alfa Romeo eventually rewarded Boano with the contract to make the 1900 Primavera two-door model.

Perhaps it is no surprise that, in the wildly experimental days of Italian coachbuilding in the 1950s, Boano should move on to more extravagant projects. One of these is the amazing 1900C SS Speciale that graces these pages, built in 1955. It was constructed on Alfa Romeo's high-performance 1900C Super Speciale chassis (number AR1900C 01846). The 1900C was Boano's 1955 Turin Motor Show car – a flamboyant expression that was, perhaps, born of Boano's disappointment at not being awarded the contract for the Alfa Romeo 1900 coupe.

This car can be viewed as an extension of the 'Disco Volante' school of design. There's no doubt that it has resemblances to Touring's famous Alfa 'Flying Saucer', as well as Franco Scaglione's aerodynamic BAT Alfas for Bertone.

In 1955, Boano had built an Alfa Romeo 6C 3000 Coupe that presaged this car very closely. The story goes that several Alfa Romeo 6C 3000s had been built with racing bodies by Carrozzeria Colli. One of these, having been severely damaged, was rebodied for the Argentinean president, Juan Perón, by Carrozzeria Boano in 1955. Boano had hoped to display Perón's extravagant coupe on its stand at the 1955 Turin Motor Show but the president scuppered that plan by insisting that the car be shipped out to South America

before the event. (Perón's car would eventually end up in the UK; after being crashed heavily, its Boano bodywork was scrapped in favour of a replica of the original Colli Berlinetta body).

Without a car to display at the '55 Turin Show, some frenetic coachbuilding took place at Boano. The carrozzeria decided to construct a car that, in many ways, took up the baton of Perón's car. But rather than base it on the exotic 6C, it used the more readily available Alfa Romeo 1900C SS chassis.

The result was quickly created but very striking indeed. Whether you think the car is elegantly curvaceous or rather bulbous is down to personal taste. But there is no doubting that the body's curves have an elegant simplicity to them. The classic 'long bonnet, short tail' proportions are set off by delicate chrome half-bumpers. The front bumpers form the upper part of twin side grilles, flanking a classic egg-crate Alfa grille. At the back end, small round taillights sit elegantly above a curving bumper.

But it's the amazing arc of the glasshouse that really makes this car special. The split rear window, in particular, is noteworthy, undoubtedly inspired by Bertone's BAT Alfa of 1953. The raised central highlight motif extends all the way from the front bonnet right the way back to the rear numberplate plinth, bisecting the rear glasshouse. The raked B-pillar design would later appear on Boano's celebrated bodywork for Ferrari. The whole upper

## ALFA ROMEO 1900C SS SPECIALE BOANO



*Star of the show has to be the swoopingly shaped glass rear windows with their strong centre divide*

part of the car – roof pillars, roof and window surrounds – were painted black, contrasting with the light yellow paint of the lower body. The Boano Alfa appeared in the March 1956 issue of *Quattroruote*, where Boano's "creation of a modern line" was applauded.

Accentuating its sporty pretensions, the car was fitted from new with numerous competition features. A racing-type Tipo 1308 engine was installed with large-diameter valves, a ram-type induction system and twin Weber 50 DCO3 carburettors. Mated to this was a five-speed manual transmission.

This 1900C SS Speciale was strictly a one-off with no production future ever envisaged. Following the 1955 Turin show, the 1900C SS was sold off to a chap called Giuseppe Dalmazio Vallergera of Milan. Several other Italian caretakers followed, culminating in the 1980s with the renowned Bolognese collector, Mario Righini. The car was finally sold on in October 2013 to a new owner and exhibited at *Rétromobile* in Paris in 2014. The following year, it competed in the Preservation Class at the Pebble Beach Concours d'Elegance because it was such an original and largely unrestored car (aside from an ageing red repaint).

The car's new owner then had it restored to its original Turin Show livery by Fastcars of Redondo Beach, California. The correct yellow-and-black colour scheme was recreated using a sample of original paint hidden under the decaying red finish. Luckily the





original interior has been left intact: black leather piped in cream-yellow with a Nardi wood-rim steering wheel. The original unique instrumentation is still present, as is the Autovox vacuum-tube radio (which still plays, we're told).

Mechanically, original items include the engine and induction system, tubular header, twin-exit exhaust and Borrani wire wheels. The correct spark plugs, ignition wires and points were sourced and installed during the restoration.

Following the restoration, the Boano Speciale appeared again at the Pebble Beach concours in 2017, this time to win its class. It finally came up for sale in January 2018 at the RM Sotheby's auction in Arizona, where it sold for a remarkable \$1,270,000 – one of just a handful of million-pound post-war Alfas.

As for Carrozzeria Boano, the coachbuilder went on to achieve fame and some fortune with its work on Ferrari chassis. Indeed, in 1956, it took over production of the Ferrari 250 GT from Pinin Farina, eventually constructing 60 or so examples – the largest production run yet for Ferrari. Boano also made custom bodies like the 250 GT Genève convertible and the 410 Superamerica Cabriolet. Surviving Boano Alfa Romeos are very rare indeed.

Eventually, in 1957, Mario Boano was called upon by Fiat's management to manage its fledgling Centro Stile design department. He would eventually go on to be responsible for such brilliant designs as the Fiat 124 Coupe and Fiat 850 Coupe. As for the former Boano works, that was renamed Carrozzeria Ellena and run by Antonio Ellena. But that, as they say, is another story...

*Disco Volante themes are clearly echoed here. Half-bumpers elegantly frame the triple air grilles*

ALFA ROMEO 1900C SS SPECIALE BOANO





# Maserati 'Junior'

Having sold the brand that bore their family name, the Maserati brothers continued to build cars with OSCA badging – and the 1600 GT was one of the best

Story: Elvio Deganello

Images: Archivi Deganello, RM Auctions & Auto Italia

The OSCA 1600 GT represents the final chapter of an extraordinary adventure: the Maserati brothers who were dedicated to the art of building cars (all except Mario, who became a painter). The story begins with the first-born Carlo who worked for Fiat, then Isotta Fraschini, until he finally became the director of Carrozzeria Junior. Carlo Maserati died prematurely in 1910 after introducing the brothers Alfieri, Bindo, Ettore and Ernesto into the world of motoring.

If the story started with Carlo at Fiat, it crossed again with Fiat in 1958. At that time, the Maserati brothers returned to Bologna after selling the 'Trident' brand to the Orsi family in Modena. The brothers decided to build their own racing cars under the brand name OSCA (Officine Specializzate Costruzione Automobili) at Via Emilia Levante 144.

In 1958, the twin-cam engined OSCA 1500 was at the height of its sporting success when it became the subject of an

agreement with Fiat that a spider version should be built to challenge the success of the Alfa Romeo Giulietta Spider. Following this agreement, the Maserati brothers decided to enter the Gran Turismo market with a sports car equipped with a tubular chassis derived from their racing Sport 'barchetta' using an engine evolved from Fiat's to OSCA'S design. To dress the GT car, the Maserati brothers turned to several coachbuilders: Touring, Boneschi, Fissore and Zagato, which each presented proposals at the Turin Shows in 1960 and 1961. Zagato was chosen to construct coupé bodywork on the majority of the chassis (98 out of 127) following a design by Ercole Spada, who was only 23 years old at the time.

## OSCA 'ZAGATINA'

Ercole Spada designed a berlinetta with a long nose, a wide grille, low sides, strong back and short tail. The car may not have had the feline grace of other Zagato creations but it looked aggressive, rather

like a reptile with ridges on its back, ready to snap on its prey.

To discover the genesis of OSCA Zagato design, we must go back to the time when Elio Zagato, eldest son of company founder Ugo, was engaged in motor racing, from which he derived much satisfaction and great experience. The father listened to him and Elio's ideas became the mantra for the company.

Each body at Zagato evolved naturally through competition experience. This house style was all but unique to Zagato's darting 'zed' badge. Few observers, for example, were able to distinguish a Moretti 750 Zagato from a Fiat 750 MM Zagato: they were referred to as 'Zagatine', more in appreciation of style rather than the mechanical specification and performance.

This was the situation when the Maserati brothers asked Ugo and Elio Zagato to build their GT car. It was clear that an OSCA must look like an OSCA and nothing else. Ercole Spada understood that a racing car was not



required, nor a trivial coupe, and nor did he have to draw a 'Zagatina'. He concentrated on the comfortable and practical, but with a ferocious look like a nervous beast.

### DOUBLE BUBBLE

The tubular-framed OSCA was to be based on the Sport 'barchetta', and for this reason Spada decided to keep the waistline low. Inevitably there was a compromise with the volume of the passenger compartment, which had to be set back to balance the weight distribution and yet be of sufficient size to satisfy Elio Zagato's requirement for driver comfort. Spada drew a large and well lit compartment and embellished the roof with the signature 'double bubble' typical of Zagato. One evolution in this design was the openings at the rear to ventilate the cockpit.

The OSCA Zagatos were offered in four variants: 1600 GT with a Weber 28-26 DCLD3 carburettor; 1600 GT2 with two Weber 38 DCOE carburettors; 1600 GTV with two Weber 42/45 DCO3 carburettors; and 1600 GTS with two Weber 42/45 carburettors DCO3 and double ignition. The bodywork options could have headlights with or without Plexiglas covers, a wide or narrow grille, and with or without bumpers. Full competition versions had front-end variations and Plexiglas side windows. In 1963 OSCA had produced 98 1600 GT Zagatos, at which point Meccanica Verghera acquired the brand and ceased production of the model.

### RACING DEBUT

Unfortunately, during the time between presentation (1960) and the start of



production (1962), new race regulations made it difficult for the 1600 GT Zagato to have a competitive career. The model debuted in the World Sportscar Championship races on 23 March 1962 at the 12 Hours of Sebring, entered by the North American Racing Team (NART) for the crew H Spencer Lichtie/Robert Publicker. They retired after 33 laps with a blown head gasket.

The second event in the World Sportscar Championship was the 24 Hours of Le Mans in 1962, with two cars entered by OSCA. They had to run in the prototype category because they were equipped with the double ignition that was still awaiting homologation by the FIA. Chassis number 0036 driven by John Bentley/John Gordon stopped after 13 laps due to an engine

problem, while the second car (chassis 007), driven by George Arents/Josè Behra retired after 277 laps due to gearbox failure.

After Le Mans, the 1600 GT Zagato's racing career took place mainly in Italian national events. The best result of 1962 was victory by Gianfranco Stanga in the Fasano-Selva di Fasano hill climb on 26 August 1962.

In 1963 NART entered a 1600 GT Zagato at the 12 Hours of Sebring with Tom Fleming/Harold Baumann, ranking 40th overall and fifth in the GT 1600 Class. In the same race, chassis 007 driven by Robert Publicker/Burrell Besancon retired on the 41st lap due to a differential problem.

At the 1963 Consuma hillclimb in June, Mario Nardari was ranked 34th overall and first in class with chassis 00101, while





Ottorino Zarattin came 67th overall and second in class with chassis 0022. In August 1963, Vito Veneziano won the class in the Coppa della Sila hillclimb with chassis 0015, followed by class wins for Veneziano in the Vesuvius hillclimb and Alberto Luti in the Coppa Belvedere hillclimb. Luti later sold his OSCA and bought a De Sanctis.

In April 1964, Mario Nardari and Ottorino Zarattin raced 1600 GT Zagato chassis 00101 in the Targa Florio and were ranked 27th overall and fifth in class (preceded by three Alfa Romeo Giulia TZs that were now dominating the GT 1600 class). Soon after, Nardari had a class win in the Stallavena-Boscochiesanuova hill climb, then sold 00101 and bought a Lotus Elan. Ottorino Zarattin remained loyal to OSCA, but

dropped further and further down the rankings. The best results of 1964 were second places by Fausto Mariani in the Svolte di Popoli hillclimb and of Cesidio De Bernardinis in the Micangeli Trophy.

In 1965 results for the 1600 GT Zagato went further into decline. The only notable result was Mariani's class victory at the Gallenga Cup hillclimb. Although no longer competitive, the 1600 GT Zagato attracted new drivers because it was a cheap car that could be repaired using parts from the Fiat 1600 S. Among the last drivers of the 1600 GT Zagato were Giampiero Contro (best result: second at Nevegal with chassis 0080), Renato Matteuzzi (ninth in the hillclimb at Raticosa with 0026) and car dealer Gilberto Romano who had bought 0101 from Nardari





and closed the sports career of the OSCA 1600 GT Zagato in June 1967 with the fourth class place in the Rieti-Terminillo hillclimb. OSCA Zagatos then became cars for enthusiasts, who saved around 30 examples that currently survive.

### OTHER COACHBUILDERS

The slender structure of the OSCA 1600 GT suggested daring bodywork opportunities for stylists. As well as the Zagato berlinetta, there are also bodies by Fissore, Boneschi and Touring. All were a bit different from each other.

Fissore applied Maina's design with a low waistline and soft shape to 21 coupés and three cabriolets, the last of which is was later converted into a coupé. Boneschi's 1600 GTs are perhaps the most extravagant because designer Rodolfo Bonetto disputed what he called "false aerodynamics" and traced straight lines and curves that harmonised in a very unusual way; he decided to use the windscreen of the Alfa Romeo Giulia SS to save costs.

The three 1600 GTs by Boneschi (chassis 0018, 0072 and 00108) are all slightly different from one another. The first is the most angular, the others become gradually softer. Only two 1600 GTs were built by Touring (chassis 0014 and 0019), looking almost identical. They were characterised by their concave rear window, recesses around the bonnet and small rear bumpers. One unusual feature was the removable spare wheel placed in the rear compartment and accessed by an articulated arm. 🇮🇹



1. 1960 OSCA 1600 GT Zagato prototipo
2. 1962 OSCA 1600 GT chassis # 072 Berlinetta Swift Boneschi
3. 1963 OSCA 1600 GT chassis # 00119 Fissore cabriolet

# Rocking the Mod Look

What to do with a wreck of an old Fiat 127? For Tony Russo, it was to resto-mod it into a rally-inspired 'stradale' road car

Words: Mike Rysiecki  
Photography by Michael Ward





**M**odern car designers are so constrained by regulations that their work can end up becoming homogenised. Let's face it, from supermini to supercar, if you removed all the brand badging and front-end jewellery from most modern cars and lined them up by class, each painted in the same colour, could you pick out them out?

Modern 'B-segment' hatchbacks are probably the worst offenders. Imagine any modern hatchback of any make from a front three-quarter view without its brand-defining plastic nose and it can be pretty hard to identify even the continent of origin, never mind the make or model. Fortunately for us, Italian-designed cars are the ones that CAN be picked out first from this imaginary monotone line-up.

Back in the pioneering days of European hatchback design there was more freedom for creative composition and Fiat, with its long and successful history of building popular, small cars, was a natural to lead the way in defining a new genre.

The Fiat 127 first appeared in 1971 as a two-door saloon to replace the 850. Along with Renault's 5, it defined the modern front-wheel-drive supermini, especially when the three-door hatchback version arrived. Previously, Fiat had dipped a couple of pioneering toes in the front-wheel drive ocean with the Autobianchi Primula before betting the corporation's future on FWD 128s and 127s. The 127's packaging was remarkable for the time, with over 80 per cent of its volume available for passengers and luggage. By the end of 1974, over one million 127s had been sold, mostly due to its pleasing styling, affordable price and low insurance costs. Younger drivers took pleasure in the car's excellent handling and it was some time before Ford and Volkswagen caught up with their respective Fiesta and Polo models.

As reported by Phil Ward's book, *Great Small Fiats*, it is sad to recall that the car's designer, Pio Manzu, was killed, aged 30, in his Fiat 500 en route to the very meeting of Fiat executives in Turin that would

approve his initial sketches of the 127. Manzu never learned of the accolades that his design would ultimately receive.

As Fiat's first front-wheel drive hatchback, the 127 went through three model series with numerous derivatives and in 1972 was named European Car of the Year. In 1973, it became the best-selling car in Europe. As part of the second series, the 127 Sport was introduced in 1978 with a 1049cc, single overhead camshaft, Brazilian-built 70hp engine. The iconic red circular Fiat laurel-wreathed sport emblem adorned the nose while front and rear spoilers marked out the high-performance model. A five-door hatchback, three-door Panorama (estate) and a diesel version were also included in the model line-up. The 127 Top (Palio in the UK) shared the Sport's engine dimensions but was more luxurious with tinted windows, alloy wheels, metallic paint and a more relaxed 50hp.

Late in 1981, the third and final series 127 arrived with a major facelift, made in two-, three- and five-door body styles. However, it is the next crank of that Brazilian derived engine that carries the story into the final chapter. The third series 127 Sport built from 1981 to 1983 had a 75bhp 1301cc petrol engine which made it the quickest in the 127 line-up. In the UK, the model was designated 'GT' and competed with the Fiesta Supersport and the Renault 5 Alpine/Gordini.

In 2007 Phil Ward wrote: "Though many were built, the 127 has not achieved classic status and very few remain that have been cherished as a collector's car." Over a decade on, things are a little different. Events like Haggerty's Festival of the Unexceptional provide a platform for ordinary volume family cars of the past 50 years to shine and the 'resto-mod' movement offers an opportunity for imaginative modification of the high-performance variants to find new life.

One of the best things about creating a resto-mod is that there are no rights and no wrongs. They are a purely personal endeavour which can please and offend in extremes. No two are the same. What they do need, though, is someone with the vision, passion and



127 looks great on Fiat Strada Abarth rims. Coilovers and polybushed suspension sharpen the handling

## FIAT 127 'STRADALE'

skill to create something unique.

Like many Italian car enthusiasts, Tony Russo is passionate, expert, mechanically adept and skilled. Originally from S'Angelo Muxaro near Agrigento in Sicily, he is a Fiat dealer mechanic turned businessman. His love of the Fiat 127 goes back to his homeland when these cars were the daily drives of young men in a hurry. Over the last three years he has been building himself the track-style 127 of which he always dreamed. The inspiration for Tony's deep red (Nearco Rosso - named after an Italian racehorse known for its fiery temperament and explosive speed) 127 'Stradale' interpretation comes from Group 2 rally specifications. It's been built using a plentiful supply of performance parts from Italy.

Starting with a 127 GT which was beyond repair, Tony located a 1982 127 UK Comfort model five years ago in the hands of a Scottish car collector. This was destined to donate its rust-free shell to resurrect the GT and return it to leisure and pleasure duties. His vision was set on improving every aspect of the car while also creating a unique and personal 'continuation' of the early hot hatchback. After three years of work the car is not yet finished as Tony would like it, but then most resto-mods are never finished: their owners are

'continuous improvers' who never want to stop.

Reinforcing the individuality of the car is a single custom-fit Sparco S Rev Plus seat. This is not a car for sharing, it's one that only its owner can fully appreciate, understand and forgive. You don't carry passengers in a car like this, they only add weight and complain about the lack of creature comforts like carpets and a heater. No, this car is singular in its purpose as an ultimate personal driving machine. The OMP full rollcage, along with strut braces (added to improve chassis stiffness to race car levels), provide an additional visual indication of the car's intent. The dashboard has been flock-sprayed and the instruments are Abarth Group A Lancia - all apart from the digital speedo. The rev counter is straight ahead of a lowered steering column and is red-lined at 7800rpm.

Under the bonnet, things also look very sporting with two Weber 40 downdraught carburettors feeding a modified inlet manifold directly from a custom bonnet intake cut-out. Valve timing is controlled by a Cat Cams CNC ground camshaft set in a gas-flowed head with three-stage cut valve seats. As you would expect, fuel feed is now electrically pumped and spark distribution is electronic. Forged pistons and conrods deal with the combustion before the exhaust gases exit via a 4-2-1





stainless steel manifold. Tony is too modest to claim power and torque figures for the engine until it has been accurately measured on a dynamometer but a demonstration run proved performance to be at the 'lively' end of the scale, suggesting likely output somewhere around the 120hp mark.

For now, the gearbox is standard, as most of Tony's effort has gone into polybushes and coilover front suspension. The front brakes are Fiat Uno Turbo with Pirelli braided hoses behind Mk1 Fiat Strada Abarth 14-inch rims with 175/50 profile tyres, which provide a period-appropriate look and a well-balanced contact patch.

Tony's to-do list for the future includes improvements right across all areas of the car. He'll do full body respray and fit a hotter camshaft in the engine. The drivetrain will get a change of differential gearing, while the suspension will be upgraded with rear coilovers and the rear brakes changed to discs.

The 'modders' world is one where badge-snobbery has no place and manufacturers' specs are a starting point for improvement. Like all resto-modders, the labour is for love and the love is for the car. We look forward to learning how the next round of improvements brings Tony closer to completing his dream 127. 🇮🇹

*With twin Webers, Cat Cams camshaft, forged internals and a modified head, there's pep aplenty*





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# Mystery Solved?

New research into the very first Ferrari ever made seems to shed light on the conundrum of who actually designed and built its body

Words: Alessandro Sanna  
Images: Ferrari/Alessandro Sanna





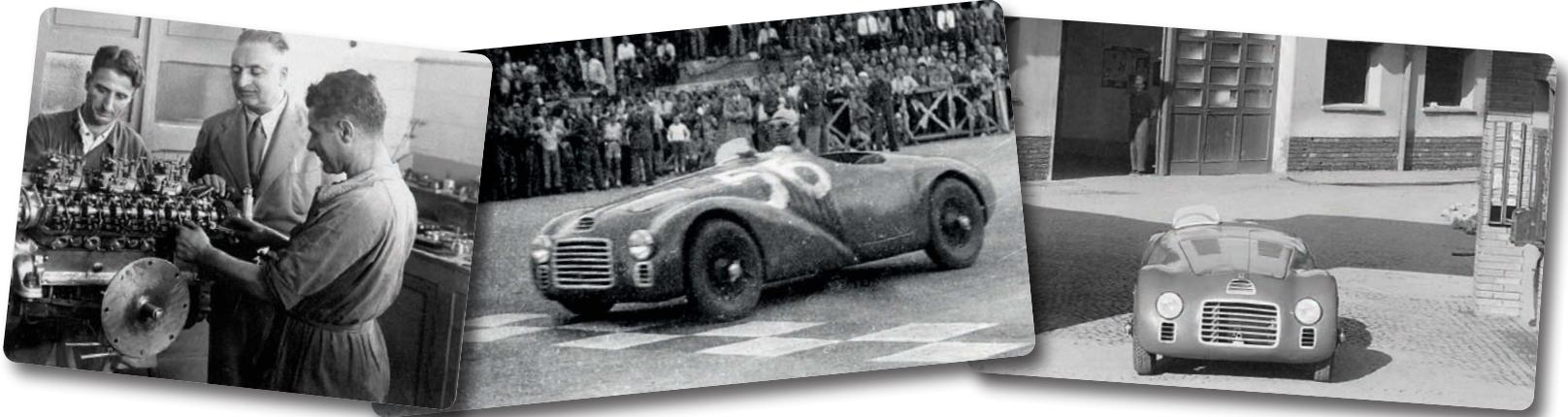
**T**he story goes that when Enzo Ferrari approached the coachbuilder, Touring, to make a new body for his Auto Avio Costruzioni 815 in 1940, he was asked how he wanted it to look. Enzo replied: "It must clearly look like a Ferrari!" Of course this was a joke, since no Ferrari car had yet been built, but the Drake's request was not foolish at all. In fact, the beautiful 'Torpedino Tipo Monza' was typical of Touring's coachwork at the time, and to Ferrari this was the cause of some headaches.

Due to the humble Fiat 1100 chassis on which it was based, the press tended to confuse the 815 among the wide crowd of special sports cars being made in those years, mentioning the Touring body much more than the refined Ferrari's eight-cylinder engine.

The war changed everything but Enzo Ferrari was definitely not a man to make the same mistake twice. Seven years after the 815, he faced the same issue. His amazing new 12-cylinder sports car, the very first one to bear the Prancing Horse badge, was almost ready – and it needed a body.

However, because of the mysterious behaviour of the Drake, we don't know – and perhaps will never





know for certain – who built some of the earliest Ferraris. It might sound unbelievable but the very first Ferrari – 125 S chassis #01C – is among them. Or, at least, there is an official version of the story, and an alternative one.

Ferrari enthusiasts have always wondered who was the author of the slender lines of that very first car. Ferrari always presented it as an industrial product developed completely in his Maranello workshop, from the engine to the coachwork.

The question was officially answered years later, when automotive history started to be tackled using a scientific approach. Giuseppe Busso – who was part of the team developing that car – told the renowned historian, Angelo Tito Anselmi, that #01C was indeed coachbuilt directly in Maranello, by a local hammerer, whose name he remembered as Giuseppe Peiretti. There is absolutely no reason to think that Busso said anything incorrect, but it could be that he didn't tell the whole story, possibly a small sin of omission to save the will of Enzo Ferrari.

On the one hand, there is no reason to doubt the name of the author of the bodywork; on the other

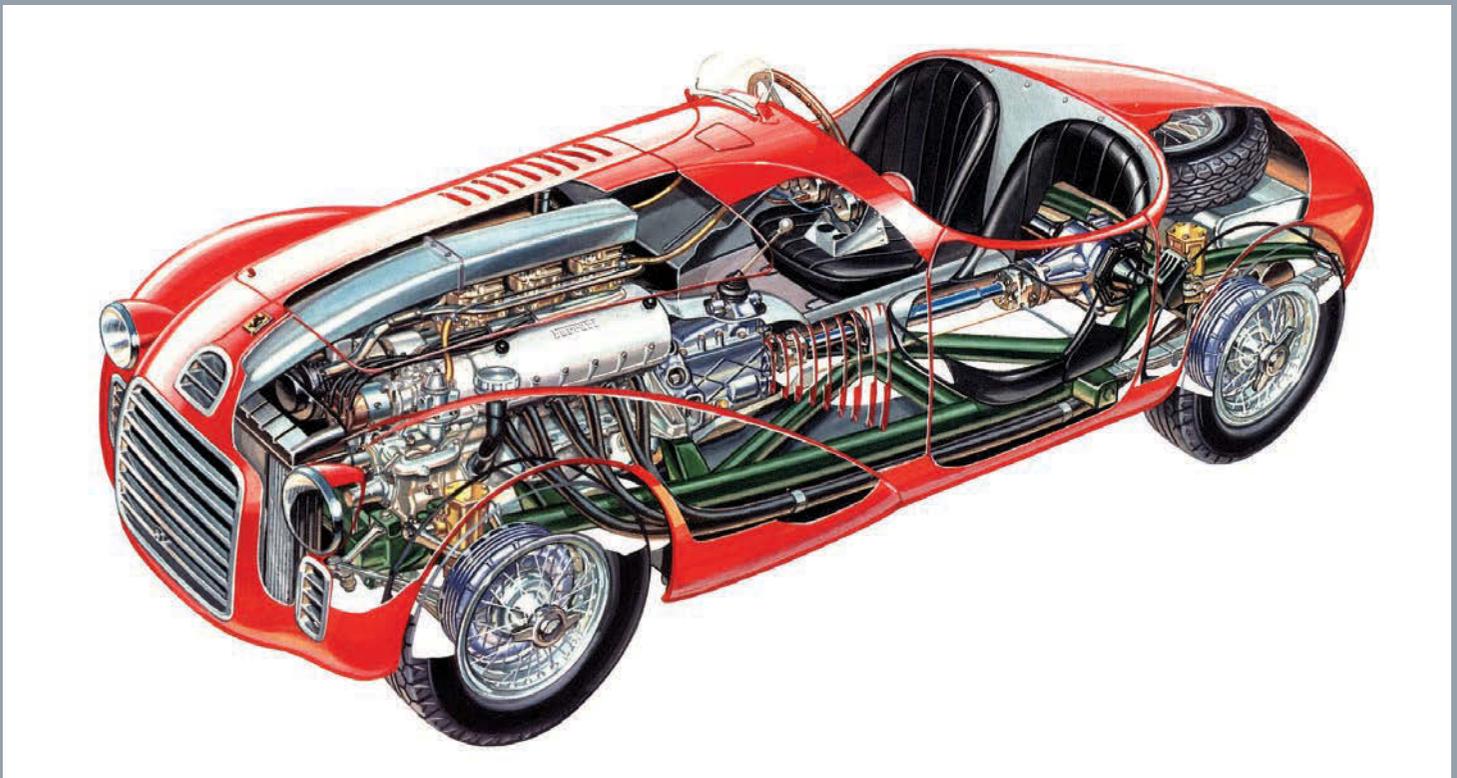
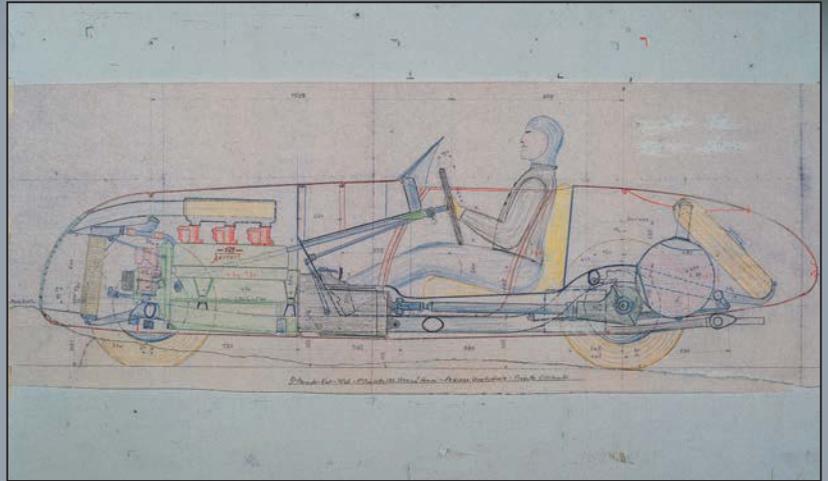
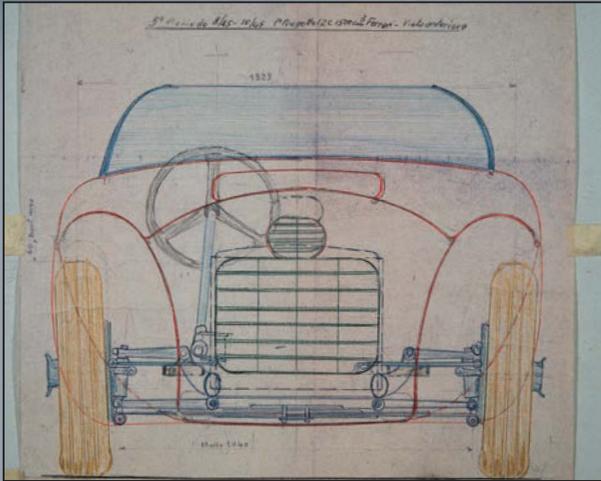
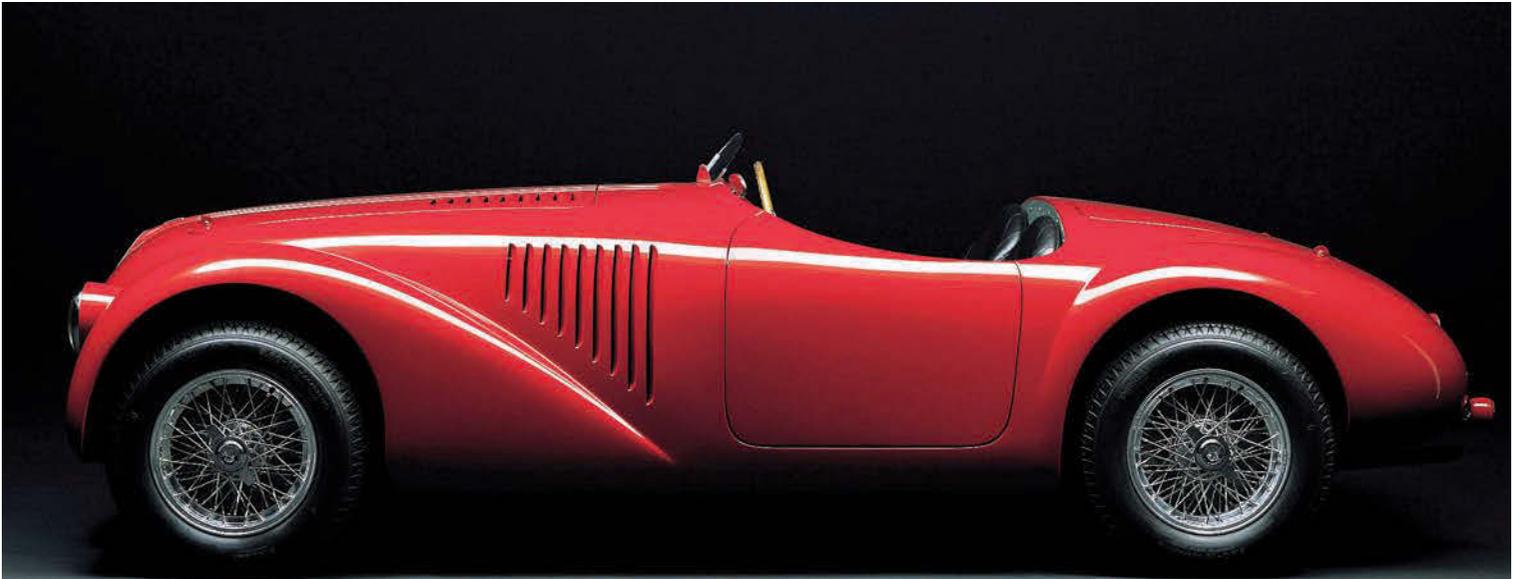
hand, it is hard to understand why Enzo Ferrari should have had to hire a hammerer at the very beginning of his company, when in Modena there were many such professionals. It would have been much easier to subcontract the body to one of the many local workshops, such as Scaglietti (to whom, of course, he did later turn), Torricelli, Fantuzzi, Campana and so on. But in a small town, perhaps the whispering would never have stopped and sooner or later the 125 S would have been credited to a known coachbuilder – the opposite of what Ferrari wanted.

So what was the solution? A good, skilled and humble coachbuilder from outside town, accepting an invitation to send someone to Maranello; a gentleman who promised never to tell anybody a single word about this agreement. His name? Rocco Motto.

Motto started out in 1916, aged just 12 years old, working for companies in Turin, among which were Maggiora and Viotti. In 1932, he established his own workshop with his younger brothers. He soon specialised in aluminium constructions, a new and very complex technology at that time, allowing a dramatic weight saving compared to steel, but requiring a

*Here is the car as it was originally built. The mystery of who actually made its body may be solved...*





special skill in welding. His ability led him to coachbuild almost all the Siata racing cars before and after WW2, something that Enzo Ferrari could surely not ignore. He was also a good friend of Enrico Nardi, Ferrari's former partner in the Auto Avio Costruzioni venture.

The 200-mile distance from Turin to Maranello was probably enough to make the Drake comfortable about confidentiality. Giuseppe Peiretti had his business trip in early 1947 and the result of his work was something to be proud of. But he promised to never speak about that and he never did.

The story, however, was told to me by Rocco Motto's son, Franco, during the interviews I did for my recent book, *Carrozzeria Motto*. In fact, in 1947 Franco was just 16 and still a schoolboy. He has no memory of that car and most likely his father never discussed Ferrari's odd request, even at home. But in the early 1980s Motto met Vittorio Stanguellini by chance, at a classic car show, and he, when reminiscing about the old times of sports cars, asked him: "Do you know that the very first Ferrari was coachbuilt by your father?"

Once back home, Franco Motto asked Rocco to confirm the story and he said yes, he did indeed make that car, but Enzo Ferrari made him promise never to reveal that to anyone.

This story appears plausible for several different reasons and does not contradict Busso's version. Peiretti is, in fact, a common surname in Piedmont whilst – from a quick check in the telephone directory – no one of that name, at least today, lives in the whole province of Modena. Could it be that Peiretti was Motto's man?

Also the styling of Ferrari 125 S #01C looks quite well-balanced and well-defined, clearly the result of professional workmanship, very close to the contemporary Siatas and Nardis that were coachbuilt by Motto. It's hard to believe that the same hand could also have shaped, nearly at the same time, the second 125 S (chassis #02C), which was certainly made in a somewhat improvised fashion in Maranello. That was a crude open-wheeled car that, despite being more competitive on track thanks to its lighter



body, Enzo Ferrari disliked: he disdainfully called it "autobotte" (tanker).

#01C made its Ferrari racing debut at the Circuito di Piacenza on 11 May 1947, driven by Franco Cortese. It wasn't a good beginning, as it was stopped by a banal breakdown of the fuel pump. Things got better one month later, when Cortese achieved the maiden victory for any Ferrari, on 25 May in Rome, at the Circuito di Caracalla.

#01C, however, was not a lucky car. It scored only one more victory, on 1 June at the Coppa Faini on the Circuito di Vercelli. Then the original body was destroyed in an accident during a test in September 1947. The car was then rebodied as an open-wheeler and used as the base to build Ferrari #010I, after being upgraded to the new 166 specification. It was something rather common in the lively world of post-war sports cars, where money was always not enough and nothing re-usable could be scrapped.

Since the very first car had been lost forever, a replica was built by Ferrari itself in 1987 to celebrate the 40th anniversary of the company. It was fitted with an original engine, whilst the other parts, including the body, were built by the racing car specialist Michelotto in Padua. In 2006 the owner of #010I also had a replica body built for his car, to be fitted alternatively to the cycle-wing one to bring it back to its original appearance. 🇮🇹

*You can see a recreation of Ferrari's very first car right now in London at the 'Under the Skin' exhibition*



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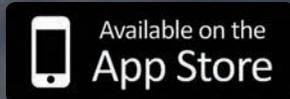
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**Auto Italia - March 2018**

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# INTERVIEW: ERCOLE SPADA

## Out of the Box

ONE OF THE MOST CREATIVE ITALIAN CAR DESIGNERS OF ALL, ERCOLE SPADA HAS CLOTHED SOME OF THE MOST NOTABLE CARS EVER. WE SPEAK WITH THE FATHER OF THE FAMOUS 'CODA TRONCA' AND THE MAN WHO DESIGNED ZAGATO'S GLORY YEARS

Words: Ruoteclassiche/Giosué Boetto Cohen  
Images: Ruoteclassiche/Alessandro Bianchi



“ After a brief interview, during which I lied shamelessly, I was offered the job ”

Are cars perhaps losing their charm because they are becoming too ‘clean’? The engine has become invisible, airtight. The bodywork is wrapped in bulkheads and double floors. No movement, no maintenance, no leaking fluids. If you go into a factory today, you see that car manufacture happens in a still environment, with very few human ears there to listen.

How different was the ‘smithy’ environment in which Ercole Spada grew up. At the end of the 1950s, in the darkest, dustiest corner of Zagato’s workshop, was a six-meter-long table. That’s where his drawings for the Zagato Alfa Romeo Giulietta and 2600, the Lancia Flavia and, above all, the amazing Aston Martin DB4 were all put on paper. In that shed that had survived the war, Ercole would sketch on a table right next to where workers were busy welding, body shaping and hammering.

Scaglietti’s workshop in Modena was no different. The hammer tapping was audible outside the factory and the noise

became even more oppressive inside, made worse by the hollow, persistent sounds of the presses in the background. What about Bertone in Corso Peschiera in Turin? A smelly place filled with clanging and flashing – unimaginable today but still irresistibly attractive.

“I had sent applications for employment to Alfa Romeo and to Zagato,” recalls Ercole Spada, who was born in 1938. “The small factory was the first to reply, and after a brief interview, during which I lied shamelessly, I was offered the job.”

**What do you mean by ‘lying’?**

They asked me if I could draw in 1:1 scale, which of course I had never done. My boldness brought me good luck, though, and soon I was set to work as the only designer on the team, meeting the requests of the Zagato brothers and, later on, Alfa Romeo.

**Where did you start?**

Actually, the first contract was for the Aston Martin DB4 Zagato. With a typical calm of the newly employed that

really makes me smile today, I jotted down the first sketches. In Italy, Aston Martin was not yet the myth that it would become later on, with James Bond and all the rest. But it was indeed a great English sports car, a true Ferrari competitor.

**Not as fast, but just as beautiful, one might say.**

Yes, exactly. The chassis was extremely heavy and relied on a six-cylinder in-line engine. Those facts, combined with some unfortunate breakdowns, prevented the DB4 from reaching the highest step of the podium. As to its beauty, a few compare it to a bullfighter’s costume, designed to enhance his muscles and sexuality. We worked glued to the chassis and to the mechanicals, and attempted to follow the lines as closely as possible. In our strenuous attempt to save weight, we ended up with a striking body.

**And provocative as well, as were all your designs for Zagato.**

The provocation, if any, was not planned beforehand, it came out naturally. Only once, I remember that Carlo





Pesenti of Lancia specifically requested lines that you would make you sit up and take notice for the Lancia Flavia Sport. We operated far

cars were successful, the clients were happy and everybody clearly had trust in me. Those are the reasons for the unusual lines of our cars, from the



Poltronieri, Guarnieri, Baghetti, Cabianca and Marquis Frescobaldi. Other customers were simply car fans. Then there were names like Dagrada and

a lot to me: the Fulvia was the most successful, with 7000 examples sold; the Flavia was completely new; the Aston Martin was the most precious, even today.

*Early Spada sketches - ABOVE: Lancia Flavia Sport (1962); ABOVE RIGHT: Alfa Romeo Giulia TZ spider (a prototype that never went into production); BELOW RIGHT: study for Alfa Romeo GT Junior Z (1969)*

“ The Giulia TZ with its coda tronca tail made me famous. But they all mean a lot to me ”

away from Turin's coachbuilding 'club' and were not at all influenced by them. And then, we were compelled to link shape to function: Sunday racing competitions. Less volume, less weight, more aerodynamics, a sporty yet more spartan look compared to others. The Zagato brothers did not interfere because the

double bubble on the roof, to the interesting glass surfaces and the famous coda tronca 'clipped' tail.

**What about the customers? Who knocked on Zagato's doors?**

It was closer to a sports bar (an élite one of course) than to a factory. Clients included racing drivers like

Facetti, who worked on engine preparation in accordance with racing rules. There were many discussions going on in those days.

**What car you feel most proud of?**

The Giulia TZ with its coda tronca tail made me famous. But they all mean

**And the Flaminia? For many, it is your most important piece of work.**

I agree that it is a beautiful car, but perhaps because I was responsible only for the last version, and because we only sold a few specimens, I do not see it as a project that fully belongs to me.





*Next to Pininfarina's Coupé, it seems like it's from another world.*

And it is: different customers, different performance, different function.

*The Super Sport died in 1968. Ten years later you moved to BMW. The 7 Series*

*E32 is one of your most successful designs there.*

I loved BMW and I loved Germany. It was a country where things worked – according to my standards – and how things should work all the time. In Italy, we came from a devastated country, from the 'Years of Lead'. So I

started drinking beer, eating wurst, going deeper into the Bavarian culture. That's what you really ought to do, to design a proper BMW.

*Why did it turn out so slender and modern?*

Because we wanted it to be exactly that way, to

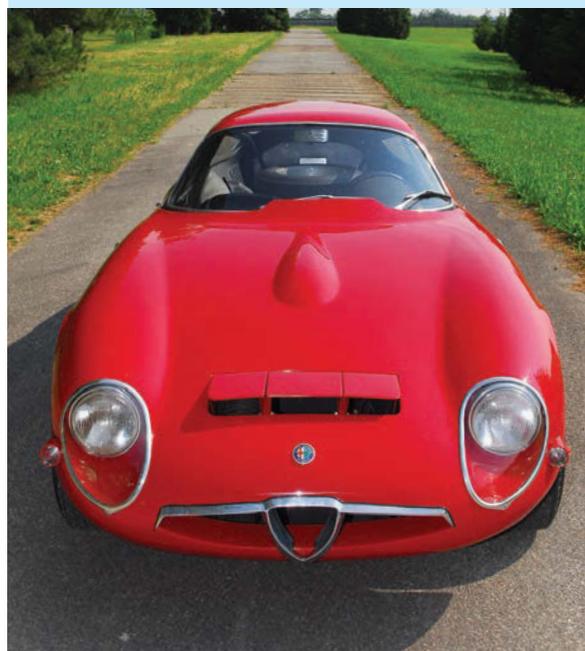
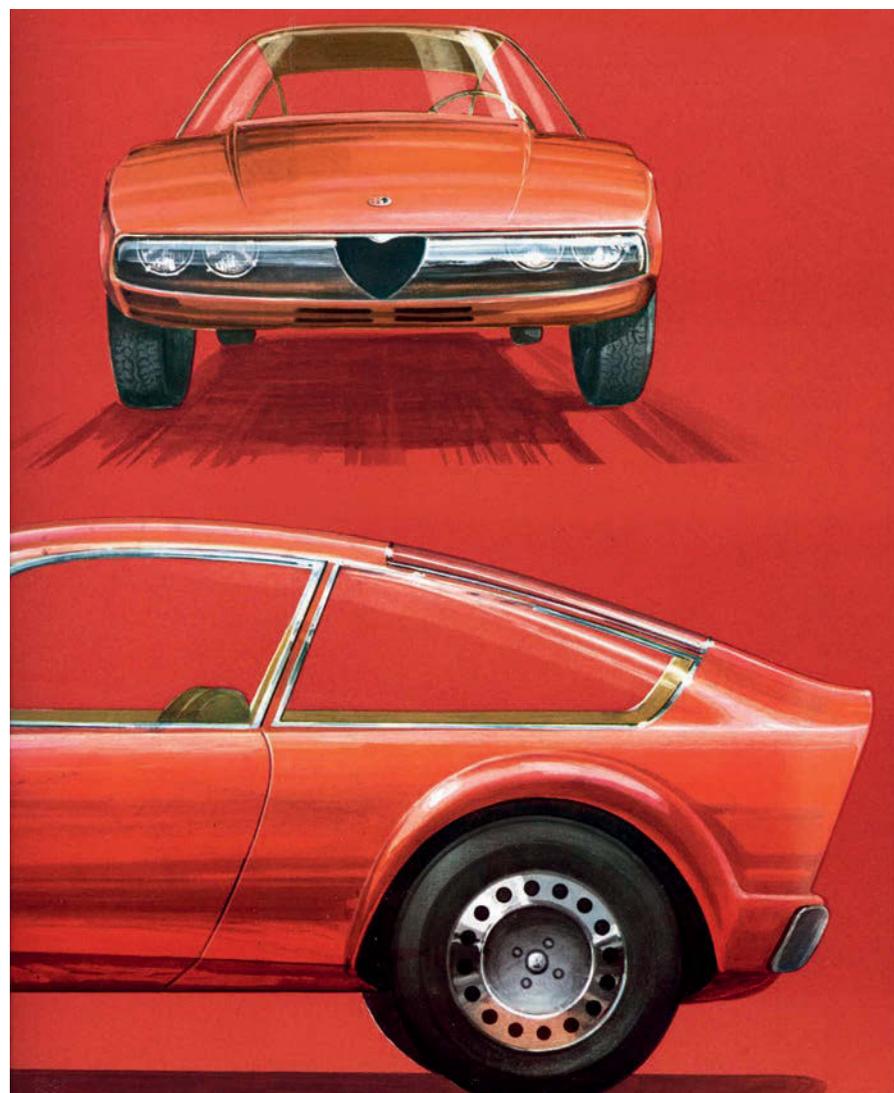


### SPADA: A LIFE

Ercole Spada was born in Busto Arsizio, in 1938. Passionate about cars since he was a boy, he graduated as a machining expert from the Feltrinelli Institute of Milan. His first sketches – simply signed 'ES' – were made there. In 1960 he started working for Zagato. Up until 1969, he realised all his most famous cars of that period – a generation of unique, high-performance models. The Giulia TZ Tubolare is considered as one of the most fascinating Alfas ever, for its unique shape-dynamics match.

From 1970 to 1975 Spada moved on first to Ford and then Ghia. In 1976, after a short time at Audi, he was hired by BMW. Among his first works was the new front of the 3 Series and in Claus Luthe's team, the new 7 Series (E32) and 5 Series (E34). Once back in Italy he joined the IdeA Institute, designing various Fiat, Lancia and Alfa Romeo models, among which the Tipo, Tempra, Dedra, 155 and the three-door version of the Lancia Delta II. He also signed the design of the Ferrari PPG Pace Car.

In 1993 he resumed his collaboration with Zagato and gave birth to the Ferrari FZ93 and the Osca 2500 GT Dromos, which sadly remained at prototype stage. In 2007, he collaborated with his son Paolo to deliver the Codatronca supercar on Chevrolet Corvette mechanicals.



appeal to young emerging managers, and to defeat Mercedes. The high rear end, the sporty nose taking inspiration from the 3 Series and the harmonious proportions: designing saloon cars is no easy task, but we did really well at that one. And the 5 Series was similar.

**Wonderful interior, too.**

It took seven years of fine tuning. And it was Paul Braccq's signature on the first enveloping dashboard.

**Was it difficult to return to Italy after 10 years in Munich?**

It was not easy, but with BMW's endorsement I was properly introduced to engineer Ghidella and a few months later I

became part of the coachbuilder, IdeA, to work on an innovative and strategic Fiat-Lancia-Alfa project – the first car range sharing more or less the same bodywork (Fiat Tipo, Lancia Delta II and Alfa Romeo 155).

**A wretched project, some would argue.**

In a way, yes. Those cars were not beautiful. Restrictions were many and the Delta, in particular, turned out badly. I struggled to have at least a two-door version.

**The Temptra and the Deda weren't any better.**

You should be aware that standardisation was, above all, about cutting costs. That's what was asked of us. In fact, the Tipo, the

cleverest car from an aesthetic point of view, was a very good source of revenues for Fiat.

**And the unloved Alfa Romeo 155 redeemed itself on the track.**

Indeed, it left the Germans in the dust.

**Did you find it interesting to work for IdeA?**

Yes I did, especially for the opportunities it opened in Japan, India, South Korea, and for the chances it gave us to break the rules. And with that, to go against a saying that was dear to our Turin colleagues: "s'peu nein fais" (it can't be done).

**The legendary 'codatronca' tail of the early**

**years was back to keep you company at the end of your career. Is this a magic formula that still works today?**

Not only that. It passed on from father to son. Paolo discovered that the 'Codatronca' name had never been patented. The name became ours exclusively and we could not let it go. That's how the new chapter of a saga was born. The Chevrolet Corvette, the car we used as the basis, is ultra-important. With its aluminium frame, powerful engine and excellent suspension, it's very good indeed. The Codatronca designed by my son may look a bit exaggerated, but it has a different history and you can recognise it at once, half a century after the Alfa TZ. 

**TOP FIVE: ERCOLE SPADA'S BEST WORKS**

**1. ASTON MARTIN DB4 GTZ (1961)**

The contrast with Touring's bodywork for Aston is striking: Spada cleverly mixes Italian style and power.

**2. ALFA ROMEO GIULIA TZ (1963)**

It weighed 660kg and with its 1570cc engine, it was able to reach 150mph (in the race version).

**3. LANCIA FLAMINIA SUPER SPORT (1964)**

Spada developed this from two previous versions; it is widely regarded as one of the most elegant and distinctive cars of all time.

**4. LANCIA FULVIA SPORT (1970)**

This is the car by Spada with the highest number manufactured. It was more brilliant than the series coupe.

**5. BMW 7 SERIES E32 (1987)**

Spada's youthful, sporty lines defeated the untouchable Mercedes-Benz S-Class.





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# CLUB ITALIA

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## Rally Valpantena

With the Fiat 131 Abarth chosen to headline this classic rally, we celebrate how sponsor liveries enliven the rally scene

Story & images: Peter Collins



6

As an alternative to the 'A passed B to take the flag at C' style of report, the Rally Valpantena to the north of Verona gave us scope to consider another aspect of historic motorsport, when the organisers decided to feature the Fiat 131 Abarth as the headliner for their rally.

Of course, these cars took outright wins in the World Rally Championships of 1977, 1978 and 1980. The rally was a great chance to see 17 of these rarely seen cars

and, in particular, to enjoy their many famous liveries. Ever since the days, 50 years ago, when external evidence of sponsorship was first reluctantly allowed by the powers-that-be, there have been many colour schemes that have come to represent historic motorsport. It was a rare privilege to observe so many all in one place.

The total entry of the event reached 220 cars and many entrants had restored/prepared their cars in their original liveries which, in themselves,



have as much history as the vehicles that carry them. So here's a run down of the more legendary hues that took part.

**1** The Ferrari 308 GTB rally car was built and developed by Michelotto in Padova and this example was not only running in its original livery, but was also carrying an original crew in the forms of 'Lucky' and 'Rudy'. The design of OlioFiat VS Corse livery was an update of the original OlioFiat branding to incorporate the company's first synthetic oil. Fiat at one time owned its own oil refining and blending company, of which it has since divested itself.

**2** The 131 Abarth of Enrico Guggiari and Stefano Angelino carried paintwork conveying the logos of Robe di Kappa, which was a Torinese casual clothing company started in 1968 by Maurizio Vitale. It's still trading today.

**3** Carlo Biasiotto and Giorgio Barban's 131 Abarth enjoyed backing from not only OlioFiat VS Corse but also 4 Rombi Corse. The latter was a dealer team set up in Padova and heavily involved with Franco Ceccato's extensive Concessionari Fiat Veneto organisation. 4 Rombi referred to the contemporary Fiat factory logo of four letters in four rhombic boxes.

**4** There were several examples of the 1980 Fiat factory livery based on the colours blue and white, in particular that of dealer Max Girardo who had Elio, one of the Baldi brothers (ex-Abarth wizard mechanics/preparers) in the co-driver's seat.

**5** Piergiorgio Miglioranza and Roberto Davi were the crew of this Fiat 131 Abarth in the colours of 4 Rombi Corse, the Veneto-based dealer team, started by Pio Cantoni, which entered cars in period in all the European rally championships, as well as the UK's RAC Rally when their car was co-driven by Fabrizia Pons, later to sit alongside Michel Mouton in the factory Audi Quattros.

**6** Car 15 was a Fiat 131 Rally in the original and striking 1977 works livery of blue and yellow supporting the Olio Fiat name. These were the colours of the factory cars that year in the World Rally Championship and would have been handled by such names as Markku Alen and Fulvio Bachelli. The cars took the overall win in the series that year for the first time.

**7** The 131 was not only used by the factory and Italian-based teams in top-line rallying, but also in other countries' events. The car of

Danilo Pagani and Adriano Beschin was one of those run by Fiat Germania in German national rallies. It was supported by Minolta cameras and the livery was white-based. This car would have been driven by works driver Walter Rohrl, amongst others.

**8** Belgian cigarette company Bastos was heavily involved in motorsport during the 1970s and '80s and its colours are here carried by the Porsche 911 of Fiorenzo and Filippo Furlan. In addition to rallying it also supported touring cars and long-distance racing sportscars.

**9** The Renault 5 Turbo of Guido Sterza and Mauro Lucchi is an example of Renault's startling idea of moving the engine from the front to the middle of the car. This was almost revolutionary for the early 1980s and was one of the moves considered by Fiat Abarth when developing its Group B car in 1982. Sodicam, the sponsor of this car, was a wholly-owned subsidiary of Renault that dealt with the marketing and distribution of Renault's aftersales products at the time.

**10** Probably one of the most famous sponsorship liveries of all time, the Martini white-and-stripes look was particularly





attractive on the Lancia 037. Here is the Evo example of Norbert Henglein and Walter Zuchermeyer. The combination of the Piemontese drinks company and Lancia constituted the most successful rally team of all time so far.

**11** Continuing on the theme of Torinese companies, the immensely successful competition car developer and preparer, Conrero, having won many races and rallies with Alfa Romeos, changed its allegiance to Opel in the late 1960s. Here is the 1984 Opel Manta 400 of Giuseppe Pinzini and Luca Bortoletto. Although the private tuner's engines were developed to use fuel injection instead of the factory cars' carburetors, and were more powerful because of that, Russelsheim never adopted the units itself.

**12** We all know the Audi factory team colours of white with red-and-grey striping but, by 1984, the works cars were also helped financially by major sponsorship from HB cigarettes which added yellow and a logo to the cars' exteriors. Here is the example of Heinz Muntermann and Andreas Emig.

**13** Jagermeister, which literally translates as 'Master of the Hunt', is a German digestif, rather like Fernet Branca, and has been a prominent sponsor in top-level motorsport for many years, from touring cars to sports racers and Formula 1. It also ensured its

colours adorned an Alfa Romeo 155 in the Deutsche Tourenwagen Meisterschaft, but here it is displayed on the Porsche 911 of Franco Busi and Manuela Lazzarini.

**14** The Grifone team was based in Genova and its lead driver in the 1980s was Fabrizio Tabaton. It ran Fiat group cars, in particular Lancia 037, S4, HF 4WD and integrale. It received sponsorship from Esso and its cars were turned out in a distinctive black-and-gold livery. Here is the now-rare HF 4WD Grifone Esso of Ivo Zanini and

Roberto Negrente heading uphill at the end of Stage Two.

**15** In 1987, at a time when Group A had been going for less than six months and it was felt that four-wheel drive was obligatory, along came Prodrive which, with Bernard Beguin at the wheel, won the Tour de Corse with a BMW M3. The all-tarmac rally suited the car and driver. With its Rothmans and Motul sponsorship, this distinctive and sonorous racer took everyone by surprise. Their superiority was not to last, however.



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## Milano AutoClassica

Report from the small but vibrant classic show in Milan

Words & images: Keith Bluemel

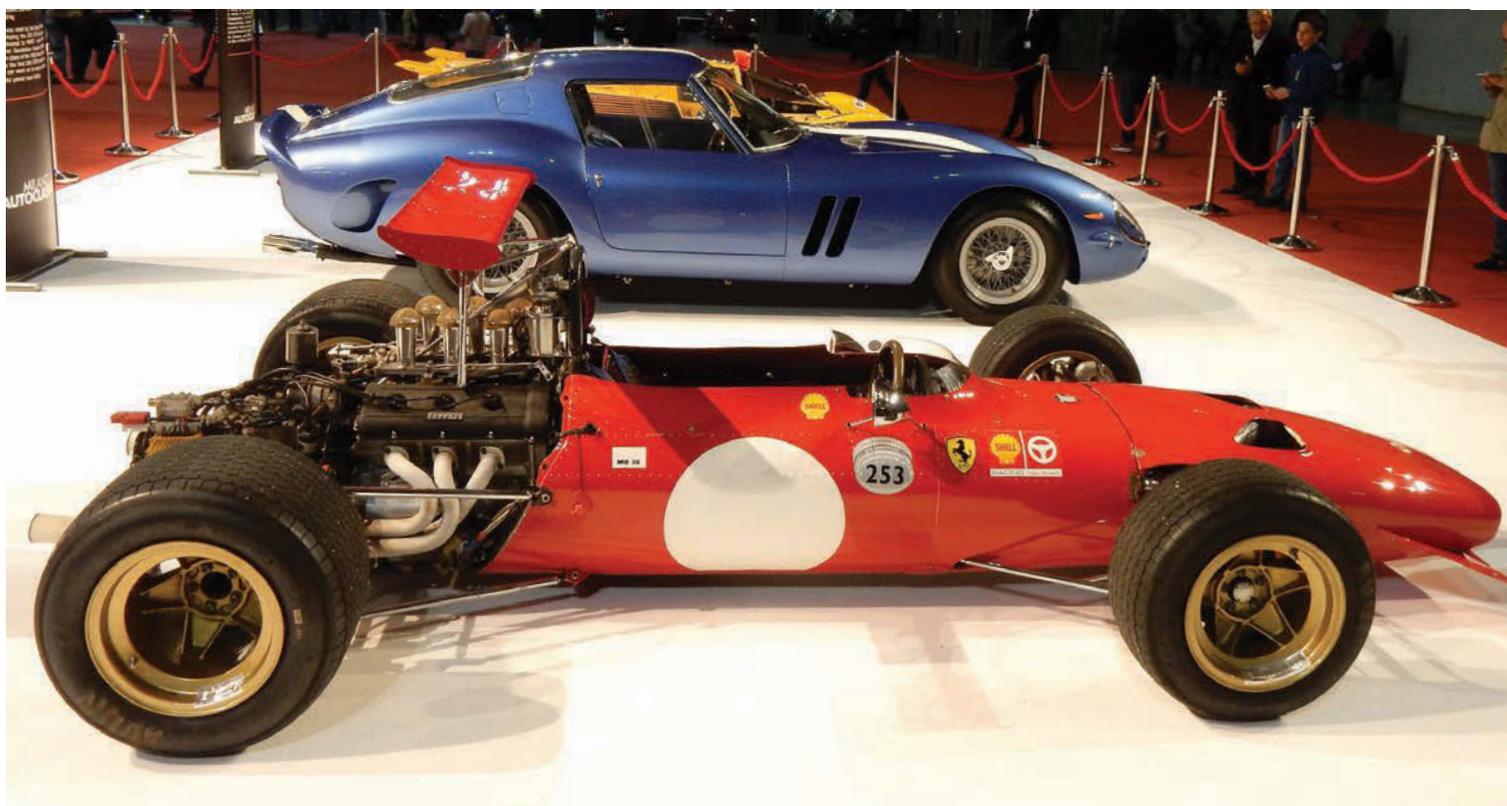


**T**he Milano AutoClassica show has typically hosted auctions (such as the RM Sotheby's DueMila Ruote sale in 2016) but for the seventh running of the show in 2017 there was no auction. As a result, the show area was smaller overall, occupying two halls of the Milano Rho Fiera exhibition complex.

Between the halls there were numerous private vendor cars for sale, whilst a classic circuit arena (a 1.4km track) saw activity from a wide variety of cars throughout the weekend, with enthusiastic crowds lining the track on both days.

The show featured a diverse array of both modern and classic offerings from a

number of manufacturers, including Bentley, Caterham, Lamborghini, Lotus, Maserati, McLaren, Morgan and Tesla. Ferrari also had a strong presence courtesy of its Classiche division, which also loaned cars for general show display just inside the main entrance, and in further displays adjacent to their stand.



The Museo Ferrari also had a stand, featuring a 126C F1 car, and an array of driving simulators for visitors to try and emulate Sebastian Vettel! The Ferrari models ranged through the various displays included a 166 Inter Touring Berlinetta, through 250 GT TdF, 250 GT 'Interim', 250 GT SWB and 250 GTO Berlinettas, 250 GT S2 PF Cabriolet, Dino 246 Tasman monoposto, a bare Dino 206 GT body/chassis unit and a 512 M sports racing car. The independent Ferrari dealer GTO Motors also had an impressive display, comprising of a 275

GTB4 and 365 GTB4 in mid restoration, and a F40 recently repainted green for a client! There were also plenty of other Ferrari models spread around the various vendor stands, so it was quite a spread for fans of the Cavallino Rampante. The Fiat Group's classic department was also present.

It would be fair to say that, apart from some club stands, the majority of the other car displays were the province of classic dealers. That's not to say that they didn't have a wide variety of machinery on offer, including some rare examples. It would be

equally fair to say that the wildest car at the show was on the Club Cinquecentotiamo (Cinque Cento Ti Amo, or '500 I Love You'), where there was a classic Fiat 500-based mini monster boasting a mid-mounted 6.2-litre Lamborghini Murcielago V12 engine and four-wheel drive running gear, complete with wheels. It was pretty much as wide as it was long! The stand also featured a variety of more prosaic 500 variants, and there was a rally of club members on the Sunday which brought around another 50 examples to the parking area next to the circuit arena.





At the modern end of the 500 spectrum was the limited series 60th Anniversary edition, whilst there was a wild modern derivation in the form of the Giannini 350 GP, with bulging wheel arches, a plethora of slots and a large spoiler on the trailing edge of the roof, all finished in gleaming pearlescent white. Next to this was an original one-off 500 based two seater called the Monza, whilst other rare and interesting Fiats were the 1957 750 Rendez Vous, spectacular in duotone metallic blue, with complementary upholstery, and the unique Fiat Punto-based Zagato Monomille from 1995.

Alfa Romeo was also well represented through all post-war decades, including a number of 6C variants, whilst another eye catcher was the lurid orange Lancia Stratos-based Stola. The show also had an expansive vendor area for parts, accessories, models, brochures, books and associated automobilia, so there was plenty of variety for visitors to choose how they spent their time.



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# CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL  
EVENTS AND ITALIAN CAR CLUBS

## InterClassics Brussels & Maastricht

Italian cars starred big time at the recent InterClassics shows in Belgium and the Netherlands

Words & images: Gary Axon



**Y**ou don't always have to travel to Italy for your rare Italian classic car fix: the InterClassics in Belgium and the Netherlands are the perfect solution. The Benelux countries have a strong passion for Italian cars, as evidenced by the wide selection of mainstream, rare, exotic and unusual cars on show.

At the Brussels exhibition in November, the Belgian Lancia Club displayed an impressive quartet of Zagato Sport coupes (Appia,

Flaminia, Flavia and Fulvia). The Flemish Alfa Romeo Club also exhibited a pair of Zagato-bodied drop-top models: a rare 1900 SSZ and ES30 RZ. The Fiat Club Belgio won the Best Car Club award for its pleasing 60th anniversary display of 500s, with the Italia Car Club Belgio contrasting an early 1950s Fiat 1400 Berlina with a late 1980s Lancia Thema 8.32. A Belgian-assembled OSI Ford Anglia Torino, once owned by Belgium's 1966 Eurovision Song Contest entrant, Tonia (she came third), was also an unexpected sight.

A number of Europe's finest classic car dealers had some remarkable Italian classics on offer, including a 1953 Ghia-bodied Cisitalia 505DF coupe, Graber-bodied Lancia Aurelia B52 cabriolet, Arnolt Bertone MG TD, Touring Alfa Romeo 1900, Farina Siata Daina Gran Sport, Vignale Fiat 600 coupe, plus the unique George Barris-modified ex-Dean Martin Ghia 6.7L. Historic motorsport fans could admire the 1947 Cisitalia D46 Grand Prix monoposti, one-off 1946 Siata 500 Record car and delightful 1948 Giannini Dagrada racer.





Outstanding Alfas for sale lower down the price range included an immaculate 1982 Alfasud, a rare 2600 Berlina and base 1985 Alfa 33 S with just 1100km on the clock. A pair of charming Fiat 800T Panoramas also looked good value for classic enthusiasts with large families.

Lovers of Latin luxury and exotica were also well catered in Brussels. A number of De Tomasos (Mangusta, Pantera, Longchamp and Deauville) were on display, as well as plenty of Ferraris (from 250 GTE to F40), Lamborghinis (400GT, Espada Series 1, Diablo), Maseratis (3500 GT to Khamsins), Isos (Rivolta and Lele) and Lancia Stratos. The one-off Ferrari V12-powered Bizzarrini BZ

2001 and 2005 Sbarro Tornado SB2 prototypes generated much interest, as did a scarce Qvale Mangusta.

An ingenious themed InterClassics display, tagged 'The Big Five' brought five of Europe's main national motor museums together for the first time in a central display; Autoworld Brussels, the Dutch Louwman Museum, the Cite de l'Automobile Schlumpf collection from France, Museo dell'Automobile Torino, plus our own National Motor Museum at Beaulieu. The Turin Museum's display included the ex-Tazio Nuvolari 1947 Cisitalia 202 SMM Spider, a 1927 Fiat 520, and 1920s OM Tipo 469.

InterClassics Maastricht, meanwhile, celebrated its 25th anniversary as the

leading indoor classic car exhibition in The Netherlands, with more than 300 stands and almost 35,000 visitors this year. A special central display highlighted some of the best cars featured in previous themed events, including a Le Mans-winning Jaguar D-Type and 007's Aston Martin DB5 from Goldfinger. Italian displays included the ex-Gerhard Berger Ferrari F1/87, an ex-Spa 24 Hours 1932 Alfa Romeo 8C, 1961 Ferrari 250 GT SWB Competition, 1953 Maserati A6GCS Barchetta and a pair of outstanding 1950s Fiat 8V Fiats (Mille Miglia Vignale and Ghia Supersonic).

Immaculate but pricey 101 and 105-Series Alfa Romeo berlinas, coupes and spiders seemed to be on virtually every classic car





dealer stand, along with some mouth-watering Touring-bodied 1900 Coupes, Montreals and a stand-out 2600 Berlina.

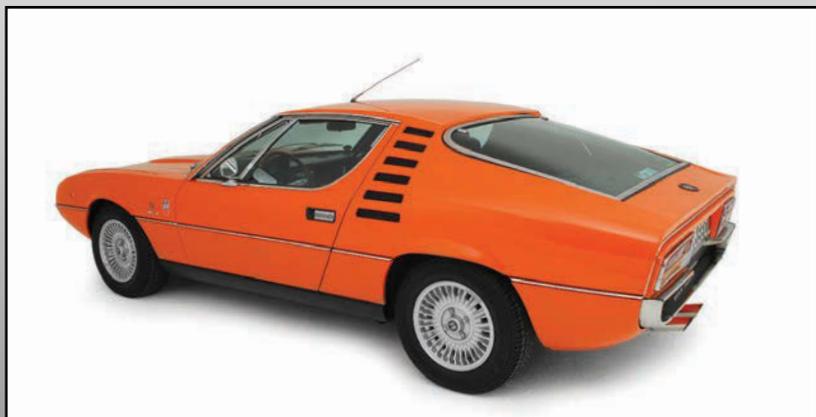
Lancia was well represented in Maastricht, with a healthy selection of Aurelia B52s, Flaminias and Fulvia coupes. Maserati wasn't overlooked either, with some early coachbuilt A6G coupes, a delightful Khamsin and a Quattroporte III.

A late 1960s Moretti 500 Minimaxi 'jeep' caught our eye, as did a 'luxurious' 1969 Fiat 500 Francis Lombardi 'My Car'. Other notable Fiats included a charming Topolino van, Mille Miglia-eligible 1100, as-new early X1/9 1500 and Dino Coupe.

Italian exoticia included a number of classic Ferraris, starting one of just six examples of the Pininfarina-built 2015 Sergio. A rare 7.0-litre Iso Grifo set many pulses racing, as did a 1994 De Tomaso Guara Barchetta. Equally interesting on a different level was a long-wheelbase Piaggio Ape flatbed truck.



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# COLLECTORS' GUIDE

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

# Ferrari 308 GTB

One of the most beautiful Ferraris of all time, the 308 has appreciated in value dramatically in recent years, but it remains one of the most affordable Ferraris of all.

Here's why you should have one

Story: Richard Heseltine  
Images: Michael Ward,  
Assisted by Lara Malpeli





It's hard to pinpoint the moment when, precisely, the Ferrari 308 GTB and its GTS sibling made the leap from used car exotica to blue chip classic; the kind where advertisements include such gush as "excellent investment opportunity." The point is, demand for these shapely junior supercars has been turbocharged these past few years after a long period in the doldrums. You have to wonder why it took so long, given that the 308 – any 308 – has so much going for it.

In order to appreciate the models' place in Ferrari lore, first you need to factor in the car that preceeded them: the 308 GT4 that, initially at least, never wore the Cavallino Rampante logo. It was a Dino, after all. What's more, it caused a furore when introduced at the Paris Motor Show in October 1973, and not in a good way. The Bertone-penned GT4 was a 'clean sheet of paper' car; one where the standalone Dino brand would pick up from where the 246 had left off in the fight against the Porsche 911 and other strong-selling European sports/GT cars.

First of all, it featured a V8 rather than a mere 'six', a free-spinning 90-degree unit with a displacement of 3.0-litres. Packing 255hp at a dizzying 7700rpm, the GT4 didn't lack for ammo and could reach close on 150mph (the PR department didn't have to massage the figures, unlike with some other models). Unfortunately, it was met with naked hostility from the motoring media, not least because it represented such a radical departure from its sainted forerunner. It failed to find favour with the supercar-buying public, too, despite at one point being the only Ferrari product homologated for sale in the USA.

Though not built with the intention of righting wrongs, the original 308 GTB was intended from the outset as a Ferrari rather than a Dino, so was predictably more in keeping with what customers traditionally wanted. Styling duties reverted to Pininfarina, or more accurately, head of design Leonardo Fioravanti, who had previously shaped the 365 GTB/4 'Daytona' and 365 GT4 BB. When this strict two-seater was ushered in at the 1975 Paris Motor

Show, it was met with much hoopla and more than a few sighs of relief. Here was a real return to form, cooed the motoring media, despite the shared ancestry with the GT4.

For starters, beneath the skin, the new-strain 308 GTB featured the same all-alloy, dual-overhead-camper-bank V8 mounted ahead of the driven rear wheels. Suspension was by classic double wishbones and coil springs front and rear, steering was by unassisted rack and pinion and braking was by large, servo-assisted ventilated discs all round. All of which were hung on Ferrari's traditional tubular steel chassis clothed in those deliciously flowing body panels made of... glassfibre. Yes, Ferrari had done the unthinkable and the 308 was its first 'Tupperware' product.

You would have been hard pressed to differentiate between *vettoresina* (glassfibre) examples and steel-bodied cars that arrived soon after, in 1977, the quality of the Scaglietti-made 'shells' having been praised in period for fit and finish. It was an intriguing experiment, and one which ended largely because of customer resistance from the USA, allied to the laborious nature of the build and concerns over ease of accident repair. Some 712 glassfibre-bodied 308s were made, 87 of which were right-hand drive, with production of both the composite car and the steel and aluminium version running in parallel for part of 1977.

That same year also witnessed the arrival of the GTS edition at the Frankfurt Motor Show. With a roll hoop behind the cockpit, and grilles blanking off what had been the rear quarter windows, the big draw was the vinyl targa top that could be removed and stowed behind the seats. And of course, as we all now by rote, this *al fresco* variation on the theme found lasting fame thanks to the hugely popular *Magnum PI* TV show which helped encourage a decline in sales of the GTB in favour of the open-top variant. (As an aside, the show's star Tom Selleck was too tall to fit comfortably in the car, so often did driving scenes with a significantly smaller driver's seat or no seat at all.) By the time the federalised, down-on-power, fuel-



injected 308 GTBi/GTSi came on stream at the end of 1980, some 3219 spiders had been made compared to 2185 berlinettas.

### ON THE ROAD

Step aboard an early 308 GTB – any variant of 308 – and it has all the genre staples: polished H-gate, a smattering of prancing horses and so on. Typically, the switchgear doesn't appear convincingly expensive and detail finish was average in period, but the 308 is still one of the most practical and habitable of supercars. Unlike many of its contemporaries, there's even a useful luggage compartment behind the engine. From the driver's seat, there's little to differentiate a GTB from a GTS, any loss of rigidity due to the roof surgery being negligible. Understeer is the prominent handling characteristic – strong on tight bends, mild on wide sweepers, but even those of

modest skill can travel absurdly quickly without having to put their car control to the test.

But what is palpably clear even with moderately enthusiastic driving is that the 308 chassis can handle more power. With the injected cars losing 40hp over their carburetted forerunners, performance took a tumble, however. While it was good news for Ferrari that it could still compete in markets such as the USA, the federalised 308 got a mauling in the press due to its significant drop-off in power and performance. Ferrari responded with the Quattrovalvole, a 32-valve-headed variant launched at the October 1982 Paris Motor Show. Performance figures were back on a par with glassfibre cars, the 0-60mph dash officially taking 6.1 seconds, on to 155mph overall, which made it marginally the quickest of the 308 family until it was usurped by the 328 in 1985.

The QV really was in, so many ways, the





best of the bunch, Ferrari's backroom boffins attending only to what needed to be done rather than trying to fix what wasn't broken. Stylistically, there were different grilles, driving lights and a few other token changes, and inside it was near as dammit identical to earlier cars save for the matt leather steering wheel, but really, it's the way the car *felt* that was of greater import. It sounded more guttural, mid-range pick-up being markedly improved and, while the characterful pop and gobble of the earlier strain's quartet of Webers was no more, the payoff was a lack of slow speed histrionics. It was well behaved but suitably red blooded when you wanted it to be.

## MARKETPLACE

That was then. In subsequent years, appreciation of the 308 in all its many flavours has ebbed and flowed. There was a time when prices were on the floor to the

point that, 15 years or so ago, it wasn't uncommon for classic car magazines to run cover stories with the tagline 'Buy a Ferrari for Mondeo money'. The author was saddled with writing one such article and vividly recalls breaking down on the Hanger Lane gyratory system in London in Friday evening rush hour with an overheating 308 GTS. You couldn't miss it, it was the one with one headlight sticking up and neither electric window working, not forgetting the pretty eastern European model in the passenger seat swearing profusely. The point is, a lot of cars fell down the food chain in later years and, accordingly, weren't serviced properly or were 'fixed' on the cheap.

Nowadays, it's a different story as the 308 has come in from the cold as a classic buy. And how. In either open or closed form, the 308 is no longer the affordable way into Ferrari ownership, but it's all relative. Prices have gone stratospheric over the past



## TECHNICAL SPECIFICATIONS

### FERRARI 308 CARB/QV

ENGINE:	2927cc V8
POWER:	255hp at 7700rpm/240hp at 7000rpm
TORQUE:	210lb ft (285Nm) at 5000rpm/192lb ft (260Nm) at 5000rpm
0-62MPH:	7.3sec / 6.4sec
MAX SPEED:	145mph / 155mph



three or four years, but there are signs that they are starting to plateau. While there are cars out there around the £60,000-mark, budget for at least £75,000 for a later QV with full history. Paperwork with a Ferrari is everything (check there are no 'gaps' in its history; has it been serviced regularly and by whom?).

Early carburetted 'vetrosina' cars are arguably the most sought-after, and the rarest of the breed. As such, six-figure prices aren't uncommon: £120,000-£130,000 for a glassfibre car in a desirable colour and with bulletproof provenance is the norm rather than the exception. As for the vexed subject of what constitutes a 'desirable colour', you will be hard-pushed to find a car these days that isn't red or yellow. There were other colours in period, including such hues as metallic brown, but quite a few cars have been resprayed in 'resale red' at some point in their lives.

Don't be put up off by a high mileage, either. These cars were built to be used, and generally were so driven before the recent obsession with preserving supercars with delivery mileage, so don't shun cars with low six-figures on the clock.

### WHAT TO LOOK FOR

As for problems, the 308 is more robust than you might imagine. Two-valve engines have been known to have 'issues' with wear on the valve guides and correspondingly excessive oil usage. As long as you top up with oil regularly, it shouldn't be too much of a problem between services. Transmission on the 308 can appear notchy, but then even the earliest car is now more than 40 years old. As was once customary with Ferraris – with all exotica, in fact – getting second gear before the 'box had warmed up sufficiently was always a lottery. Drivers unused to older models may also find the gated shift mechanism a little tricky to begin with, but you soon acclimatise. Actually, it's a sweet gearchange when set up properly.

*V8 engine is pretty robust, especially the later QV. Early glassfibre 308s like this carry a price premium*





## OWNER'S VIEW

Ted Pearson has covered 30,000 miles in this delicious 1977 'Vetroresina' 308 GTB over the past 19 years. As such, he is well versed in the model's virtues and foibles. "I bought it from a private seller just outside Bedford," he says. "I had been looking for ages and couldn't find anything that looked 'right'. Most of the cars on offer had been painted, usually poorly, and had sketchy histories. I had pretty much given up when I saw a small ad in a magazine which sounded honest. I went to view it with my good friend, Jamie Porter, who said: 'It's the one.' It became mine the day Michael Schumacher broke his leg during the 1999 British Grand Prix.

"It has been very reliable and generally a great ownership story. There was a phase where it ate ballast resistors in the coil packs, but that disappeared when I went over to electronic ignition. It is very sensitive to simple things like tyre pressures: the feel of the car changes with only slight deviations. Carbs aren't the demons they're portrayed to be, but it is essential that you find a really good carb person to set them up as, again, that transforms the response and driveability."

## TYPICAL PRICES

- 308 GTSi, 1982, 38k miles, red, LHD, £56,000
- 308 GTS QV, 1985, 70k miles, red, RHD, £69,000
- 308 GTS, 1981, 21k miles, silver, RHD, £80,000
- 308 GTBi, 1982, 46k miles, red, RHD, £100,000
- 308 GTB vetroresina, 1976, 54k miles, red, RHD, £169k

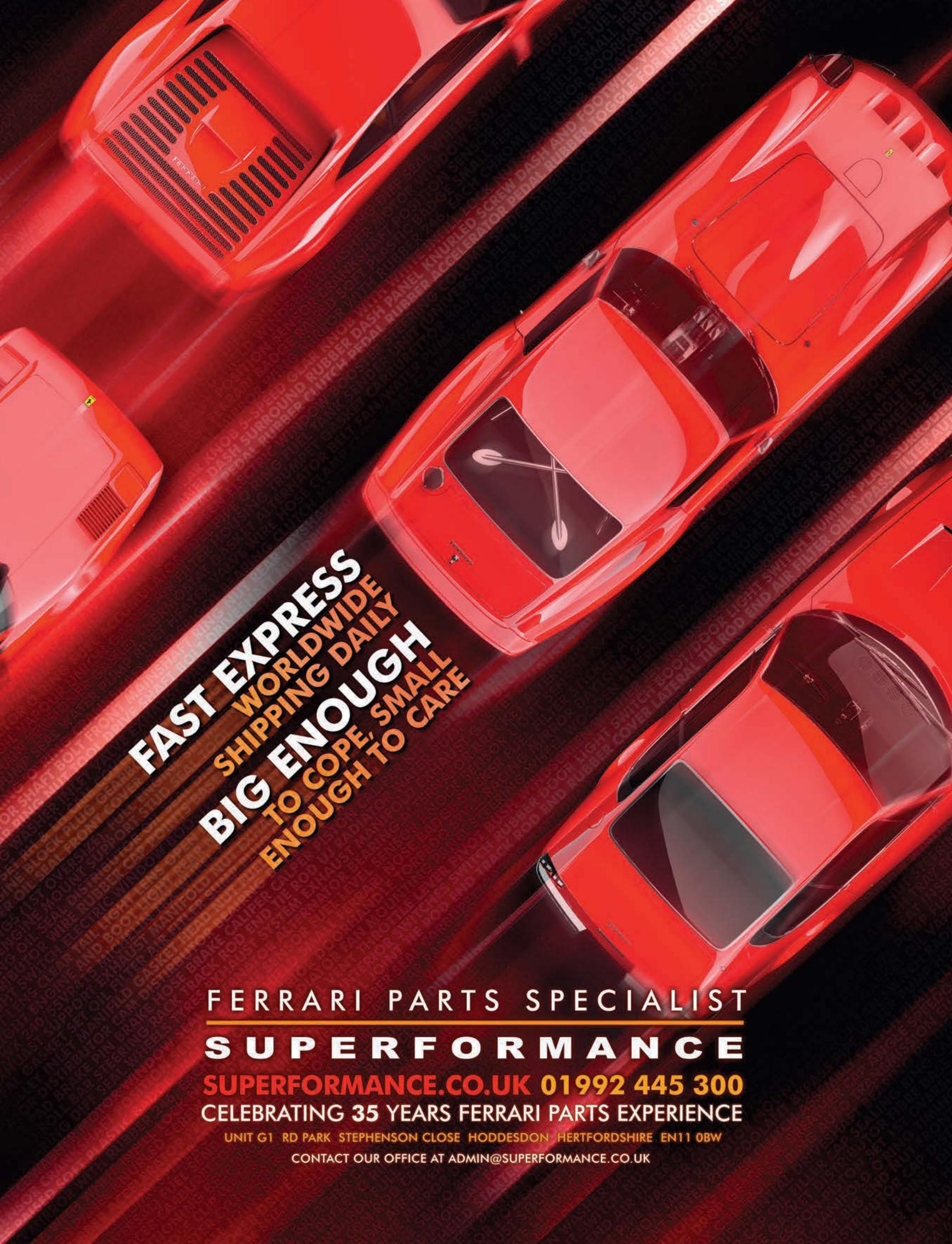


Clutches on pre-1980 cars are known for being on the stiff side (there was a change of mechanism from 1981), so this shouldn't come as a surprise should you go for a test drive in an early example; it's perfectly normal. Clutches on later cars should be relatively light considering their vintage. The electrical system, by contrast, is widely known to be the weakest link. The power window set-up comprises a weedy motor, cables, pulleys and gravity. Expect windows to rise and fall slowly at the best of times.

### VERDICT

Ultimately, the 308 represented the jumping off point as Ferrari chased numbers. It was the first, or at least among the first, mainstream products from Maranello. Do your homework, buy sensibly, and you will be rewarded with a car with pin-up looks and the performance to match, but remember that there are plenty out there. You don't have to buy the first one you see. Always get an expert's opinion, too: having a report done will cost you, but it will be a small price to pay for peace of mind that your prancing horse isn't a prettied-up pit pony. 





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## ALFA ROMEO



**Alfetta.** 94,720 miles, this Alfetta is the early very rare chrome bumper version, genuine RHD car now classed as historic so no longer needs taxing. Bodywork good, interior excellent, a delight to drive, is quicker than the GTV Juniors which now sell for around £20,000+, MOT to June 2018, extensive work recently done, all with receipts, brakes refurbished, calipers, pipes, discs, pads etc, all new. The car has had a new brake cable fitted, 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. 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. Last MOT had advisory regarding rust in front wing which has now been repaired with Zeibart undercoating. The engine bay has also been coated with Zeibart for extra protection, £8495. Email: richarddcruzemail@gmail.com. A266/027



**2001 Alfa Romeo 146 Tourismo Internazionale.** 114,000 miles, red. Registered by Autoworld Alfa Romeo Chesterfield and supplied to 1 private owner, complete with full documented service history. Original car with all owner manuals, 3 keys and original sales invoice, June 2018 MOT. Fitted with 5 speed manual and 2.0 TS engine, car is amongst the last few Alfa 146Ti registered and becoming increasingly rare, AROC member reducing collection, £1595. For more photos email: redalfaromeo146ti@gmail.com (Chesterfield). A266/028



**Alfa Romeo 147 GTA.** May 2005, black leather interior, genuine 63K miles, MOT to Feb 2019. Owned for last 9 years, service history and maintenance bills. Q2, Scorpion stainless steel exhaust, 18" alloys, 4 new tyres, timing belt kit done at 60K miles, one to keep, £10,995 ono, for more information please phone Alex on 07746 508604. A266/006



**Alfa Romeo 75 3.0 V6.** F-reg (8g), excellent body and interior, runs but is sold as a garage find as it will need a lot of work underneath. Electrics are good and doesn't need any welding but has stood for years, £3250 ono. Please call me for details: 07778 448954. Email: omaraJanabi@yahoo.co.uk (Newcastle upon Tyne). A266/007



**2012 Alfa Romeo 159 1750 tbi Lusso.** c34,000 miles, last of the line low mileage 159 1750 Tbi Lusso, former Registrar's well cared for car in Alfa Red with dark grey leather. Regularly serviced by trusted Alfa specialist, new cambelt last year, MOT to January 2019, alloys just have a couple of minor kerbing damage, fairly new tyres on the front, rears will do another 5K or so, bonnet needs de-chipping. New brake discs and pads all round, £7750 ono. Email: hughalex@talktalk.net. A266/026

**1983 Alfetta GTV 6.** Red, very very good overall condition. Present owner for the past 30+ years, acquired from, and maintained as required by, Lyles of Newcastle, bodywork cared for by Corbridge Coachworks in Northumberland. Full paper history, current AROC insurance valuation £10,000. Offers/enquiries from Chris. Tel: 01670 856163. Email: jayceepen@yahoo.co.uk. A266/024



**1998 Alfa Romeo 147 1.6 TS Collezione 5 door.** I am very reluctantly parting with my much loved car, owned for 5 yrs +, MOT until August 2018, the car has 74,500 miles, is in excellent condition, has been regularly serviced and well maintained. No known faults or likely expenses coming up, the car is great to drive and is black with champagne leather, £2250 ovno. Tel: 01778 423629. Email: carolcorliss@hotmail.com. A266/040



**Alfa Romeo 75 Twin Spark LE.** 1992, 105,000 miles, met black. Really great 75 Twin Spark LE with lovely, almost perfect, Recaro interior and really nice metallic paintwork. Benefiting from refurbished Speedlines and new tyres, a massive service by Jamie Porter at the Alfa Workshop including all oils and filters, brake fluid, discs and pads, distributor caps and leads and a good go through. It is now perfect and ready for next year's Alfa Club events! New Bosch battery and all electrics work including the sunroof, £3000 ono. A really nice, useable future classic Alfa. Tel: Ted Pearson, 07885 372439. Email: ted@mpi.ltd.uk. A266/036

**2007 Alfa Romeo 147 1.6 Collezione.** 48,000 miles, red, FSH, very good condition, lots of work done including cambelt, next MOT March '18. Full leather interior in good condition, 17" alloys, all work done at Alfa specialist since ownership. Some stone chips on bonnet which have turned into surface rust, £2200. Tel: 07568 373881. Email: ajholvey@msn.com (located in south east London). A266/041



**2003 Alfa Romeo 156 GTA Sportwagon.** 84,100 miles, red with black and grey leather interior, factory sunroof. Alfa Romeo service history, cambelt, water pump, head gaskets, 6 spark plugs, radiator and 3 coils all replaced 500 miles ago by my local Alfa dealership (£3500). Harvey Bailey suspension kit (HBE front and rear shock absorbers) and CDA air box, Q2 system, 330mm front discs. Supersprint stainless steel centre section and rear box, Parrot hands free phone, rear parking sensors. Owned by me since 2005, new MOT, garaged, £10,950. Tel: Ian, 07759 696378. A266/039



**Alfa Romeo 156 2.0 litre Twin Spark Lusso.** 130,000 miles, great condition. W-plate, dark red with black velour interior. Owned since 2002, FSH, Alfa member over 20 years. Well maintained, vgc for age, goes great, will be a classic soon, run five cars must reluctantly sell. Spent over £600 recently fully serviced and all belts done including new exhaust, includes over £1000 worth of Alpine car stereo equipment fitted, this comprises of a head unit, door speaker upgrades, amplifier in the boot and small bass sub unit. A real bargain for an enthusiast, pictures on request, £950. Tel: Ray, 07886 002482 (Essex). A266/038

**Alfa Romeo 147 1.6 Lusso.** 2002, 91,200 miles, Gabbiano Blue. Lots spent recently: new AR front and rear discs and pads, windscreen and wipers, AR cambelt kit and water pump (2K miles ago), top hat bushes, AC system recharged and serviced. Works perfectly, low mileage of c.91,000, Lusso spec with leather (Comfort pack option), cruise control, 16" alloys, factory stereo, MOT'd, good condition for age, owned by enthusiast, £825 ono. Tel: James, 07766 821606. Email: hebdenhedgehog@gmail.com.



**1996 Alfa Romeo 155 Twin Spark 1.8.** 126,000 miles, red, not cambelt, chain, cloth interior, MOT Oct 2017, £3500. Email: babsymalone@hotmail.com. A266/022

**1998 Alfa Romeo GTV 3L V6 24v.** 105,576 miles, red. Not only is this 3L Alfa extremely fun to drive, with its stunning red exterior and beautifully contrasting tan leather seats, it looks amazing too. It will be sold with service and MOT and it has recently had its engine rebuilt (both cylinder heads skimmed, pressure tested and all new valves in), as well as a new cambelt and water pump, £3599. Tel: Quarmby Garage, 01484 652927. Email: sarah@quarmbygarage.co.uk. A266/043



**Alfa Romeo 166.** 3 litre, manual, grey and black leather trim, 120,000 with history, recent new alternator and clutch, 2 keys, MOT July '18, £2895. Tel: 07541 310419 (Spalding). A266/037



**2004 Alfa Romeo GT 3.2 V6.** 88,516 miles, silver, tan leather, good condition, major service 2017 (cambelt, water pump, air con compressor, 3 new tyres). New battery, sports exhaust, Quaife limited slip diff, mapped. Good history including engine rebuild (2012), 18" alloys, parking sensors, sat nav, CD, heated seats. Everything works, key codes supplied, MOT to Jan 2019. Enthusiast-owned (6th Alfa), selling due to recent arrival of Giulia QF, £6750. Tel: Robin Haynes, 07909 976121. Email: robin.haynes@ntlworld.com. A266/025



**Alfa Romeo GT 3.2.** 54 reg, only 28,000 miles, full service history, thousands spent! Refurbished alloys, new timing belt, tyres and upgraded exhaust system, immaculate throughout, £8995. Tel: 07880 233034. A266/035



**Alfa Romeo GT 3.2 V6.** 2005, 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 roll bar bushes, new brake disc and pads all round. MOT 29 08 2017, tax October 2017. Payment on collection from Reading or Marlow if easier, £4250. I'm happy to answer any other questions that you might have, for more information please call. Tel: Peter, 07880 550860. A266/034



**1996 Alfa Romeo 916 GTV TS Lusso.** 111,000 miles, blue, MOT 05.12.18, large history file, cambelt tensioners December 2014, 102,000 miles. Recent new Varta battery and exhaust, front downpipe. Dunlop tyres, black leather interior, drives very well, £850, call for details. Tel: 07854 932595 (Orpington area). A266/023



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**1972 Alfa Romeo 2000GTV**  
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**1970 Lancia Flavia 2000 coupe**  
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**Alfa Romeo Spider 2010 (10) 1750 TBI.** White/black leather, 33,000 miles, FARSH. Pampered car in wonderful condition, fabulous example of a really rare car with the best engine ever offered in a Spider (and I've owned all!). One of only 33 in the UK, serviced annually, 12 months' MOT. Unmarked 18" anthracite 5 hole wheels, good Pirelli tyres, recent new discs and pads, new cambelt and water pump at 20,000 miles 2 years ago. New battery, straight through stainless steel rear pipes (originals to be included), sounds amazing without being intrusive, last spec including hill hold, parking sensors, red calipers, £12,500 ono. Tel: 07592 738490. Email: aaholland@hotmail.co.uk. A266/008

FERRARI



**Ferrari 348TS.** 1993, UK car, RHD, front battery model, pristine condition, probably one of the best examples on the market, 33K miles, red with cream leather, totally original as Ferrari intended, no colour coded painted sills\roof apart from sports exhaust (original Ferrari Challenge exhaust), but also comes with standard exhaust, owned over 12 years, low number of previous owners, garaged throughout ownership, full Ferrari dealer\specialist history, HPi clear fully matching numbers car, MOT. Email: am036ocs@sky.com. A266/049

**Ferrari 612 Scaglietti One to One.** One of 17 RHD cars supplied to the UK, black nero with crema Daytona seats piped black, black calipers. September 2008, Manettino, 16,500 miles, majority main dealer servicing with Ferrari/ Maserati specialist (Autoshield Manchester) last two years. Major service including belts carried out July 2017 so everything up to date, £129,995 ono, will send photos on request. Tel: Charles, 07919 046630. A266/030

**Ferrari 456 Manual.** Great condition and presented with outstanding maintenance and FSH, having 20 stamps in the service book, last one being Foskers when it had new belts etc, and new set of Bridgestones all round, comes with extensive file of invoices and old MOT certificates. Five registered keepers on the logbook and a genuine low mileage of only 38,790 miles from new. Only selling as now have a 355 Spider so not really the room for this one, manual is the one to have and this one is immaculate. Email: ajcleeds@gmail.com. A266/031

**Ferrari 360 Modena.** 2000, 29K miles, Rosso Corsa, immaculate, £82k ovno. Tel: 07803 260417 (Glasgow). A266/032



**1977 Ferrari 308 GTB.** This 308, chassis no 21441, was originally Cooper Cars' (Leicestershire Ferrari dealer) demonstrator, it was converted to a race car in '98 and went on to win the Pirelli Ferrari Challenge in the hands of Robin Ward, now converted back to fast road spec, I recently purchased the car from Nick Cartwright Cars, however it is too uncomfortable for me! So is offered for sale at £55K, please phone for further details. Tel: Chris, 07860 395558. A266/051



**Ferrari 458 Italia.** Selling my low mileage 458 Italia, 5400 miles only, stunning spec and immaculate condition throughout, £165,000. Email: dean@reliableelevatorservices.co.uk. A266/048



**Ferrari F430 Coupe.** Ferrari Owners' Club member has a 2005 F430 coupe for sale having just covered 32,200 miles, car purchased from Bentley Manchester 3 years ago, last serviced 24 May 2017, MOT till May 2018. Rosso Corsa with Crema hide this is a beautiful example with excellent service history. Full factory tool kit, manuals and wallet, both keys, tracker, torch and battery conditioner, car located in the NW, priced to sell, £79,950. Tel: Tony, 07787 550288. A266/050



**Ferrari F355 Spider in Rosso Corsa with Nero hide.** Owned by FOC member for 6 +years, reluctant sale! Stunning example with 41,000 miles. Excellent service history, will be serviced and MOT'd prior to collection, all keys, tools, manuals and wallet, plus battery conditioner and car cover are included, many optional extras. Original exhaust plus Level 1 Capristo included if asking price of £84,950 is met, private plate available under separate negotiation. Tel: Phil, 07952 851489 (Bucks). A266/029

FIAT



**Very Rare Fiat Stilo Schumacher Abarth GP.** Prodrive model. Fiat made just 200 Fiat Stilo Schumacher Abarths to celebrate Michael Schumacher's 2000 F1 win, only 58,000 miles. Then they offered buyer the chance to upgrade to a 'GP' version. This involved the car being sent to the renowned rally preparation experts Prodrive, who took the standard car and added: front and rear road springs manufactured by Eibach, Bilstein front struts and rear dampers, 7 x 18-inch OZ Superturismo alloy wheels in 215/40 ZR18A, stainless steel rear silencer with twin outlet pipes. Only 60 buyers took up this option so this car is 1 of 60, £2895. Tel: 07870 222296. Email: james@jnbhltd.com. A266/047

Classifieds are free! Just email your text and photograph to [liz.solo@ntlworld.com](mailto:liz.solo@ntlworld.com)



**Fiat Seicento Sporting 1.1 MPI.** 2003. Little use and only covered 13K miles! Not far off a new car, can only increase in value. Silver with grey and black trim, sunroof, alloys, power steering, overmats and full size spare. Had belt, exhaust and tyres, service history, tested, £1595. Tel: 01684 892906 (Malvern, Worcs). A266/019



**2002 Fiat Stilo 1.6ltr 16 valve Dynamic.** MOT December 2018, full electric pack with rear parking sensors and auto tilt nearside mirror, full leather in blue and black, black Abarth 17-inch rims, F50 style vented bonnet (lacquer peeling), 40mm drop on suspension, twin rear exhaust, dark tint rear windows, rear hatch spoiler. Has airbag light on and engine light on (but runs spot on), told by auto electrician engine light is rear exhaust Lambda sensor (new one in boot), other is just connectors as it was stood for 2 years previously. 98,500 miles on clock at mo but will rise as is in constant use at the moment and it runs faultless. Not many of these about, be different, £1250 ovno. Email: immonoman@aol.co.uk. A266/001

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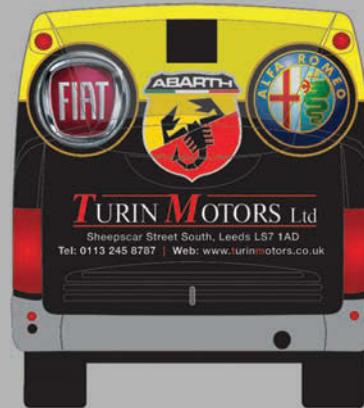


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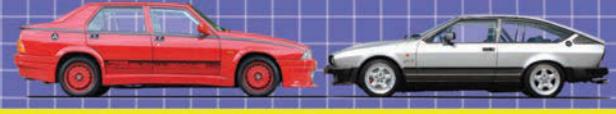
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**Fiat Seicento.** Michael Schumacher 1.1, April 2002, 02 plate, 66,000 genuine miles, MOT November, service 200 miles ago, always garaged, £795. Tel: 07526 950474 (Somerset). A266/021

## MASERATI

**2006 Maserati Quattroporte V 4200 petrol Executive GT.** A beautiful comfortable car with sports appeal, high spec, registered January 2006, this car has done less than 35,000 miles. The bodywork and interior are in immaculate condition, fully serviced in October 2012 at Autosshield Maserati and again in December 2015 at JCT600 in Leeds. Interim service in May 2017 at Autosshield with new discs and pads fitted all round, new battery fitted in July 2016, MOT valid until 3 September 2018. The car has covered less than 10,400 miles during my five years of ownership, being restricted as far as possible to fine weather trips. The car comes with Bosch satellite navigation, CD map of UK and Ireland included. Additional features from the extensive specification: Duo Select Cambiocorsa six speed gearchange (giving the choice of 'automatic' or 'manual'), switching for sport/normal mode, radio and 5 CD autochanger, SIM slot for onboard mobile phone, trip computer, headlamp washers, cruise control, height-adjustable front seatbelts, front and rear parking sensors, extra entertainment and car controls mounted on front and rear of steering wheel, heated seats front and back, rear privacy screen, additional control panel mounted in the back to enable some car and climate settings to be adjusted by rear occupants, rear centre seat with seatbelt and adjustable headrest, dropdown rear armrest in the centre seat position containing heated seat controls, 12v power socket, pen and phone tray etc. Two wood-finish lockable, fold-down picnic tables mounted on the back of the front seats with additional pullout surface, security tracking facility available via Vodaphone/Cobra. Three driver's seat memory settings, all seats electronically adjustable, independent driver/passenger climate control, space saver spare wheel, jack, wheelbrace, locking wheel bolts (4), soft-touch external door opening. Automatically dimming rear view mirror, electrically adjustable external mirrors, adjustable steering wheel, front and rear fog lights, electrically operated glass sunroof with manual sunshade/blind, drink chiller in central console, two keys will be supplied with the car. Please note that the private plate will not be included in the sale, currently owned by club member, £20,000. Tel: Sean, 01759 304050. Email: seanmuirhead@hotmail.com (East Yorkshire). A266/014



**2006 Maserati Quattroporte V Duo Select.** This stunning Verde Goodwood QP has covered just 27K with two owners, known to me for the last four years, when just 1000 miles have been done. Full spec inc sunroof, full history, all up to date campaigns, just serviced by PK Supercars, full health check done, with the quote "it's the best 2006 QP we have seen", early 2006 car so cheaper tax bracket too, over mats fitted, rear blind, all the goodies, £17,000. Tel: Rob Jenner, 07747 130139. Email: rob@exclusively-jaguar.co.uk. A266/013



**2008 Maserati GranTurismo.** May 2008, 1 owner car in beautiful colour combination with low mileage. My beautiful 2008 GranTurismo that I bought new in Granito Grigio with Rosso leather is stunning with refurbished wheels and red calipers. Only 38K miles and looked after by Maranello. It has all usual extras, incl heated and memory seats, skyhook suspension, front p/sensors, 20" birdcage wheels, both master keys etc, and is in superb condition. Tel: 020 8950 1236. Email: nickfp@hotmail.com. A266/009



**1983 Maserati Kyalami RHD 4.9 Auto.** Full history, 2 previous owners, both club members. 50K miles, RHD 4.9cc auto. Just had full glass out body restoration and interior trim, £75,000. Tel: 01233 840371. Email: jim@deringarms.com. A266/011



**1981 Maserati Merak SS RHD.** Reluctant sale, very original and maintained, MOT until 3 August 2018, current mileage 81,859km. Engine rebuilt in 2009 at 79,478km, I've owned the car since August 2003 and since then virtually all of the mechanical aspects of the car have been done, including hydraulics and brakes by Bill McGrath and engine by B.L. Autos, I have a huge file detailing all the work done on the car since I have had it. I also have an original space saver spare wheel and tyre and the original jack is still in the car. If I was not selling the car, then I would have had the bodywork restored and, possibly got the air conditioning working. It has been an extremely reliable car in the time that I have owned it and it has not broken down once. I am happy to send more photos or discuss further on the phone. I'm looking for realistic offers, I am aware that there is nothing as 'new' or original as this currently on the market and the prices being asked for these. Please feel free to call or email. Tel: Yil, 07860 234234. Email: yil@akyuz.me.uk. A266/010



**1999 Maserati QP IV Evo.** Increasingly rare and in wonderful condition, the car is well known and respected in Maserati circles having been owned by well-known club members. I've been a member since the mid-90s, and of the six models I have subsequently owned, this ranks as the best example. The engine is a developed version of that which powered the Shamal, and later put into the 3200, undoubtedly the finest engine of that era. The body carries the trademark Gandini rear slashes, the car has been fastidiously maintained by Ftech and is a splendid example of an increasingly rare model, £12,350. Tel: 01395 222311. Email: golfswjon@gmail.com. A266/012

## PARTS

**Lancia Flavia Vignale** steel hardtop in silver grey. Offers around £2000. Tel: 07798 797262. Email: martinbuckley130@gmail.com. A266/003

**Maserati OME Ghibli wheels and tyres.** As almost new, they were taken off my Maserati Ghibli last year having covered around 3000 miles, the wheels are very close to new and tyres are Pirelli P Zero 235/50ZR/18 (101Y) and are very good with plenty of tread, there is a slight cut on one of them. Tel: Peter, 07968 355985. Email: petertimotheou@aol.com. A266/033



**Fiat Coupe 20V Turbo** petrol tank, complete, electric pump, for sale £100. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Dyfed). A266/004



**Ferrari left hand drive headlights.** Only used for couple of months, 599 GTB headlights, LHD, 599 163539, £2750. Tel: 07768 028400. A266/002



**Alfa Romeo GT Junior/105 series 14"** original alloy wheels in nice condition with classic Dunlop CR65 tyres, size 5.50M, which have barely been used, £550. Tel: 07812 411180. A266/057  
**Spares: Fiat 1500 cabriolet.** Variety of used parts including distributor, starter motor, rhd steering box and many other smaller items, offers. Tel: 01684 892906. A266/018

## MISCELLANEOUS



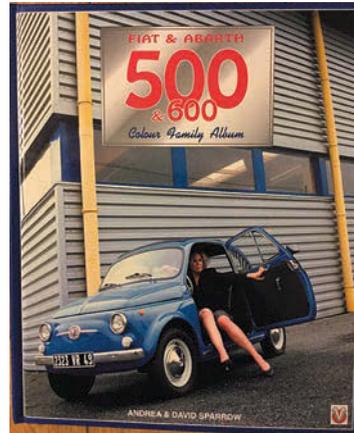
**Original manuals.** Ferrari 400, Auto transmission Eng/Italian, perfect condition; parts catalogue, perfect condition; Ferrari 1948/63 op/maintenance vol 1, perfect; 400/400GT driver handbook; Ferrari 250 GT bonnet badge from chassis 0622 California Spider, ex Peter Collins. Tel: John, 07737 174200. A266/052



**BARC, BRSCC.** British Automobile Racing Club and British Racing & Sports Car Club badge, £70 pair, post free. Tel: 020 8399 7541 (Surrey). A266/005



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**Fiat & Abarth 500 & 600 Colour Family Album.** Hardback, very clean pages, great colour photos, history, rare book, excellent condition, only £12. Tel: 07399 359072. A266/053  
**Maserati factory spares catalogues.** 1960's Quattroporte and 1960's Mistral, both vgc, £80 each plus secure postage cost. Tel: R.S.Weaver, 07979 760945 (Kent). A266/044



**Magazine collection for sale.** *Italian Cars - Sports & Classic*, forerunner of *Auto Italia*, later issues edited by Phil Ward. Editor's own set of all 14 issues in two official sleeve boxes, can be signed if required. Good condition, £150. *Alfa Romeo World*, rare collection of all four published issues. Good condition, £50. *Ferrari World*, UK issues 1 to 37 in two official sleeve boxes, includes Italian issue 1, German issues 6 to 10, 12, 29, 52, 53. Several duplicate issues. Good condition, £250. *Bialbero*, magazine of the Fiat Twin Cam Register, first ever publication to be edited by Phil Ward. Issues 1 to 19, some duplicate issues included, £50. Postage at cost, can be collected personally (Hertfordshire) or at Brooklands event on October 8th. Tel: 07870 563657. Email: philward@auto-italia.net. A266/016

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**Ferrari book.** *Piloti che Gente*, by Enzo Ferrari. First edition 1984 limited edition book, one of 2500 prints in English, 250mm+300mm, 2.16 kg, 359 pages, full of his racing memories and photos, not to be confused with later editions, in mint condition with small Maranello Concessionaires sticker on inside front cover, £85 plus postage. Tel: 01275 332459. A266/054

## WANTED

**Wanted: Maserati 3500GT front seats needed.** Does anyone have a pair of later front seats for a 3500GT? I have a pair of earlier ones to swap if this helps. Tel: Keith Hudson, 01162 788739. Email: hudfish@gmail.com (Leicester). A266/015

**Maserati 3200GT owner's handbook Wanted Fiat Fiorino pickup.** Prefer good condition, MOT, petrol or diesel. Tel: 07900 473602. Email: steve@stoneworkbysteve.co.uk (Bristol). A266/045

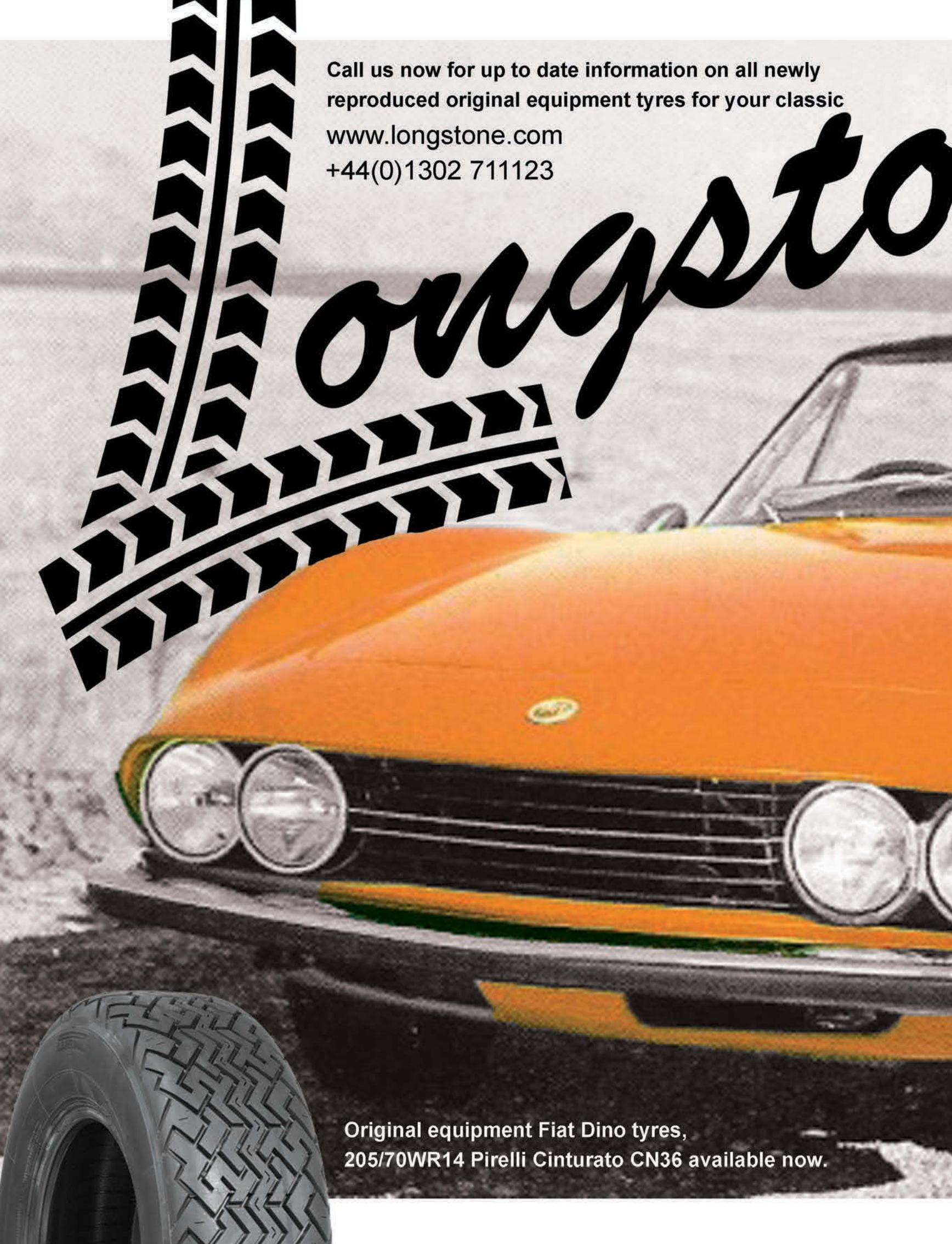
**Wanted!** Italian classic and sports cars: Alfa, Ferrari, Fiat, Lamborghini, Maserati, all conditions. R/L-hand drive, cash buyer. Please contact me if you are interested in selling your car and are looking for a prompt hassle free cash buyer. Call direct on: 07787 528131. A266/046



**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. A266/017

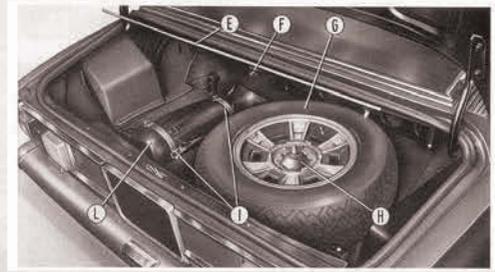
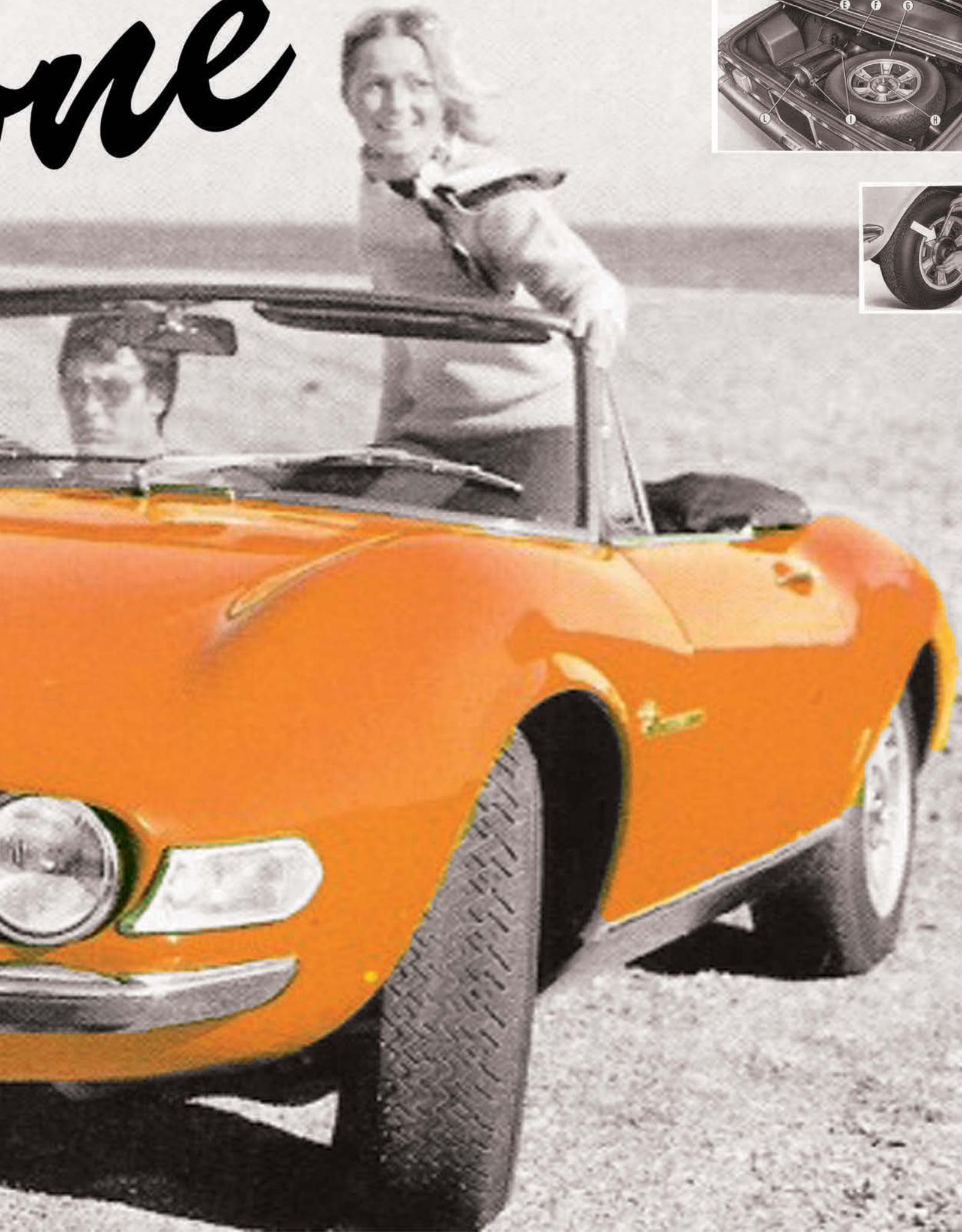
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# OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

## SIBONA-BASANO TSÉ-TSÉ

### ONE OF THE SMALLEST CONCEPT CARS EVER WAS MADE BY ONE OF THE OBSCUREST COACHBUILDERS

Story by Chris Rees



to Turin for the construction of concept cars like the Mercer Cobra, later commented: "I discovered a small body shop in Turin called Sibona-Basano. I went in and saw

One of the most obscure Italian coachbuilders of the 1960s was Carrozzeria Sibona-Basano. Founded in 1957 in Turin by the brothers Giovanni and Pietro Sibona with Walter Basano, its base was close to Carrozzeria Ghia and OSI. Signor Sibona had previously been Ghia's master metalworker and unsurprisingly he collaborated with Ghia, even after leaving. For instance, Sibona-Basano built the striking Selene II for Ghia in 1962.

Over its brief existence, the company would also enjoy working with companies as diverse as Abarth, AC, Bizzarrini, Fiat, NSU, Simca, Studebaker and Vignale. Sibona-Basano did especially good business with Abarth, making the bodies for its 1000 Bialbero and Monomille models, for instance. It was also set to make the Lamborghini 350 GTV, but Touring was awarded the contract instead.

Designer Brooks Stevens of Studebaker, on beating a path

laundry hanging and chickens running around. I took out the two little guys and filled them with Camparis. We got good prices out of them... Even better, the finished vehicles were worthy of Pininfarina."

In an age of steel and aluminium beaters, Sibona-Basano was a pioneer of the art of glassfibre, doing a lot of business making bus bodies and commercial roofing in plastic. And when it hit the market in 1963 as a car manufacturer, it did so with the Fiat 500D-based Decathlon beach car with a body made of plastic – almost unheard of for a coachbuilder from Turin.

If this is all sounding obscure, good: *Obscurati* is all about such things. But even among the annals of a company as obscure as Sibona-Basano, the featured car is particularly little-documented.

At a time when every coachbuilder worth its salt was making concept cars, Sibona-Basano joined the fray. Firstly, it took a stand in at the 1963

Salone di Torino, where it showed two the Simca-based convertibles, the Cerbiatto and the Mistral 1500.

It returned for the 1964 Turin Motor Show, but this time not with the exotic attractions of yet another swoopy two-door car. No, its effort would be an outlandish city car. The concept was so small that Sibona-Basano named it after a mosquito: Tsé-Tsé. It was far smaller than a Fiat 500, for instance, and had seating strictly for two people. Its highly unusual bodywork was made of glassfibre. To get in and out, you had to use a flip-forward canopy – years before the Bond Bug did the same thing in the UK – but it went one step further into bizarreness by pivoting the roof/windscreen/body sides around prominent 'pins' on each side. The company suggested that the Tsé-Tsé would make ideal transportation for women –

quite why, it's hard to fathom.

Sibona-Basano hopefully suggested that any engine of a capacity of about 250cc could be fitted into the rear end of its prototype, which was displayed engine-less at Turin. There was even some speculation that a Fiat 500 engine would fit.

Sibona-Basano in fact reverted to manufacturing lightweight hardtop roofs in glassfibre for Fiat Abarth 595 and 695. The company also collaborated with designer Pio Manzù on the Autonova project (a kind of proto-hatchback). Then it did some work for Bizzarrini, making the bodywork for its open Spyder version of the GT 5300 coupe.

By 1966, however, it was all over, quite possibly because its contract to make Abarth bodies had come to an end. And so a particularly obscure chapter of Italian coachbuilding drew to a close.





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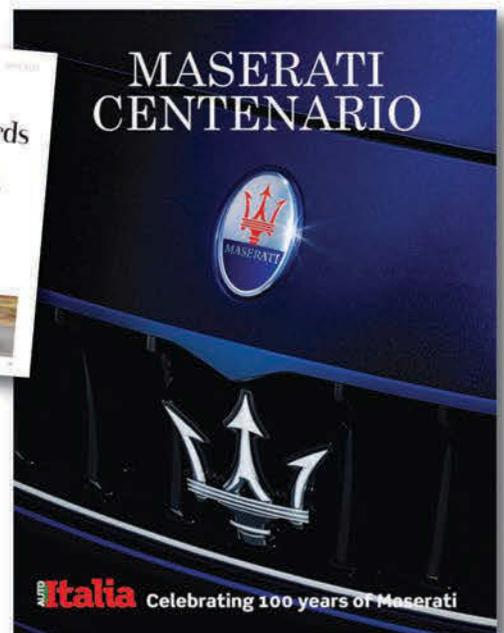
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# Alfa Romeo Transaxle Classics





# VROOM in the back

To many enthusiasts, rear-wheel drive Alfas with their transaxle mounted at the back are the real driver's choices. Here's the story of the glorious transaxle Alfa Romeos, from 1972 to 1994

Story: Peter Collins  
Images: Auto Italia

**T**he elasticity of time varies as we age. Remember when the wait for Christmas and that hoped-for Dinky Toy seemed to stretch into eternity and then, when the big day arrived it was a Jaguar Mk2 police car you received and not the Fiat 2300 Estate you'd been hoping for? (Yes, this Italian car thing had gotten hold of me even then.)

So what's all this got to do with Alfa Romeo transaxle cars? Well, the pioneering Alfetta, launched in May 1972 in Trieste, borrowed a name that was unimpeachable in the annals of Alfa Romeo history, belonging to a Grand Prix car of the 1940s. Did those at the top in Milan ever do any market research to find out if the *uomo sulla pullman Milanese* actually remembered the name, we wonder?

Anyway, why did they use the Alfetta title? Simple: the new car used the same engine/transmission/final drive set-up as that old GP car. The Giulietta, followed by the Giulia, had transformed Alfa Romeo and reaped huge rewards, but nothing lasts forever and by 1972 the men from Arese had milked the Giulia dry and it was in need of replacement.

The Alfetta took shape under the watchful eyes of genius Dr Orazio Satta, who many considered single-handedly guided Alfa Romeo or Alfanord after Alfasud was set up, through every design and model from the late 1940s until his death in 1974. According to Borgeson, Satta had "taken the most intense interest in the 158/9 Alfetta GP car [in period] both from the technical standpoint and from that of building an image for the marque." With Gabriele Toti in charge of theoretical research and development, and experimental work headed by Aldo Bassi, it was a case of 'cometh the hour, cometh the car'.

In his book *Nel Cuore dell' Alfa Romeo*, Giuseppe Busso states that it was in December 1967 that, in a discussion with Alfa's boss Dr Luraghi, Bordini raised the question of the application of a rear transaxle set-up for the new car – apparently to everyone's amazement. But a first prototype took to the road on 6 July 1968 and Busso says that "it immediately displayed great roadholding, but also big problems with the gearchange, gearbox and steering."

These were not solved in an instant, as delays due to strikes and the need to ensure the Alfasud was





launched successfully, meant that the Tipo 116 Alfetta saloon was not able to take its bow until May 1972, when a launch was held in Trieste. A further two years went by before right-hand drive versions appeared on the UK market.

Powered by the venerable and still very competent Alfa twin-cam, the new car slotted in between the 1300cc Giulia Juniors and the top-of-the-range 2.0-litre models. It had 1779cc and two Weber 40 carbs. The power output was listed as 122hp at 5500rpm with good torque characteristics.

The Alfetta's bodywork was courtesy of Alfa Centro Stile under the direction of Ivo Colucci: a saloon with four doors and five seats. But it was underneath and at the back where the radical changes occurred. At the front, suspension was by double wishbones, torsion bars and an anti-roll bar, with steering by rack and pinion. The rear end was the reason for the Alfetta name, because there nestled not only a transaxle, but de Dion suspension on progressive-rate coil springs as well.

An entirely new five-speed gearbox was placed at the back, combined with the final drive unit. Inboard rear disc brakes were fitted either side of the differential with the clutch in the nose of the

gearbox. All of this was driven by an open propshaft from the engine which, in an attempt to avoid vibration, was split in half, connected with resilient couplings. Whilst the upside of transaxle rear ends is far better weight distribution and thus better balance, one of the disadvantages is the propshaft, which has to turn at engine speeds.

John Bolster tested an RHD Alfetta for *Autosport* in May 1974 and stated that the "car at first gives the impression of being a respectable family saloon, so I was quite unprepared for its outstanding performance." Due to the rearward weight bias, "the traction was noticeably better than that of previous Alfas." Possibly due to the propshaft, "some vibration can be felt when the engine is working hard and this can cause appreciable booming of the body panels. The gearbox is also more audible than on previous models, presumably because of its change of position and its divorce from the main engine mass."

In 1975 came the first facelift and a new budget version was introduced fitted with the venerable 1570cc twin-cam, called the Alfetta 1.6, which meant the other version was rechristened the Alfetta 1.8.

To conclude the Alfetta saloon story, Filippo Surace had been playing with computers using borrowed

*Alfetta saloon was where it started, evolving through Giulietta (above) via glorious coupe variants (right)*



# ALFA ROMEO TRANSAXLE STORY





accounts department machines after-hours. By the 1970s the computer applications were in full swing and this became fairly obvious with the final iteration of the popular saloon: the Alfetta 2000. 105mm longer than its predecessor, it had a redesigned front end with oblong headlights and a revamped interior.

Whilst all this was going on, Giorgetto Giugiaro at Italdesign had, in 1968, been tasked with producing a coupe version of the Alfetta. The result duly appeared in 1974, but not to total acclaim. Some criticised the looks of the new Alfetta GT as being not up to the standards and style of Giugiaro at the time. This was because the car had taken so long to come to fruition and it was not from the latest Golf/Polo school, but actually dated back to the T33-based Iguana style, as is clear from the shape of the large rear side windows. The GT was built on a saloon chassis shortened by 110mm and Giugiaro originally wanted the rear of the bonnet to sweep up and hide the wipers.

At first, only the 1.8-litre engine was available so as not to rock the Bertone 2000 GTV's boat. From May 1976, 1.6 and 2.0-litre models were introduced, the latter named GTV2000 taking over from the erstwhile

'Bertie'. By the end of the year, the 1.8-litre had been deleted and in 1979 Autodelta came up with a turbocharged 2.0-litre putting out 150hp (named Turbodelta). In 1980 a significant change came with updated bodywork and plastic bumpers. Only the GTV 2.0-litre was now being sold alongside another new version, the GTV6, fitted with Alfa's superb 2.5-litre V6. This latter model proved to be extremely successful in both racing and rallying, winning outright the British Touring Car Championship and gaining class wins in the European Touring Car series.

The Alfetta saloon took on fuel injection by Spica for the US market in 1981, while 1982 saw the range-topping Alfetta Quadrifoglio Oro 2.0-litre arrive. Turbo Diesels were introduced and a final facelift took place in 1983. At the end of 1984 production ceased in favour of its replacement, the Alfa 90. By far the rarest Alfetta model was the CEM of 1981, of which only 991 were built. It featured a modular engine with the facility of 'switching off' one or more cylinders in traffic to save fuel.

The 1980s were not kind to Alfa Romeo, nor any car manufacturer for that matter, but Arese had rather

*Alfa 75s are among the best-loved transaxle Alfas of all. Bizarre Castagnabodied coupe (above) is based on the Alfa SZ*



# ALFA ROMEO TRANSAXLE STORY



shot itself in the foot by thinking that all its problems would be solved by a cooperation agreement with Nissan. The resultant Arna small car was a disaster and drained Arese of yet more resources.

Almost as a compromise, the next transaxle model, the Alfa 90, arrived at the 1984 Turin Show. It has been said this was one of the least successful Alfas ever but 56,428 sales up until 1987 wasn't that bad. The 90 was based on Alfetta underpinnings to save money and the body was an updated shape by Marcello Gandini at Bertone. Engines available were the 1.8 and 2.0-litre twin-cams, the latter with variable valve-timing, then V6 engines in Italy-only 2.0-litre and more widely available 2.5-litre forms, plus a 2.4-litre turbodiesel. Two thirds of the 90s sold were either 2.0-litre twin-cams or turbodiesels.

Next came the 75, so called because it was introduced in the year of Alfa's 75th birthday. It turned out to be successful both in the showroom and on the track. Introduced in May 1985, it was designed by Ermanno Cressoni in-house at Alfa Centro Stile and built under the direction of Domenico Chirico. It was generally praised, and the V6 version's gearchange was better than the 2.0-litre's. Handling and steering allowed 'neatness and precision' in the mountains. In the USA the 75 was marketed as the Milano.

Underneath it was entirely Alfetta in set-up with engine, two-piece propshaft, clutch, gearbox, differential and de Dion rear end with inboard rear-brakes all left intact. By 1987, the 2.0-litre became a Twin Spark and the 2.5-litre V6 was replaced by one of a full 3.0-litres. In 1986 a 1.8-litre turbocharged version of the Alfa twin-cam was launched, mainly for motorsport homologation reasons, which became serious in March 1987 when the 1762cc Turbo Evoluzione became available in limited edition 500-off form, suitable for conversion as track cars and taken up enthusiastically by Autodelta in that year's European Touring Car Championship.

Production of the 75 continued until 1992, by

which time nearly 387,000 had found owners. It was the last gasp of Alfa before being taken over by Fiat and replaced by the completely different front-wheel drive 155.

The 75-based SZ coupe and RZ convertible, built by Zagato, would be the swansong for transaxle-era Alfas, made from 1989 to 1994. Barking mad and highly specialist, their story is fully told on page 126 of this issue.

In between it all, the name Giulietta was revived for a car aimed to fill the gap between the Alfasud and Alfetta, in much the same way as the original was back in 1955. The Giulietta was based on the Alfetta transaxle concept in the same form with clutch, gearbox and differential at the rear suspended by coil springs and a de Dion tube.

The new car first appeared in November 1977 in two forms: 1.3-litre and 1.6-litre versions of Alfa's twin-cam. Come April 1979 and a third version with a 1.8-litre engine was added, followed by a full 2.0-litre model in May 1980. A facelift occurred in the middle of 1981 and at the Paris Show of 1982, the Giulietta Turbodelta was released with its 2.0-litre engine blown, developing 168hp. Turbodiesels were also on offer from this point, before a final and third update in late 1983 produced a significantly redesigned dashboard amongst other small changes.

The end for the Giulietta came in 1985 after about 380,000 had been built worldwide, as the model was popular and manufactured in South Africa as well as Italy. In fact, the success of the model there included a special local version of the car, the Group 1, which was raced extensively in production saloon car events in the early 1980s.

So transaxle models had spearheaded Alfa's sales for over 20 years, from 1972 to 1994. It was the arrival of Fiat money and ownership that finally made the company fall prey to the worldwide disease of economies of scale and the adoption of front-wheel drive – and the end of the glorious transaxle era. 🇮🇹

*The end of the transaxle era – and of rear-drive Alfas for a generation – was the rare and barking bonkers SZ*



ALFA ROMEO TRANSAXLE STORY



# Balancing Trick

What exactly is a transaxle?

Words: Peter Collins



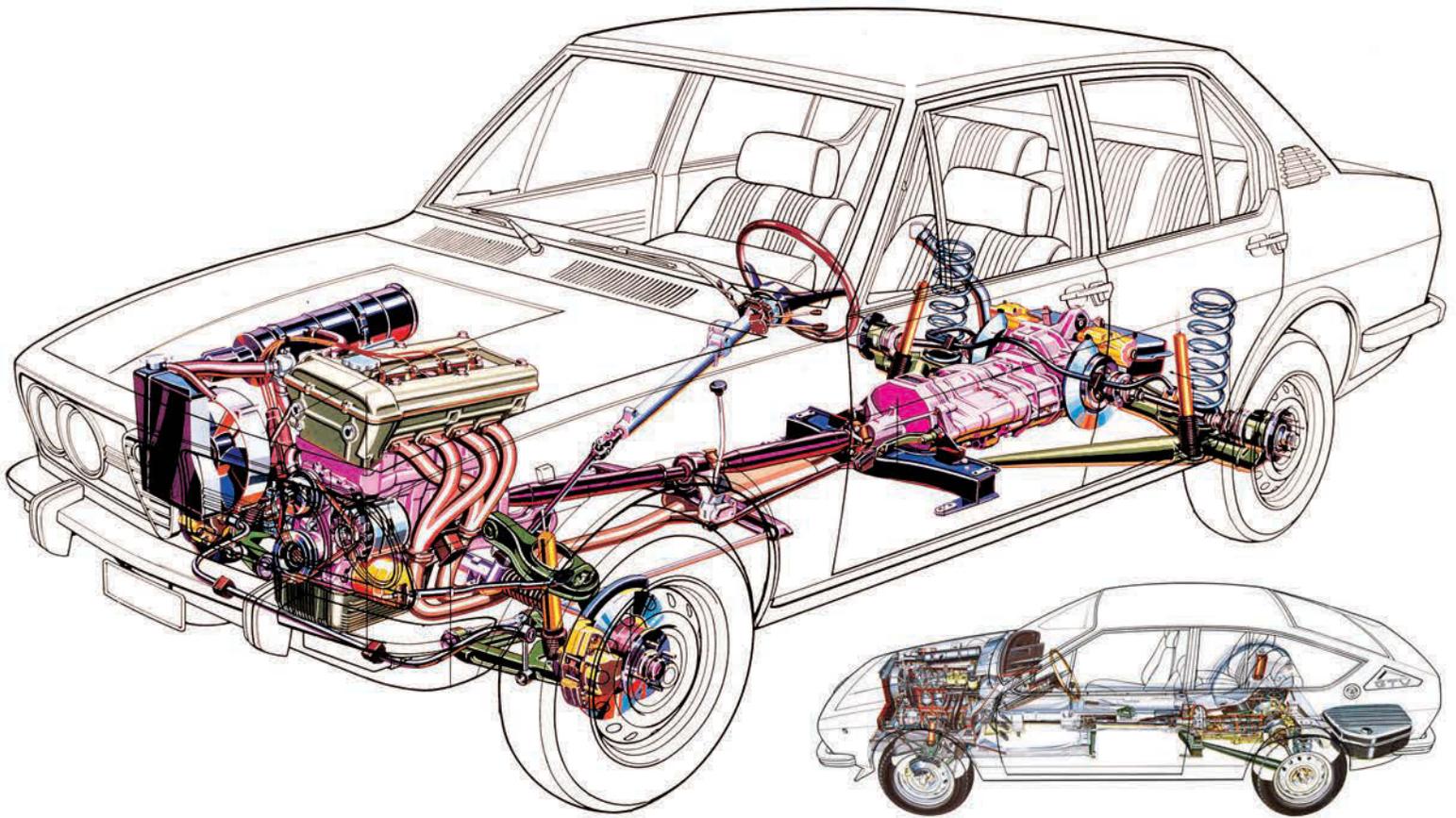
**T**he method by which the power of the engine on rear-wheel drive cars reaches the wheels effectively has two choices. First is the classic set-up of engine and gearbox in unit, driving through a propshaft to a rear axle (whether live and suspended on elliptic springs or independent with appropriate springing). As was Written On The Wall:

“Though art weighed in the balances and found wanting.” That could almost be an epitaph to live rear-axle set-ups.

The second route is the one that Alfa Romeo pursued in 1967. It's a method that provides the car with what should be, in theory, perfect balance: placing the engine traditionally up front but transferring gearbox, clutch and final drive all at the rear

together. The weight at the front is counterbalanced by the weight at the rear.

The biggest disadvantage of this for a road car, as opposed to one intended purely for motorsport, is that power has to be transferred from front to rear by a propshaft that turns at engine speed until it meets the clutch/gearbox and this is an inevitable source of vibration.



Ferrari used a torque tube to help ameliorate this problem, but the engineers at Arese found that these problems were eliminated – near enough – by dividing the propshaft into two parts, joined together by a resilient rubber coupling. The rear end of the shaft entered the clutch, which was situated in the forward ‘nose’ of the gearbox and then drive was taken directly through to the rear differential for distribution to each wheel.

It was thus considered necessary to

suspend the rear wheels independently. With experience of their all-conquering Grand Prix Alfetta cars of the late 1940s and early 1950s still in mind, the engineers decided on using the de Dion system by which a roughly U-shaped subframe was fitted with the rear wheels at each side of the top ‘legs’ of the ‘U’. The subframe was rigidly connected to the bottom of the car in the middle, thus allowing its ‘legs’ to move with the wheels as they assumed different angles according to

cornering stresses. The benefit of this system was that the rear wheels stayed vertical at all times, ensuring that tyres enjoyed the maximum possible contact section with the road surface.

So with the best weight distribution possible leading to best balance, and with a de Dion ‘tube’ at the rear, the Alfetta family enjoyed more than a fighting chance of being a good rider and an excellent handler. And so it proved. 



# Transaxle Express

We sample three very different road-going transaxle Alfas – including a deliciously rare GTV6 3.0

Words: Tim Pitt  
Images: Michael Ward





**F**ew cars get Italian car enthusiasts' juices flowing like transaxle-equipped Alfa Romeos, and *Auto Italia* staff are no different. Editor Chris and I are busy imbibing instant coffee in a glorified shed at Longcross test track when a large, covered transporter pulls up. Alex Jupe, leading Alfa expert and sometime *Auto Italia* contributor, steps out. Perhaps it's the budget brew, but there's a heady excitement in the air – not least because of the drama of Alex's mode of arrival.

The first car to emerge doesn't disappoint. It's a GTV6 3.0, a South African skunkworks special built for Group 1 racing. This very original car – one of just 208 made and perhaps seven or eight in the UK – is owned by Stephen Agoston and has been lightly restored by Alex Jupe Motorsport. Amazingly, it has clocked up just 100 miles in the past 10 years, so

driving it will be a rare privilege.

Next out of the truck is one of Alex's own cars: a 1982 Giulietta 1.8 twin-cam. Indeed, this one is practically a family heirloom, first purchased by a 15-year-old Alex in 1993. At the time, he paid £160 for it: "It was on its last legs, you could hear the timing chain slapping around," he laughs. "I sold my Scalextric to pay for it." Whatever its history, it looks resplendent now, despite apparently being the "tattiest" of the four Giuliettas in Alex's collection.

A 75 3.0 V6 is last Alfa to reverse out, accosting us with a face-full of huge, IMSA-spec spoiler. This is another of Alex's cars, and has been modified for track days, with Alex taking it to the Nürburgring three times a year, along with Spa and several UK circuits. With an upgraded Giulietta body and a 3.0-litre Busso V6, could this third and final Alfa Romeo prove the best of both worlds? Time to find out.



## ALFA ROMEO GIULIETTA - IN THE BALANCE

The Alfa Romeo Giulietta is a beautifully balanced sports saloon that still delights today

The 1980s was a golden era for automotive journalism, and Car magazine was its vanguard. Its pages were packed with supercar showdowns, ambitious road trips and caustic criticism, yet its writers weren't averse to clichés, especially when describing Italian cars. Anything from a Fiat Panda to a Ferrari Testarossa was invariably infused with 'brio', a word defined by the Oxford English Dictionary as 'vigour or vivacity of style or performance'.

It may be a cliché, but the Tipo 116 Alfa Romeo

Giulietta has brio in spades. This compact saloon debuted in 1977 as a sportier, more stylish alternative to the Alfetta. It shared the Alfetta's transaxle, of course, but offered a broader range of engines (from 1.3 to 2.0 litres), plus a 2.0 diesel from 1983. There was even a blown 170hp Turbodelta, although just 361 left Arese and they're rarer than duck's dentures today.

Alex's Giulietta is a 122hp 1.8 and looks stock apart from 15-inch Ronal A1 alloys – replicas of the original factory option. It's still a fabulous design, with crisp contours and a wedgy profile, not unlike the shark-nosed BMWs of the era (and the polar opposite of the 'jellymould' Ford Sierra launched soon afterwards). This post-facelift 1983 car has a curious mix of chrome trim and black plastic cladding, but the overall effect, from clamshell bonnet to kicked-up rear spoiler, is one of understated sporting intent.

Inside, you'd never guess this Alfa has 164,000





*1.8-litre twin-cam engine has a great soundtrack and revs eagerly. Handling is poised and playful*

miles under its wheels – 33,000 of those accrued in the first year after Alex passed his test. “My friends and I used to spend all our spare time just driving around,” he reminisces. The seats have been swapped for plump Recaros from a 75 LE, plus there’s a gorgeous Momo wheel with a spacer to reduce reach: “It mitigates Alfa’s traditional, long-armed driving position,” he explains.

A rev counter, redlined at 6400rpm, sits front-and-centre in a compact binnacle atop the dashboard.

servo on the left side of the engine bay, necessitating a long and slack-inducing linkage for right-hand drive cars. There’s sufficient stopping power if you stamp hard enough, but initial pedal feel is soggy and confidence-depleting. Fortunately, the handling is anything but.

Here’s where that famed transaxle comes into play. By locating the clutch and five-speed gearbox alongside the rear de Dion tube, Alfa Romeo achieved near-perfect front-to-rear weight distribution, making

**“It’s a lot keener to rev, despite being slightly down on power”**

The gauges for oil pressure, water temperature and fuel level are stacked alongside, each rotating horizontally on a separate axis like those in classic Citroens. My favourite interior detail, though, are the switches for hazard lights, heated rear screen and front/rear foglights, which are colour-coded green, black, yellow and pink. Later Giuliettas had all-black switches, depriving this otherwise sombre cabin of a colourful quirk.

Heading on to the track, the 1.8-litre twin-cam feels eager and responsive, its soundtrack a charming blend of induction gasp and exhaust rasp. It’s hardly quick in modern terms – 0-60mph in 9.7 seconds and 115mph flat-out – but a healthy appetite for revs offers ample compensation. “I prefer the 1.8 to the 2.0-litre engine,” reveals Alex. “It’s keener to rev, despite being slightly down on power.”

The Giulietta’s throttle is super-sensitive, but the same can’t be said for its brakes. Alfa located the

this 1100kg family saloon corner like a sports car. It could show the nascent hot hatches of the early 1980s a clean pair of Pirellis, too.

The Giulietta turns in with alacrity: its balance is neutral at first, then edges into easily controllable oversteer. Its unassisted steering feels direct and intuitive, its chassis poised but playful. It’s proper, old-school fun, as Alex attests: “I used it regularly for track days. You could just chuck it into long tail slides, in an era before they frowned on that kind of thing.”

You sense that this Giulietta’s circuit-bashing days are over, but it still racks up around 2000 miles a year on the road. And why not? After all, this practical classic isn’t too highly-strung – or valuable – for regular use. Its long-term owner is clearly smitten. “I’ll never sell it,” he says, “there are just too many happy memories tied up with this car. It was my first Alfa Romeo, igniting the passion for the marque that I still have today.”



## ALFA ROMEO GTV6 – SIX APPEAL

Meet the ultimate Alfa Romeo GTV6 – a rare homologation special sold only in South Africa

For car enthusiasts, the word 'homologation' is suffused with illicit glamour. It's a process that has sired many of the most extreme and exciting cars ever made, from the Lancia Stratos to the Ferrari 250 GTO. In motorsport, however, the homologation of road cars is simply a means to an end: winning races. And the Alfa Romeo GTV6 3.0 did just that.

A bit of background first. Alfa Romeo in South Africa wanted to compete in local Group 1 racing. The 2.5-litre

GTV6 wasn't powerful enough to take on the dominant BMW 535i, so a visit was made to Autodelta, Alfa's competition department in Italy, which already offered a 3.0-litre conversion. New cylinder heads, crankshafts and pistons were imported to South Africa and assembled locally, mated to six Dellorto carbs beneath a custom glassfibre bonnet. Other modifications included suspension lowered by 10mm, a larger front spoiler and two-piece Compomotive split-rim alloys.

The gains weren't spectacular: power climbed from 160hp to 174hp, while torque rose from 157lb ft to 164lb ft at 4300rpm. However, this was sufficient to trim the 0-60mph time from 10.8sec to 8.4sec, and boost top speed from 126mph to 139mph. Racing did improve the breed and a series of wins over BMW vindicated Alfa's efforts. Had it also improved the roadgoing GTV6?





*South African-built GTV6 has generous power but the weight of the engine means it's heavier in turns*

In terms of styling, absolutely. The power-domed bonnet and wider wheels give the pretty GTV some welcome visual muscle, while red go-faster stripes on the bumpers and side mouldings are a gloriously '80s touch. The interior decor is equally of its time, with black and white pinstripe trim and 'fishnet' Recaro seats. This car also has air conditioning fitted: a near-essential option in sweltering South Africa.

A lack of headroom is the price paid for that elegant fastback roofline, but Alex points out that UK cars had about 20mm less still, due to the sunroof. It's also a tight squeeze in the back, where the seat cushions are mounted high to clear the transaxle – an issue that

3.0-litre sounds cultured, yet manifestly mechanical – a potent snarl that builds to a red-blooded roar as you near the 6500rpm red line. It doesn't feel as fast as the 75 V6, though, despite its similar on-paper power, but that's probably down to a decade in dry storage. "It could do with a long run to clear the pipes," admits Alex. Indeed, the engine's defining characteristic is torque. It pulls strongly and smoothly from low revs, helped by relatively short gear ratios within that famed transaxle.

On long, sweeping bends, the Alfa holds its line confidently. The steering fizzes with feedback and the brakes are pleasingly progressive. Its front end isn't as

**“For me, the GTV6 ticks all the boxes for a classic Italian car”**

also limits luggage space. Nonetheless, there's more room for passengers than in many 2+2 coupes, the Porsche 911 included.

The GTV's dashboard is boxy but functional, with traditional analogue gauges and a panel of clearly labelled rocker switches. Alfa Romeo had responded to criticism of early cars, which placed the speedometer atop the centre console, so you'll search in vain for idiosyncrasies here. Alex advises a couple of pumps on the throttle before turning the key: "Keeping six carburettors in tune is as tricky as it sounds," he says with a wry smile.

Few things in this world are more tuneful than a Busso V6, especially one with CSC tubular manifolds and a straight-through exhaust centre section. The

pointy as the saloons here and it doesn't offer the same degree of throttle-adjustability, while there's also more understeer than the lighter four-cylinder GTV. However, the well-balanced chassis has no shortage of grip and won't bite back if you get carried away. It feels taut and tied-down in the manner of a well-sorted sports car.

For me, the GTV6 3.0 ticks all the boxes for a classic Italian car: enthralling looks and an engaging drive, plus bonus points for rarity and motorsport kudos. It may be more of a local hero than a global legend, but it delivered precisely the on-track success that Alfa Romeo South Africa desired. As with many homologation specials, the road car is a welcome by-product of that brilliance.



## ALFA ROMEO 75 V6 - SPOILER ALERT

The Alfa Romeo 75 V6 3.0 is an underappreciated classic. We show it some love

If Marcello Gandini's Carabo was the zenith of angular Alfa Romeo design, the 75 is arguably its nadir.

Today's Alfas are curvaceous and pretty, but this square-jawed saloon is neither – unapologetically so. Indeed, it seems apt that the 75 gave birth to il Mostro – the SZ – as both cars share a brutish and wilfully unconventional aesthetic.

Today, I think the 75 is aging rather well, and I'm not alone in that view. When I posted photos of the three cars on social media, it was the 75 that got the most

'likes'. It's a car that represents the end of an era for its maker, being the final pre-Fiat Alfa and the last saloon (until the current Giulia) with rear-wheel drive. Also, we Brits love an underdog, and the 75 has talents that belie its divisive appearance.

With wider Compomotive MO alloys in gunmetal grey, plus a ducktail rear spoiler that's a homemade replica of that used on IMSA racers, Alex Jupe's 75 looks meaner than most. In recent times, it's been his go-to track day car – a veteran of many trips to the Nürburgring – and has thus been modified with a CSC manifold, gas-flowed heads, a straight-through exhaust centre section and slightly spikier SZ cams. The latter "make it less lazy at the top end," says Alex.

Its chassis hasn't escaped attention either. The 75 rides on RS Racing suspension with much stiffer springs and a lower ride height. Front brakes are upgraded to 305mm discs. Inside, there are seats from





a run-out 75 LE, retrimmed with red Alfa Romeo logos. The chief advantage of these seats is they slide back further, helping prevent a sideways-twisted 'Alfa ankle' – a common issue, exacerbated by pedals that are skewed towards the centre of the car.

A lack of legroom is rarely an issue for a man of my stature, but I still find the 75's driving position odd. It's very upright, and some of the controls require forethought. The U-shaped handbrake, for example, seems explicitly designed for trapping fingers, while the radio is perversely directly behind the gear lever. Despite this, the 75's interior feels markedly more modern than the Giulietta it replaced.

That 'boy racer' spoiler obscures about a third of the rear window, but the square-sided 75 feels compact and easy to place on the road. It's closer in size to a hot hatch than one of today's supposedly compact sports saloons and the driving experience is suitably 'pocket rocket', too. The steering is alert, the ride predictably firm and throttle response certifiably manic. It feels like a car to grab by the scruff of the neck and drive the door handles off.

Some Alfisti prefer a four-cylinder 75 because – with less weight in the nose – it turns in more keenly than a V6. However, Alex's tried-and-tested tweaks have dialled out much of this relative inertia, as his 75 is beautifully balanced. Its fuel-injected 2959cc V6 doesn't offer the induction noise of the GTV, or indeed the zingy lust for revs of the twin-cam Giulietta, but it's the punchiest performer of the three. Maximum power is 190hp at 5800rpm, while 185lb ft of torque arrives at 4500rpm.

The five-speed manual gearshift is also noticeably slicker and more precise than its transaxle cousins, while the level of cornering grip is a league above. The 75 clings on, limpet-like, to the banked bends of our test track, feeling stable and secure. Provoke it, though, and opposite-locking RWD slides are served up with relish. Try that in a hot hatch...

Among Alex's enviable collection of classic Alfas, the 75 is one of the most regularly used. I can understand why. Stiff suspension aside, it's civilised and contemporary enough not to feel like a culture shock, yet also raw enough to refresh the senses. Whatever you think about this Alfa Romeo's styling, its reputation as a driver's car is well justified. 🇮🇹



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**T**hese Alfetta racers represent three different race categories and three different eras. The white-and-green Alpilatte car is an FIA Group 1b car, which means, modified a bit. The red Napolina car is Group 2 – modified a bit more. And the white Boule D'Or car is Group A, which means it's modified, but in a less obvious way.

All three cars have recently acquired their FIA HTP

papers, not an easy or cheap procedure. Hardware apart, even colour and livery need to be correct, and each inspection and authorisation costs the thick end of £1000.

The Alfetta wedges came in three series: red Napolina car (Series 1), Alpilatte car (Series 2) and Boule D'Or car (Series 3, sharing a floorpan with the 1985 Alfa 75, as there was a two-year production overlap). All three cars are maintained, developed or built by Alfa

# 1-2-3 Testing

Alfa race cars with 16 cylinders and 600bhp are rare – the 1935 Alfa 16C and 1939 Tipo 162 spring to mind. The 1970s equivalent is the combined muscle of three Alfetta race cars

Words: Roberto Giordanelli  
Photography: Michael Ward



Romeo racing guru Chris Snowdon of CSRacing ([chris@cs-racing.co.uk](mailto:chris@cs-racing.co.uk)).

The Alfetta range has a near-perfect 50/50 weight distribution thanks to its rear-mounted transaxle; albeit with the penalty of a high polar moment of inertia, which means weight at each end, rather than in the middle. Alfa Romeo has been racing since 1911 and understands, "Win on Sunday, sell on Monday". In

touring car racing, Alfa Romeo was ahead of the game with the Giulia GTA and briefly with the BTCC Alfetta GTV6 and the Alfa 155. For 2018, Alfa is back in Formula One and the BTCC. All this is backed up by an impressive range of road cars and booming sales figures. In the thriving world of historic racing - Scuderia del Portello apart - it is left to privateers to wave the Alfa Romeo flag.



## NAPOLINA

Starting with the oldest of our trio, we have the red Napolina car of Richard Melvin. Richard works in the TV industry as a prop maker and is new to motorsport. He is being skilfully coached on track by ARDS instructor and race engineer Chris Snowdon. Richard plans to enter his first race later in 2018 with the Classic Touring Car Racing Club, which provides races at affordable rates. For those not familiar with race entry fees, they vary from £300 to £3500 per race, a definite concern for a humble club racer's budget.

Richard's Group 2 car is an original race car; ex-Peter Hilliard and ex-Leo Bertorelli. Its red Napolina livery graces a big riveted-on arch look that's more rally than race. They are in fact Group 4 arches that have been sanctioned for this car. A change to standard front and rear wings for Group 2 would be an expensive and difficult task. Richard also has another Alfa race car

under restoration at CSRacing: the ex-Jon Dooley Group A Dealer Team Alfetta GTV6.

Richard's Napolina Alfetta is the only car of the trio powered by the good old Alfa Nord 2.0-litre twin-cam. It pushes out an impressive 185hp at 7500rpm. In order not to bog down, the motor must be kept in its 5500 to 7500rpm powerband. The gearing is suitably low for most modern chicane-hampered race circuits. With 950kg to haul, the power-to-weight ratio of 195bhp per tonne makes for a sprightly car, but obviously lacking the grunt of the V6 motors in the other two cars. This doesn't mean that Richard's Alfetta is the slowest of the trio. Running in a series that permits modern radial tyres (Avon ZZR 225/45 R16) is a huge advantage on twisty circuits compared to antique Dunlop historic crossplies. There's some trick CSR geometry in the front suspension that gives the car lightning-fast turn-in reactions.

Chris Snowdon has testing data with this car and we



# ALFA ROMEO ALFETTA GT TRIPLE TEST



*2.0-litre engine makes for strong performance. Lower roll centre with rear end mods sharpens up handling*



estimated banzai yardstick lap times of the 1.2-mile Brands Hatch Indy Circuit. For Richard's Napolina Alfetta, we estimated a 59-second lap time, second place of our trio. To make this car quicker, it would need to be lighter. Some years ago, this writer tested a 780kg Alfetta at Zwartkops Circuit in South Africa. Admittedly, this is a weight that would be outlawed in Group 2, but a target direction nonetheless.

At the rear end, Richard's Napolina car has a clever modification lifted from Mario Delion's Tricentrol British Saloon Car Championship car: a lowered Watts linkage on the de Dion tube. This increases corner exit traction because it lowers the rear roll centre by about 60mm. Richard's Napolina car has partially addressed the Alfetta's Achilles' heel (disintegrating propshaft doughnuts and broken clutch housings) by fitting a solid propshaft. Alfa Romeo chose to omit a torque tube design in favour of independently rubber-mounting the rear-mounted transaxle and the engine.

This causes much stress in the drivetrain. A better design is a torque tube (a large metal tube that bolts rigidly the engine to the distant transaxle). The whole lot is then rubber-mounted, a system employed by Porsche, Maserati, Ferrari and so on. A conventional propshaft runs inside the torque tube.

Richard's solid propshaft sends vibration and noise through the bodyshell. A modification employing more efficient CV joints is planned. With a 98dB silencer system for quiet trackdays, the propshaft noise is prominent. While this temporary propshaft may be considered a device for loosening every nut and bolt on the car, it does partially solve the Alfetta's Achilles' heel. The clutch housing has been strengthened by John Sismey's Lahoma Engineering Company. In a motor race, your reporter once witnessed an Alfetta flywheel that exited through an Alfetta side window onto the race track, its departure seemingly unhindered by the clutch housing and floorpan.



## ALPILATTE

Bring on the next car: Paul Clayson's Alpilatte Group 1b GTV6. Built four years ago from a road car by Chris Snowdon, the Alpilatte cheese company's livery is a copy of the car that Lella Lombardi/Tony Palma raced at the 1982 Silverstone Tourist Trophy. Chris raced this GTV6 twice at the Goodwood Members' Meeting before selling it to the current owner, Paul Clayson. Paul raced it once at the Members' Meeting teamed up with rally legend Nicolas Minassian, who praised the car's handling, and Paul has also competed in other races. This car used to be fitted with a 3.0-litre engine. Alfa Romeo had a factory in South Africa where the GTV6s ran with 3.0-litre engines for road and race use. Unfortunately, the FIA insists that the GTV6 must race with a European-spec 2.5-litre motor. This makes the GTV6 uncompetitive against 3.0-litre Ford Capris and 3.5-litre Rover SD1s, American V8s and Group 2 Ford Escorts that can boast 354bhp per tonne. However, class wins are possible, and if there were a class for

style, the Alfetta would be right up there.

Group 1b (often called Group 1½) permits limited modifications. The engine internals and exhaust manifold may be changed and this has resulted in a 2.5-litre V6 producing around 260hp at 7700rpm. Paul's car weighs 1070kg, which equates to 242bhp per tonne. Transmission is via a transaxle from a low-geared 1.8 Alfetta driven by a solid propshaft through a reinforced clutch housing. Braking at the front is via AP four-pot calipers on vented discs. Rear brakes are the standard inboard non-vented road car items.

The suspension includes 30mm front torsion bars and Bilstein dampers. The front end runs on rubber bump stops, a common mod which sounds incongruous but works. This gives the front end the job of roll resistance, leaving the rear tyres able to supply more traction. The seating position helps the centre of gravity but takes some getting used to. The three Sparco foot pedals are arranged far apart, making heel/toe downshifts impossible for anyone with less than size 12 feet. However, this car is easily



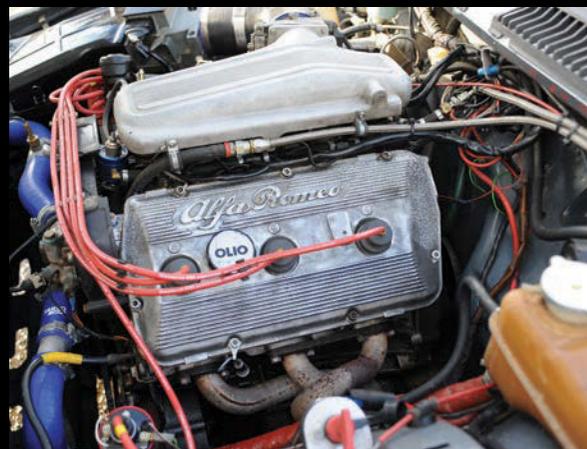
# ALFA ROMEO ALFETTA GT TRIPLE TEST



*2.5-litre Alpilatte-liveried GT is the easiest of our trio to drive, simply because it's the least modified*

the easiest of the trio to drive, unsurprising as it's the least modified of the three. Paul's Alpilatte car sits higher than the others on its tall-profile Dunlops, adding to its grip deficiency.

As for our virtual Brands Hatch lap time, we'd guess 61 seconds. Paul runs the car in the prestigious Motor Racing Legends Historic Touring Car Challenge with Tony Dron Trophy. This race series requires the cars to run on Dunlop Historic crossply tyres, which mask this car's true potential. While this car appears to be the slowest of the trio, a switch to more modern rubber would easily elevate it to second place with an estimated 58-second lap.



## BOULE D'OR

Does Ian Guest's Boule d'Or Group A Alfetta get its name from a cigarette brand or a melon variety? The orange circle in the logo directs it to the melon department. This car was taken directly from the Alfa production line and purpose-built as a racer. As for dynamics and lap times, this car is the big daddy of the three. It looks it, too. Low-slung and on slick tyres, this racing machine has plenty of previous. Its left-hand drive position gives the game away. It's an ex-Luigi race car that campaigned in the 1985 Spa 24-hour race, plus many other European events.





Under its standard-looking Group A skin sits a 2.5-litre, 250hp V6 screamer. Group A rules stipulate original cast-iron exhaust manifolds, hence 10hp less than the Group 1b Alpilatte car. Weight is 1070kg and, being a series 3 Alfetta, it's built on a forerunner of the Alfa 75's floorpan. Drive is sent via a solid propshaft to a strengthened clutch housing, AP twin-plate clutch and straight-cut, close-ratio transaxle – all tried and tested and battle-proven. The wheels are specially made copies of the originals. The fuel tank is a simple aluminium item, while onboard air jacks and centre-lock wheels are a legacy of endurance race pit-stops, where rapid wheel changes are vital.

Climbing on board is easy thanks to the door bar which is sensibly low at the A-post and high at the B-post. Dropping down into the lightweight Recaro seat, you might initially notice that the seat has no padding.

This is not a problem as the design offers a large area of contact with the base and sides of the seat, holding you securely and putting you firmly in touch with what's going on with the chassis. Unlike the Group 2 Napolina car and the Alpilatte Group 1b car, Group A stipulates glass for the windows, not Perspex; this Boule d'Or car has lightweight glass! The many instruments are all in French and provide useful info to the driver, including differential temperature. Alfettas have in-board rear brakes, in this case large ventilated ones. This set-up is notorious for overheating both the brakes and the differential, which are in very close company. The solution is a diff cooler, which effectively becomes a rear brake cooler.

The front suspension has some clever anti-dive geometry which helps with the braking. Instead of the standard nose-dive, the front stays up and adds some

*Clever suspension mods mean this car is probably the quickest of the trio, despite having 'only' 250hp*



## ALFA ROMEO ALFETTA GT TRIPLE TEST



compression to the rear. This means that the braking effort can be better shared fore and aft, hence the large rear brakes. Braking is a strong point with Ian's Group A car. Together with slick tyres, Ian's car might manage a deceleration of 1.4 g compared with 1.2g for the Group 2 and 1g for the Group 1b. Lateral-g (cornering forces) would be in a similar ballpark.

On track, the Group A car feels the most taut and direct of the three. All the control inputs take immediate and efficient effect. The motor must be kept in the rev band 5500-7700rpm, which requires well-timed and precise gearshifts. That the gear linkage is long and remote from the distant gearbox takes some acclimatisation if one is used to a gearstick going directly into a gearbox.

Handling on all three cars is adjustable, so the set-ups can be tuned to the driver's preferences. Ian Guest's Group A car – like all the Alfettas – carries

more of its weight at the rear than a normal front-engine, front-gearbox car, which is noticeable in oversteer situations when the tails 'hang out' for a longer time than you might anticipate. The pay-off comes with the excellent traction that this configuration delivers.

Despite this car's long gearing – good for Spa and Le Mans – a yardstick virtual lap of Brands would take about 56 seconds, making this the quickest of the three cars. 0-60mph acceleration estimates are Alpilatte – 5.3 sec, Napolina – 5.9 sec and Boule d'Or – 4.9 sec. If a few seconds a lap doesn't sound like much, think again. On Brands Hatch's short Indy Circuit, an average lap speed of 77mph equates to 113 feet per second. The difference between the slowest car and quickest here is five seconds, or nearly 200 yards per lap. That's one whole lap behind after 10 laps. 





This doesn't normally happen. We're at our track test/photo shoot location, and as it happens we're there at the same time as esteemed colleagues from *Autocar* and *Auto Express* magazines, who are also doing photo shoots (something anonymously Korean, if memory serves). As our pair of 25-year old Alfas rock up, everything stops and the cars are suddenly surrounded. One colleague even asks if he can sit inside what he describes as "my dream car".

Yes, the Alfa Romeo SZ certainly does things to people. It's inspired a lot of love today, but on the other hand I once parked my SZ up and heard someone exclaim, "Oh dear God, that's ghastly!" Small wonder the Italians nicknamed it 'Il Mostro' – The Monster. Love it or loathe it, you can't fail to have an opinion about it. Most likely a strong one.

I'll hold my hand up and say that my opinion is firmly in the 'love' camp. So much so that I took the plunge about four years ago and bought one – car number 249 of the 1036 SZs made, an original UK-supplied example. For me, the SZ's appeal is of the 'so wrong, it's right' school. The design may look like an awkwardly butchered off-cut of meat but that belies its wind-tunnel smooth aerodynamics, with a drag coefficient of just 0.30.



# Double Headed Monster

The car they call '*Il Mostro*' has something of a split personality. The RZ convertible could be described as the 'Beauty' to the SZ coupe's fiery 'Beast'. But which one do we prefer?

Story: Chris Rees  
Images: Michael Ward



Just about everything about the SZ is extraordinary. To this day, no other car company has ever used the peculiar type of plastic (ICI Modar) that Zagato chose to craft the body out of. And just about every owner curses that decision, because regular repaints are required since the paint suffers from regular bouts of maddening micro-blistering.

The paint has to be red, by the way – all SZs were so coloured, with a contrasting dark grey roof and light tan interior. Not so the convertible RZ version, though, which could come in red with black interior, yellow with

record, 56% front and 44% rear). The SZ is famously capable of pulling 1.4g in corners, or at least that's what Alfa Romeo claimed at the time. My own SZ has 18in wheels that replicate the teledial style of the original 16s and give it super-sharp turn-in and responses, at the expense, however, of a pulverisingly hard ride. The 225/40 front and 255/35 rear tyres are great in the dry, but not so clever in the wet. But still tremendous fun...

The brakes on SZs are a weak point, and Alfa chose not to fit ABS to give the car a true race vibe. I've

## “ If the SZ is *Il Mostro*, is the RZ the Headless Monster? ”

black interior or black with burgundy interior.

Inside the SZ, the quiriness continues, with exposed painted panels, a smattering of leather and a dashboard that looks like it's been hewn from carbonfibre (it isn't – it's just stick-on faux-carbon). The Zagato-monogrammed seats are reasonably supportive and sumptuously trimmed in leather, although they lack adjustability. Behind the seats is an area reserved for luggage, complete with straps to keep your bags in place. There is a boot lid but, ahem, there's no boot – this is the barking mad SZ, remember – instead, it provides access to the space saver spare wheel.

On the centre console are switches for the adjustable dampers but these are not to give you 'sport' or 'comfort' modes while driving. Instead, they simply raise and lower the ride height – very handy when overcoming sleeping policemen.

Underneath, the SZ is essentially an Alfa 75 racer, with coilover front suspension (rather than torsion bars) borrowed from the 75 Group A/IMSA race cars. The rear-mounted five-speed transaxle and de Dion tube give it near-ideal weight distribution (for the

taken the advice of Adrian Jardine of Alfa Aid (and the SZ/RZ Registrar of the Alfa Romeo Owners Club) and fitted uprated Ferodo DS2500 pads last year, transforming the brake feel.

SZs are not fast, though. Despite Alfa tweaking the fuel injection, camshaft timing, compression ratio and uprating the intake and exhaust manifolds of the 75-derived 3.0-litre Busso V6, its 210hp output is nothing special. The exhaust note, on the other hand, very much is special: muscularly vocal and searingly sparkling, but then this example does have a one-off exhaust system.

So much for the SZ. We've also invited along an RZ courtesy of Adrian Jardine of Alfa Aid, whose lovely red 1993 example is one of only 278 RZs made in all by Zagato, as something of an afterthought, between 1992 and 1994. It's one of 15 examples currently known in the UK (compared to 95 SZs in Britain).

If the SZ coupe is *The Monster*, what does that make the roofless RZ – *The Headless Monster*? Our man Steve Berry (see page 132) is of the opinion that it looks like a Fisher Price toy – a bit harsh



perhaps, but alongside the SZ, the RZ does look distinctively different.

That's not too surprising considering how many differences it's possible to count between the two cars – in fact, so many that they're almost completely different cars. The front bumper is shallower, as are the body sills. The doors are frameless at the tops. The windscreen (which doubles as the rollover bar) is much lower (incidentally, the SZ shares its windscreen with one other car; try and guess which one – I'll tell you at the end of the story). The bonnet lacks the SZ's faux vents as part of an attempt to make it lighter (it's still crushingly heavy, though). Indeed, the only panels the two cars really share seem to be the boot lid, rear bumper and wings.

The cabin has plenty of differences, too. The SZ's luscious carbon-look dashboard is replaced by a plain black one. The white-on-black dials of the SZ are switched for white-backed instruments, which is all very 1990s. Then there's the floating rear centre console between the seats, which serves no real purpose except to look like a piece of a Hoover, albeit a handsome Hoover.

The biggest difference, of course, is the roof. The SZ's dramatically swooped roofline and genuine carbon rear spoiler are chopped off in favour of a notchback-style fabric roof. This is actually very well engineered – at least by the standards of contemporary convertibles. To fold it down, you undo two clasps on the windscreen header and a single rear retainer on the rear deck, hinge up the rear screen part, lift the double-bubble rear deck backwards on its gas struts and then let the roof be swallowed up. It all takes less than a minute and is fairly straightforward. And is it waterproof? Adrian raises half an eyebrow: "Mostly..."

The RZ rides on its original 16-inch wheels. Adrian says he prefers the RZ when it's on 18-inch wheels,

*Just about every panel on the RZ differs from the SZ. Lack of rigidity is, er, quite noticeable in the cabrio*



## TECHNICAL SPECIFICATIONS

### ALFA ROMEO RZ & SZ

ENGINE:	2959cc V6 SOHC
POWER:	210hp @ 6200rpm
TORQUE:	181lb ft (245Nm) @ 4500rpm
TRANSMISSION:	Five-speed transaxle, rear-wheel drive
SUSPENSION:	Wishbones, coil springs, anti-roll bar (front); de Dion tube, anti-roll bar (rear)
BRAKES:	Vented discs 284mm (front), 250mm (rear)
TYRES:	205/55 ZR16 (front), 225/55 ZR16 (rear)
DIMENSIONS:	4059mm (L), 1730mm (W), 1311mm (H)
WEIGHT:	1256kg (SZ), 1380kg (RZ)
FUEL CONSUMPTION:	28mpg
TOP SPEED:	152mph
0-62MPH:	7.0secs





especially when viewed from the side. The ride is undoubtedly softer on higher-profile 16s and overall the RZ feels remarkably civilised. It would make a good choice for touring, even though with the roof open there's quite a lot of wind noise.

However, there are downsides to the RZ. The low windscreen top rail is one. Even I, measuring a measly 5ft 8in tall, find it so low that it starts to obstruct my view. If you're tall, you might as well just stick your head over the top to see out.

Then there's the loss of rigidity that chopping the roof off entails. Not for Zagato a series of ingenious extra bracing solutions. The emphasis was on keeping the car looking clean (tick – success) rather than

keeping the chassis rigid (notable fail). The result is scuttle shake on rough tarmac and inescapable wobbliness on sharp corners. As Adrian comments, "it bends around itself."

I did a quick poll of colleagues as to whether they'd choose an SZ or an RZ. The vote came out overwhelmingly in favour of the coupe. I'm not really surprised: the SZ is the 'proper' car of the two: better to drive, better to look at and nicer to sit in. Not as rare, perhaps, but more desirable from every other viewpoint.

So finally, what's the answer to the question, which car does the SZ share its windscreen with? Answer: the Lancia Zagato Hyena. Not a lot of people know that. 🇮🇹

*Near-perfect weight balance brings sensational handling. SZ is far more of a driver's car than RZ*

Thanks to Adrian Jardine of Alfa Aid,  
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# SB on the SZ

Bizarre, misunderstood, loathed, like a shotgun wedding between Bauhaus and Fisher Price: Steve Berry considers the Alfa SZ

Photography by Michael Ward



It came out of Milan in the 1980s. It firmly rejected any ideas of elegance and all notions of good taste in favour of a provocative in-yer-face aesthetic.

Solid slabs of eye-popping primary colour were weaponised to assail the senses. It was at the same time alarmingly angular and worryingly bulbous.

No, I'm not talking about the Alfa Romeo SZ – although I could be, and will get to the car presently. This was the Memphis Group, a maverick band of furniture designers – no, really there is such a thing – who kicked against the conservative consensus. Good taste was sacrificed on the altar of playful postmodernism. Forget Le Corbusier, think Looney Tunes. David Bowie was a big fan and so was grubby French design genius bloke Philippe Starck – that's him,

the lemon squeezer fella. If the Memphis Group had designed a car, it would surely have been the bold, brilliant, bonkers Alfa Romeo Sprint Zagato (or ES-30 – Experimental Sportscar 3.0).

To understand why legendary status has eluded the SZ, we need to go back to a time when Britain was ruled by a female Prime Minister clinging to power, when Jeremy Clarkson used to appear on TV wearing a tie and when Netflix was what happened when the woman at number 47 answered the door to tradesmen in her negligee – the late 1980s.

In 1986, an ailing Alfa Romeo (was there ever any other kind?) fell into the embrace of Fiat. Sentimental types will tell you the takeover was a bad thing, Fiat put Alfa into a forced marriage with Lancia, a plucky-

but-principled independent was swallowed by a corporate leviathan and forced to dwell in the belly of the beast. Poppycock, as they say in the rougher quarters of Arese. Fiat's money meant access to huge talent and resources. My 1995 Ducati 900SS bike has got Fiat Panda mirrors and a Panda headlight, because Ducati had no money. Money meant that Alfa could unleash its SZ on a gobsmacked 1989 Geneva Show crowd who dubbed the angry-and-angular coupé 'Il Mostro'.

I think that the SZ is one of the most underrated cars ever to come out of Italy, not just in the 1980s but ever. Here's why it was created without compromise and boy is that rare: because the three men chiefly responsible for how it looked, went and what it was made out of, were all at the end of distinguished careers and didn't need to give a damn. So they didn't and, almost accidentally, created a great car.

The man who designed the SZ was Frenchman, Robert Opron. When he arrived at Fiat to become senior stylist, he'd already created the exquisite Citroën SM and CX. He can also be held responsible for the Renault Fuego, with its soap-on-a-rope styling. The job of the SZ was to make a splash, remind the car-buying public how brave, bold and brilliant Alfa was and to erase memories of horrors like the Arna.

Then there was the notion that the body panels should be made from weight-saving headline-grabbing plastic. There's no question that plastic doesn't look nearly as good as painted steel and the panel gaps were wide enough to store a Zagato spanner-twiddler's half-eaten panini. The Alfa SZ was any colour you liked as long as it was red for the same reason that a Bond Bug was orange (there is a family resemblance – heresy, I know, but still true): because the designer didn't want his dramatic lines softened by some subtle metallic tone.

Giuseppe Busso would probably not like being best remembered for the 3.0-litre V6 engine he designed for the Alfa 6. When you've been technical director of Ferrari, you'd think that would be your calling card. But today people use Busso as shorthand for his V6 engine. Reeves Callaway had proven the toughness of Busso's brilliant design by strapping on a brace of blowers and extracting a reliable 230hp from the 2.5 V6. So why didn't the 3.0-litre SZ come with turbocharging, which may have helped justify a price that could have bought you a Porsche Carrera? Two words: Maserati Biturbo. The 210hp that the normally-aspirated 3.0-litre was persuaded to produce was deemed plenty.

Giorgio Pianta was so much more than a test driver but I don't think a chassis engineer can ever become truly great unless he is also an above-average driver. And Pianta was distinctly above average. If he'd only been, in some part, responsible for the success of the Fiat 131 that won a World Championship with Walter Röhrl at the wheel, that would be enough; but he could also claim credit for the Alfa 155 BTCC in 1994, a very big deal back then. I really don't think Alfa would have sold nearly so many 156s – and boy did they shift a lot of those in the UK – without the win in such a high-profile series. Pianta kept it simple with the SZ, retaining what was good about the 75 Evoluzione on which the oily underbits of the SZ were built. 🇮🇹



# 75 Plus

With its 24-valve 3.2 V6 engine, SZ-inspired suspension and stripped-out cabin, this Alfa Workshop-modified 75 is perfect for track days – and surprising other road users

Story: Richard Bremner  
Images: Michael Ward

**N**o rear seat. No carpets. No parcel shelf. Not much of anything in here, really, apart from a couple of race seats, their harnesses and most of an Alfa 75 dashboard. There is, however, a heater – “one thing you definitely need in the UK,” says this modified 75’s creator – and it’s certainly required today because there are tiny snowflakes dancing in the morning air.

If there’s less inside (apart from that welcome source of heat), there’s more under the bonnet. Specifically a 24-valve 3.2 V6, which fits very neatly because the 75 was, of course, available with a V6 when new. It’s comparable to a 156 or 147 3.2 GTA motor, but develops slightly more power because it doesn’t need a catalyst (this 75 predating such devices).

“It has about 260hp,” says Jamie Porter of the Alfa Workshop, the long-established Hertfordshire specialists. But having been shorn of its soft furnishings, Porter reckons this 75 weighs just under a tonne at 997kg, yielding the quite exciting power-to-weight ratio of 259hp per tonne. Which is enough for 0-60mph times of around 4.5 seconds, thinks Porter.

A more potent motor is not the only modification. The 75’s suspension has benefited from a substantial upgrade that includes the adoption of the front-end arrangements of the 1989 Alfa SZ. You may know that this startlingly individual two-seat machine was based on a shortened 75, providing it with the well-balanced transaxle layout on a shortened wheelbase. The de Dion rear axle and double wishbone front suspension were retained, but the SZ’s front wheels were sprung by coils rather





than longitudinal torsion bars, this arrangement adopted by Porter for this 75.

The SZ also retained the 75's rear de Dion suspension with Watt linkage, the difference here being that all but one of this hardware's supporting bushes are now rose-jointed (leaving just one of the rubber variety, for ingenious reasons we'll get to later). The 75's rear damper mountings now provide the location for new coilovers, as per the Zagato coupe, although these are adjustable for road and track use, like the pair up front.

The original 1989 SZ coupe was fine-tuned to deliver much sharper handling and according to a proud Alfa Romeo, the ability to pull 1g cornering force on dry Tarmac. Your reporter can vouch for the SZ's terrific dry road grip, having hugely enjoyed pressing a test car a bit too boldly at the time. It was this misplaced boldness that uncovered what I reckoned must be the most dramatic reduction in roadholding of any car at the time during rainfall. It certainly spiced up the SZ's entertainment quotient, and had me momentarily using the passenger door side window to see where I was going.

A good thing, then, that the SZ's handling was vastly more responsive than the 75's, enabling this reporter to recover the slide unexpectedly, despite its

impressive angle of dangle. The 75 was itself better than the transaxle 116 Alfetta from which it was derived, this earlier machine well-known for its roll and run-wide habits, but it's the much sharper dynamics of the SZ that Porter is chasing with this white 75.

Which started life as a four-cylinder Twin Spark, whose fuel tank is helpfully stowed below the boot floor. Helpfully, because the 3.0 V6 tank sits above the rear axle – it's better protected there - to meet US crash regulations (the 75 was briefly sold there as the Milano). Safer it may be, but this arrangement lifts the car's centre of gravity, which is unhelpful on a track day car. This 75 is a road car too, so that it can be driven to the circuit and hopefully back again, despite being bereft of 21st century Armco-avoidance features such as traction control, ESP anti-skid control and ABS. Instead, says Porter, you, the driver, will be all of these things. Of which more shortly.

So, a rear-wheel drive, 260hp transaxle machine weighing less than a tonne. It sounds like fun, and that's exactly the sensation that Porter has built it for. If you want one, he can build you a replica, but his own unadulterated entertainment was what originally inspired this project car. Belt yourself into the deep-walled seat, twist for action and you'll certainly hear a promisingly crisp-sounding V6. But it's far from yelling





*Doesn't that look fabulous? Track day-spec car has 260hp and chassis mods that hike the fun factor*



intrusive despite the binning of sound-proofing, headlining and door cards. The ride is firm but tolerable, too - you can turn it up to intolerable for the track - and the steering is slightly heavy at manoeuvring speeds, Porter having ditched the assistance in the interests of weight saving. But it's easy to drive, and far from wearing enough to have you wistfully dreaming of trailers. And inside, it's warm.

What won't be getting warm are the tyres, the Alfa's quartet of Toyo 888Rs, whose tread pattern appears to have been cut (neatly) with a fat-bladed chisel. These are definitely tyres intended for balmy days, so they should test reactions. Especially as this Alfa does not appear to suffer from a shortfall of pace. It's brisk to rapid below 4000rpm, feeling quite torquey with it. Beyond that point, the V6 spins with a riotously effective frenzy towards the 7000rpm red line, whose arrival is signalled by a green warning light and a £25 Chinese aftermarket speedo in luminous blue that's a complete mismatch to the rest of the instruments. It's there because the 75's old school gauge can't process the engine management signals, explains Porter as we rumble along a local dual carriageway.

On this wide, open road he encourages me to explore the Alfa's surgingly energetic acceleration between speed cameras, before we depart for a quiet country road - a quiet, twisty and undulating country road, in fact, perfect for testing this car's rip, grip and agility. It also tests the algorithm-free reactions of the ESP, ABS and traction control-substituting occupant in the driver's seat. It doesn't take long to experience the thrilling chill of a crest-provoked slither or two, the Alfa's rear end stepping out modestly but suddenly on those frozen Toyos.

The second time this happens, it's hard not to notice that the 75's nose is pointing directly at a rather stout telegraph pole as I part-slide by, and I decide against exploring the outer limits of its





*Somewhat stripped cabin saves weight. Handling is superb thanks to some very clever chassis tweaks*

handling today given the conditions and your reporter's rusty ESP-substitution skills. But it's easy and instinctive to catch the drifting rear end, especially as the 75 feels so balanced, just as you'd hope of a car with a rear-mounted gearbox. All of which promises a fine track day machine, and not the kind that wants to nose its way to the circuit's perimeter in a tedious squeal of understeer.

The odds of being able to balance this car on the edge of adhesion in hero style are heightened, explains Porter, by the retention of that solitary rubber

travel of the 75's brake pedal, as per original examples, the brakes' slow bite still more inconvenient when you have 260 horsepower to arrest.

This car is also running without a rollcage, which certainly eases the business of getting in and out. But it's hard not to notice how slim the 75's 'A' pillars are by today's standards, and its lack of airbags, making the cage a must-have for track use. That said, Porter has a potential customer who's interested in a fully trimmed, cage-free 75 3.2 V6 as a Q-car, in which role it would also be brilliant.

## “It's a hell of a lot of performance for 10 grand”

bush in the centre of the rear suspension. It's the progressive compression of this rubber chunk that will tell you when the rear wheels are closing on their grip limit before they actually relinquish it, a measure of the rear-wheel steer that Alfa designed into the system giving the impression of impending breakaway. In fact, there's a little bit more grip to come, but with this subtle change in the car's attitude you'll know what to do next. Hopefully.

Subtleties like this underline the thought that's gone into this conversion, as does the particularly neat installation of the 3.2 engine beneath the 75's bonnet. Porter nevertheless says that “it's still a bit of a project – there's more work to do.” That includes upgrading the front brakes with more powerful callipers from the larger 166, and moving the rear discs outboard where they're easier to get at and stay cooler. The potential benefits of this are evident in the unhelpfully long

So, what would it cost to build a 24-valve V6 75? You might find a basically sound MOT-failed 75 2.0 Twin Spark for around £1000. A 3.2 V6 from a salvaged 156 or 147 GTA is going to be £2000-£3000, however, so Porter suggests using the 3.0 V6 – preferably the 232hp 24-valve rather than the 210hp 12-valve – of a dead 164. Built on that basis, he reckons the complete car would be “around £10,000” including a dead 75.

“It's a hell of a lot of performance for 10 grand – about the same speed as an Alfa 4C,” concludes Porter. And he adds, laughing: “It's real driving, with no artificial aids. Your bits are on the line.” Having driven it, I'd agree on all counts. More than that, in age when every new car has electronic aids of some kind, a drive in a rapid, responsive, well-balanced and communicative car like this is a rare thing. Which is why Porter already has two orders, despite the car not being quite finished yet. More will surely come. 

# Alfetta Buying Guide

Milan's last all-new rear-wheel drive saloon is now a rarity but enthusiasts yearning for a purebred Alfa are increasingly cherishing survivors. What are the realities when buying the very first of Alfa's transaxle cars?

Story: Simon Charlesworth  
Images: Michael Ward



Like the 1750 it replaced, Alfa's new saloon of 1972 took its name from the company's glorious annals. The Tipo-158/9 Alfetta GP racer inspired the new car's radical alloy-cased transaxle drivetrain which optimised the Tipo-116 Alfetta's weight distribution and handling balance. Sitting in the class above the Tipo-105, the innovative berlina would be larger and more expensive. It would also place Alfa back on the front foot in its battle against BMW's Neue Klasse and '02 saloons.

Instigated in 1967 under Dr Orazio Satta, Giuseppe Busso oversaw the Alfetta's mechanical design while its bodywork was styled by Ivo Colucci. Aside from the familiar 1779cc 122bhp twin-cam engine, the Alfetta trod new ground: rack and pinion steering, double wishbone front suspension via torsion bars, a coil-sprung rear de Dion tube

and disc brakes all around. Production had been due to start in 1971, but developmental delays, strikes and the Alfasud's gestation held this up until 1972.

Priced at £2448 at launch, the first UK Alfettas arrived in 1974 and the model continued in production until 1984. During its 12-year life, it underwent numerous changes, becoming the Alfetta 1.8 in 1975 when it was joined by a smaller 1.6-litre model. In 1977 came the big change with the Alfetta 2000 (which replaced the 105 2000). This car featured thicker steel, a substantial restyle inside and out, and was powered by the 1962cc twin-cam. It was joined by the 2000 Lusso in 1978.

Not all models – notably the diesel, automatics and late small-engined models – were sold in the UK but Britain enjoyed its own derivatives. For instance there was the

1980 range-topping Alfa Romeo 2000 which was replaced by the modestly bespoiled Alfetta SL in 1982 (the same year witnessed a new four-lamp nose). 1983 saw the 2000 rebranded as the Alfetta MkII. Production of all Alfettas ended in 1984, but not before one final stylistic and mechanical overhaul, the £9515 fuel-injected Gold Cloverleaf complete with Variable Inlet Valve Timing.

Today, genuine UK-market survivors are few and far between, and parts support would make an MG owner faint. Cars require specialist Alfa tooling and know-how to maintain, so a good history file from a specialist is a big plus. If you want the right car, you must be patient. Saloons are more prevalent on the continent and some rust-free berlina have come in from South Africa. Note that the milometer only has five digits and many cars have done six-figure mileages.



## ON THE ROAD

The steering wheel may be adjustable for rake, but the driving position is as you'd expect – long-armed with legs akimbo. The Alfetta is slim (1mm narrower than the VW Up) and visibility is superb. Combined with 'cuore sportivo' and nimble handling, it's easy to see why Alfettas were a favourite with drivers on both sides of the law.

Benchmarked by Porsche for the 924, a standard Alfetta will surprise anyone familiar with the alacrity of later transaxle Alfas. The berlina was launched to mixed reviews and was something of a work in progress. The Mk1 is regarded as the sportier, with the 2000 having greater torque and refinement, but both suffer from single-action dampers, an overly light patch in the middle of the steering and half-hearted anti-roll bars.

In terms of chassis spec, properly modified saloons are held in a higher esteem than those that are utterly original. Drive an Alfetta that is full of consistent steering feel, properly damped suspension and minimised understeer, and you can tackle corners with plenty of grip, poise and enjoyment.

Alfa 116 specialist, Alex Jupe Motorsport, can unleash the Alfetta's potential by adjusting the front geometry (camber, tracking, and fitting £72 Tipo-105 castor arm ball-joints to replace the squidgy original bushes). A £462 handling kit is available, too,

comprising a beefier anti-roll bar and uprated rear coils, recommended in conjunction with £408 Koni dampers. The one-to-1.5-day labour bill, which includes torsion bar adjustment, would come in at £792 for fitting.

Brakes, too, can be a problem. The right-hand drive conversion was compromised (the servo remained on the left due to lack of room) and rear callipers require specialist know-how to change the pads.

"Poor braking, which can spoil the car, is usually due to incorrectly set-up rear brake callipers," says Automeo's Les Dufty, an Alfa specialist who cut his teeth on transaxle cars. Recently, new rear callipers once again became available for £156.

## ENGINE / TRANSMISSION

The Alfa Romeo twin-cam is one of the world's great engines. Looked after with regular servicing (typically around £110 for a specialist oil and filter change) and the correct spark plugs, it will sail past 100,000 miles.

Two things are particularly important, though. Firstly, the correct mix of 50/50 anti-freeze must be used to prevent the cylinder head corroding onto the block. Secondly, make sure that the twin-choke carburettors are properly set-up and balanced.

Les explains: "Any rough running will upset the transmission – which is the car's Achilles' heel. The propshaft travels at engine speed, so OE Alfa clutches balanced with the flywheel are a must or it'll sound like the prop is trying to get into the car with you."

*Early Alfetta Mk1s are now very rare in the UK but you can still find quite a few in continental Europe*





*2.0-litre engines are regarded favourably. Rough running powerplants tend to upset the transmission*

Clutches are again best tackled by specialists, because it has been known for a non-specialist garages to claim an Alfetta “doesn't have a clutch” – purely because it isn't in the conventional location. A clutch kit from Alex Jupe costs £156 plus fitting at £396.

Competition offering nearside 2000 rear three-quarter panels (wing with C-pillar) for €200, a 2000 bonnet for €180, a choice of front wings for €120 and rear doors for €120.

You should also bone up on the different specs and

**“The gear linkage wears and is often not set up properly – even from the factory”**

Les adds: “The gear linkage wears and is often not set up properly – even from the factory. If you hear a clonk from the back of the car, then it's probably tired gearbox mountings.”

## CHASSIS / BODY

As with many 1970s cars, check everything metal for rust – especially with a car that hasn't been recently used or has been neglected. Rot spots include the back and top of the front wings, the inner wings (which rust from the inside) and the sills, where some OE rust-proofing can trap moisture inside the sills. The bases of the windscreen and rear screen are also vulnerable, as are door bottoms, wheelarch lips, boot floor and lid, plus chassis legs.

Panel availability is not good in the UK; nothing is remanufactured for the saloon. A few NOS panels do turn up: for example, at the time of writing Highwood Alfa has a Mk1/1.8/1.6 nearside wing for £300 with a front panel for £300, and an offside 2000 wing for £360.

Panel availability is better in Italy with Enro

model evolutions. The top-of-the-range Alfetta always benefited from the latest styling, whilst the smaller-engined cars tended to end up with last season's hand-me-downs. For example, it was possible to get a 1980 1.6 which closely resembled a 1975 1.8 – with the main external difference being 2000-type doors. It should also be noted that changes were adopted at different times on the Continent and in the UK.

## INTERIOR

If interior trim is hard to find, then UK-specific parts – mph speedometers for example – are particularly scarce. The occasional car is still being broken for spares, but your best bet is a kindred spirit at the Alfa Romeo Owners' Club or a supplier such as Highwood Alfa. Failing that, there are Italian-based Alfetta berline groups on Facebook, which can be hugely helpful.

## RUNNING COSTS

A regularly used saloon in good order will be perfectly reliable. In terms of fuel consumption, the smallest-engined Alfetta (the 108hp 1.6) managed 24.6mpg

## TECHNICAL SPECIFICATIONS

### ALFA ROMEO ALFETTA MK1

ENGINE:	1779cc 4-cyl twin carbs
POWER:	122bhp at 5500rpm (DIN)
TORQUE:	123lbf.ft at 4400rpm (DIN)
TRANSMISSION:	5-speed manual
WEIGHT:	1060kg (2337lb)
MAX SPEED:	112mph
0-62MPH:	10.8sec

during an Autocar test. In 1983 Alfa claimed an average of 32.8mpg for the 130hp 2.0-litre Alfetta Mk1, whilst Motor achieved 28.1mpg with a fuel-injected 130hp Gold Cloverleaf in 1984.

In terms of tyres, Alex Jupe says: "The early saloons were fitted with 165 HR14s and later cars had 185/70 HR14s. For a standard car, I always go for the reproduction OE-spec tyres from Longstone. In the smaller size, the Pirelli CA67 or Michelin XAS; and in the larger size, the Pirelli CN36.

"If the car is modified for fast road use, keep it period with the Avon CR6ZZ for original size wheels and tyres, but a good number of the later Alfettas are fitted with 15in Ronal wheels. In this size I'd opt for a modern 195/55 R15 tyre such as a Continental Premium Contact 2 or the slightly cheaper Kumho PS31."

### PRICES

There are two options: logistics versus patience. Either import from the continent or wait for a UK car to turn up. The former option is quicker and arguably cheaper, as cars are more plentiful on the continent. Alfettas regularly appear in the £6000-£8000 bracket.

Alex Jupe, who is also the secretary of the AROC's Alfetta Register, says: "You can find restoration projects for £1500-£2000 and the last time a minter came up for sale – a few years ago now – it was a low-mileage 1983 2.0L for £14,995. I think it sold for £13,000." Always get the car inspected by a specialist and buy the best you can find. 🇮🇹

### TYPICAL PRICES

- Alfetta 2000, 1979, 114,857km, silver, €7900 (Italy)
- Alfetta 1.6, 1978, km n/a, blue, £6000 (Italy)
- Alfetta 1.8, 1983, 70,000km, red, €10,950 (Netherlands)

### USEFUL CONTACTS

Les Dufty at **Automeo**, 36 Gipsy Patch Lane, Little Stoke, Bristol BS34 8LU. Tel: 0117 969 5771.

Web: [www.automeo.co.uk](http://www.automeo.co.uk)

Alex Jupe at **Alex Jupe Motorsport**, Unit 8a Top Barn, Church Farm, Old Park Lane, Bosham, West Sussex PO18 8JR. Tel: 01243 575760.

Web: [www.alexjupemotorsport.co.uk](http://www.alexjupemotorsport.co.uk)

Highwood Alfa, 27A Wellfield, Bishopston, Swansea SA3 3EP. Tel: 01792 234314.

Web: [www.highwoodalfa.com](http://www.highwoodalfa.com)



# Alfetta



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