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Italian design is a many-faceted jewel. Spin it around in your hand and a completely different set of themes, colours and feelings emerges. If you want supreme elegance, swivel the jewel towards Pininfarina. Perfect proportion? Giugiaro every time. But if you want character, it has to be Zagato.

I'm more than thrilled to be celebrating 100 years of this amazing company in this month's issue. Very few *carrozzerie* can boast an unbroken centenary of activity, particularly one with such idiosyncratic traits as Zagato. The 'Z' symbol has always very much cut its own course – stylistically, philosophically and in the way it conducts its business. Even where the company lives is eccentric: while almost all of Italy's design houses have historically been based in Turin, Zagato has always been resolutely Milanese.

To celebrate Zagato's 100th anniversary, we've created a listing of our Top 100 Zagato cars. I have to say, we've had huge fun putting it all together. The sheer diversity of Zagato's cannon is unmatched, and the force of charisma springing from every fibre of its designs is utterly undeniable.

Italian car enthusiasts will often tell you that they love their cars as much for their flaws as their attributes. That's truer of Zagatos than any other type of car, I reckon, and it's definitely why I can't seem to shake my passion for the Alfa Romeo SZ (number 30 in our Top 100 listing, in case you're wondering). It looks crazy; it's made of a paint-repelling material; the lack of a boot in a two-seater coupe seems baffling to 'outsiders'. These are just some of its many quirks, but without them, it wouldn't be the same car.

So turn to page 34 and find out why we here at *Auto Italia* can't escape our fascination with Zagato. And do let us know if you think we've got our order wrong!

Chris Rees
Editor

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ITALIAN CAR NEWS

ALFIERI TO SPEARHEAD MASERATI REBIRTH

Alfieri



Maserati will return to making two-door super sports cars in 2020, led by a new flagship Alfieri coupe. Initially shown as a concept back in 2014, Maserati has confirmed that the Alfieri will enter production in the first half of 2020.

The all-new Alfieri will be available in both fully electric and plug-in hybrid turbo V6

guises. The all-electric Alfieri will accelerate to 62mph in around 2.0 seconds and reach 186mph, thanks to all-wheel drive with active torque vectoring and active aerodynamics.

A strict two-seater, the Alfieri will be made in both coupe and convertible forms on a dedicated all-new aluminium spaceframe platform. The new model will be produced at the Via Ciro Menotti plant in Modena, where

the Alfa Romeo 4C is currently built.

The Alfieri will also be the official successor to the GranTurismo and GranCabrio, which are now no longer available new. Maserati's announcement did not include any update on the company's forthcoming smaller SUV sister model to the Levante, set to be based on the Alfa Stelvio platform.



LEVANTE VULCANO EDITION

Maserati has launched a new limited edition Levante Vulcano. This features matte Grigio Lava paint, black 'Nerissimo' detailing, privacy glass, 21-inch matt-finish wheels and red Brembo brake callipers. Inside are heated/ventilated leather seats with

contrasting embroidered Trident logos, high-gloss carbonfibre trim and chromed aluminium badging. It's available with both twin-turbo V6 engines (350hp and 430hp). Only 150 units will be available for European and Asian markets.



FIAT 500X S-DESIGN

Fiat has launched a new 500X S-Design special edition. Based on the City Cross, the S-Design features black roof bars and black detailing, including 17-inch alloy wheels, door handles, tailgate insert, front moulding and door mirrors. Dark tinted rear windows and a bronze-coloured X-logo on the side also feature. Inside are special techno-leather upholstery and a textured matt black dashboard with copper-coloured '500' badging.

Standard equipment includes LED headlights, rear parking sensors, 3.5in colour TFT screen, USB ports, dual-zone climate control, cruise control and 7-inch Uconnect system. It's available with a choice of two petrol engines: three-cylinder 1.0-litre 120hp manual, or four-cylinder 1.3-litre 150hp DCT automatic, priced at £20,495 and £22,695 respectively.



FIAT 500 BREAKS SALES RECORD

With almost 194,000 units registered in Europe in 2018, the Fiat 500 has recorded its the best ever sales result in its 11-year lifetime. The 500 was the class best seller in 11 European countries. Boosting the 500's success in 2018 were special editions such as the 500 Mirror, 500 Spring Collection, 500 Spiaggina '58 and 500 Autumn Collection. The range was also enhanced by a refreshed Abarth 595.

WIN! FREE TICKETS

AUTO ITALIA'S ITALIAN CAR DAY AT BROOKLANDS

We are giving away five pairs of free entry tickets to our Italian Car Day on 4 May 2019. For your chance to win, all you have to do is answer the following question:

What is the mythical name of the beast of a Fiat pictured on the right?

- a) Diablo
- b) Mefistofele
- c) Beelzebub

Email your entry to: claire@gingerbeerpromotions.com before midnight on 8th April. Winners will be notified by email. Good luck!



ABARTH WINS MONTE

The 2019 rally season began with success for Abarth in the FIA R-GT Cup in the Monte Carlo Rally. The Bernini Rally Team Abarth 124 rally car, driven by Enrico Brazzoli and Manuel Fenoli, won its class, reasserting the model's position as the GT to beat in its category. It took the title in 2018.



ALFA NIVOLA APES 33 STRADALE

Dutch company Ugur Sahin Design has proposed a new Alfa Romeo called 'Nivola' that is "a modern interpretation of the Alfa Romeo Stradale 33". It's based on an Alfa Romeo 4C but is not a faithful replica as the proportions and hard points of the 4C are very different to the 33 Stradale. The rear end has been extended to make the look work. It's designed to be converted back to stock if required. The name is a tribute to Tazio Nuvolari, who was nicknamed Nivola. "If there is a healthy demand, a very limited production will be arranged with either carbonfibre or aluminium body panels," says Ugur Sahin.



Alfa Romeo

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ALFA'S F1 REBRAND

The 2019 Formula One World Championship sees the former Alfa Romeo Sauber team officially renamed Alfa Romeo Racing – although the ownership and management of the Swiss-headquartered operation remains unchanged and independent. Kimi Räikkönen and Antonio Giovinazzi will be driving for the team, hoping to improve on Alfa's eighth placing in 2018. Investment has reportedly doubled for 2019.



NEW STRATOS GOES MANUAL

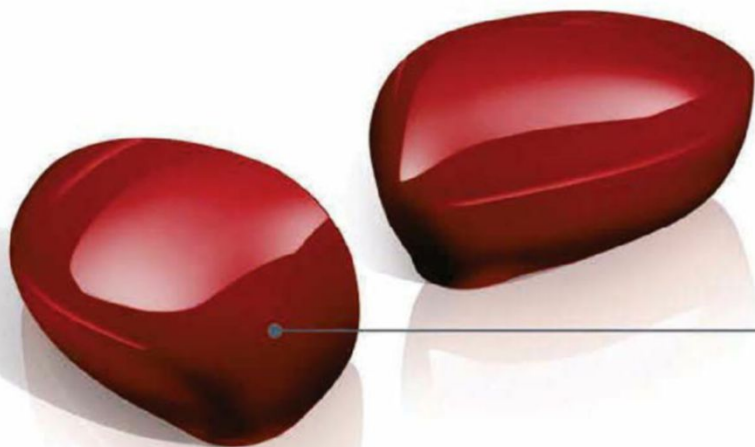
The MAT New Stratos range has expanded with addition of a manual gearbox option. The New Stratos is based on the Ferrari 430 Scuderia, whose 4.3-litre V8 engine can be coaxed to deliver over 550hp. The design echoes the lines of the original Lancia Stratos and even retains characteristics like the integrated helmet pouch in the doors. Just 25 cars are to be made.



FORGE ABARTH TURBO BLANKET

Forge has launched a new custom turbo blanket to keep heat in, reduce turbo lag and prolong engine component life. Designed for turbocharged versions of the Fiat/Abarth 500/595/695, it can withstand up to 1370°C of radiant heat and keep heat away from the intake path. The price is £79.99. More info at www.forgemotorsport.co.uk





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ITG ABARTH INTAKE

ITG has launched a new Fiat/Abarth 500 Maxogen intake kit offering more intake roar, turbo whoosh and performance. Its reticulated foam filter that boosts efficiency, airflow and filtration, with claimed gains of up to 16hp on remapped vehicles. Priced at £325 plus VAT, find out more at www.itgairfilters.com



POWERFLEX DELTA ARBS

Powerflex has launched a range of uprated bushes for the Lancia Delta integrale. Its full range for the integrale now includes front anti-roll bar bushes, engine mounts and rear subframe bushes. All the mounts are also available in heavy-duty, track-biased Black Series form. Prices start at £31.90 for the front ARB bush. More info at www.powerflex.co.uk



LONDON CONCOURS COURTS FERRARI

The London Concours has announced a special 'Great Marques' class for Ferrari. The capital's "leading automotive garden party" returns to the lawns of the Honourable Artillery Company on 5-6 June, displaying more than 70 automotive greats in seven distinct classes, one of which is Ferrari.



NOVITEC TUNES FERRARI 812 SUPERFAST

German tuner Novitec has turned its attention to the Ferrari 812 Superfast. It's offering a range of aerodynamic carbon components, such as spoiler lips (front and rear), side skirts, rear diffuser, bonnet vents and mirror caps.

New lightweight forged wheels (21-inch front and 22-inch rear) have been developed in cooperation with US wheel manufacturer Vossen. Also available are sport springs that lower ride height by 35mm and a front-lift system to raise the car by 40mm.

Novitec also promises future performance upgrades for the 6.5-litre V12 engine but in the meantime offers high-performance exhaust systems that are up to 11kg lighter than the factory exhaust. For more information, visit www.novitec.com



ULTIMATE ITALIAN JOB TOUR

The Ultimate Italian Job Tour is to commemorate the iconic movie's 50th anniversary. A 1400-mile, 11-day tour will take in many *Italian Job* roads and locations, including a rare opportunity to drive on the rooftop test track at Lingotto. During three days in Turin, key personalities involved in making the film will join the tour. Star cars from the film, such as the Lamborghini Miura P400, will also be taking part. The route through France, Italy and Switzerland takes place on 6-17 October 2019 and is open exclusively to E-types, pre-1970 Lamborghinis, Aston Martins and Minis. Find out more at www.classicsontheroad.com





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1988 LANCIA DELTA INTEGRALE 8V
Bob Brain Developments engine, Tubular manifold, RSR racing suspension, Tarox brakes, Compomotive wheels, Sage alcantara interior with four point harnesses, Carbon fibre centre console, Colour coded coachwork, Evo rear spoiler, Evo headlamps. **£19,500**



1994 LANCIA DELTA INTEGRALE EVO 2 LIMITED EDITION IN VERY DESIRED "BIANCO PERLATO" This car has had the same caring owner since 2001, from which it was imported from Italy in 2001 and has maintained just two owners. Full service history, and has just recently undergone a major service. 58000km. **£85,000**



INTEGRALE EVOII PEARL BLUE WITH TAN ALCANTARA. This one off Pearl Blue Metallic and has wanted for nothing, The shell was fully stripped strengthened and repainted with extra sound deadening fitted. The engine was fully rebuilt and produces a modest 300+Bhp with plenty more in reserve along a front mounted inter-cooler conversion with Ac Rad, tubular manifold and stainless steel exhaust.

The Brakes have been upgraded front and rear and it has Ohlin adjustable suspension and Speedline 17" corse wheels. The underside of the car has been stripped, powder coated and poly-bushed. This is all complimented with a top of the range Hifi with reversing camera and screen. One of the last registered on a N reg **£58,500**



LANCIA DELTA MARTINI 5 EVO I LIMITED EDITION 51 of 400 produced. Imported into the UK in 2000. 1 owner since then. Stored for the past 13 years and just recommissioned by Auto Integrale with full service and cam belts. Stunning condition and a great investment. 60,835km **£99,000**



ROSSO MONZA EVO2
Rosso Monza coachwork with beige alcantara high back interior. 86,000 miles, imported from France in 1998 and owned by the same family since. Recent major service including belts by Auto Integrale. Excellent condition, no mechanical faults, drives well. Standard unmodified car. **£45,500**



LANCIA INTEGRALE EVO 2 GIALLO GINESTRA 1995
82,000km, Air-con. Imported from Japan in 2012. Full Japanese history, maintained by Auto Integrale since entering UK. European spec car with correct headlamps and wing repeaters etc. Recaro high back seats and door panels trimmed in black alcantara with yellow decorative stitching. Solextra Glass. 220 LTD Number produced **£68,000**



LANCIA INTEGRALE EVO 2 BIANCO PERLATO LTD EDITION 1994 One of 365 cars produced, imported from Italy in 1998. 2 UK owners since. Air-con. Recaro highback seats and door panels trimmed in blue leather, blue momo steering wheel. Solextra glass.

Plaque with engraved name of first owner on centre console with optional silver décor stripe on vehicle sides. Excellent condition, major service with belts and new MOT carried out by Auto Integrale. 84000 Km. **£80,000**

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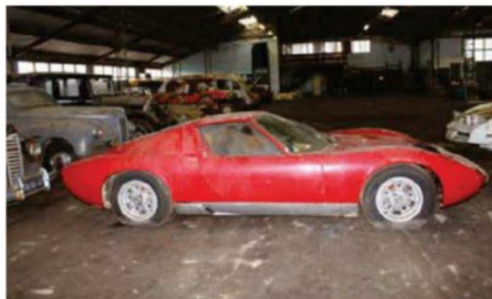
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AUCTION RESULTS - RECENT HIGHLIGHTS

MIURA 'WRECK' SALE

A Lamborghini Miura P400 discovered abandoned in a French field has been sold at auction. The car belonged to Henry Ruggieri, a serial car buyer, who sadly let it go to ruin; the car is suffering from corrosion, non-standard parts and various broken mechanicals. Number 118 of only 275 Miuras built was sold new in 1968 in Belgium, and now has 77,886km on the clock. French firm Adam Encheres sold the car at a special January 2019 sale attended by 2000 people. The Miura made €560,000, selling to a bidder from Switzerland.



BONHAMS MASERATI A6G/2000

A 1951 Maserati A6G/2000 Spider Frua has sold for \$2,755,000 at the recent Bonhams Scottsdale classic car auction. Only 16 A6G/2000s were produced, of which six were by Frua; and this was one of only three Fruas on a short-wheelbase chassis. It appeared at the Concorso d'Eleganza Villa d'Este in 2006, Quail in 2010 and Pebble Beach in 2014.

AZZURO DINO FOR RACE RETRO

One of only 235 right-hand drive Ferrari Dino 246 GTs is coming up for auction. The 1972 coupe is believed to be one of only two or three examples finished in Azzuro Dino paint. Classiche certified, its sale estimate is £240,000 to £280,000. See it at the Silverstone Auctions Race Retro sale on 23 February.



RÉTROMOBILE STUNNERS

Italian cars have stunned in auction action at the recent Rétromobile show. Artcurial sold an Alfa Romeo 8C 2900 for \$18.977 million at its Paris sale. One of only five 8C 2900B Touring Berlinettas ever built, the 1939 Alfa is an ex-winner at the Concours d'Élégance at Pebble Beach. It sold to an American buyer but didn't quite break the record for an Alfa 8C: a 1939 Alfa Romeo 8C 2900B Lungo Spider by Touring sold for \$19.8 million back in 2016.

At RM Sotheby's, a 1987 Ferrari F40 LM with a significant competition history, and which served a development role as a pre-production prototype, saw a winning bid of €4,842,500, setting a new world record for the model.

A 1994 Bugatti EB110 Super Sport, one of just 30 examples built, sold for €2,030,000. A 2017 Ferrari F12tdf with Brunito paintwork and tan saddle leather interior achieved €1,197,500, while a Classiche-certified 1996 Ferrari F50 sold for €1,700,000. A 1966 Ferrari 275 GTB/6C, the first of eight long-nose, six-carb, alloy body examples sold for €2,860,000 immediately following the sale. The top sale of the 'Youngtimer' group was a 2006 Ferrari Superamerica HGTC at €590,000.



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Portmeiriofino

Where to go if you can't drive the new Ferrari Portofino to its namesake Italian Riviera town? We head to Portmeirion in Wales for a roller-coaster road trip, discovering a distinctly sporty edge to Ferrari's V8 grand touring convertible

Words: Chris Rees
Images: Vaidas Gerikas

Good news in the office: we've been given the opportunity to test Ferrari's right-hand drive new Portofino demo car. The not-so-good news: the given dates fall in deepest, darkest winter. Worse, significant storms are lurking in the UK met office forecast.

Ordinarily, we might tilt the tiller in the direction of sunnier climes, and we briefly ponder the possibility of driving to Italy, to the very Ligurian town that gave the Portofino its name. But it turns out that, even if we had the will, there would be no way: the winter has been cruel on the Italian Riviera, too, and a major landslide has blocked road access to the town.

In the A-to-Z of the atlas, butting right up against Portofino is a British village that shares more than just a few letters in its name. Portmeirion, which nestles in the armpit of the Llyn Peninsula in north Wales, is an extraordinary place inspired by classic Italian aesthetics. Conceived by artist and architect, Sir Clough Williams-Ellis, and built mostly in the 1930s, he proclaimed that his inspiration was the town of Portofino, which he described as "an almost perfect example of the man-made adornment". Portmeirion's quirkily colourful buildings form a backdrop utterly in

contrast to the slate-grey Welsh hinterland. It's attracted generations of aesthetes and, famously, Patrick McGoochan's 1960s TV crew as the backdrop of *The Prisoner* series.

So it's north Wales that we plug into the Portofino's sat nav. We're aiming to test what is Ferrari's latest entry-level model. Ostensibly it's a revised California T but to think of it in this way is to short-change it, since its list of changes is long; so long that it's effectively an all-new car.

Our first test is to negotiate the British motorway system. Up the M40, M6 and M54, the Portofino proves to be more at home than virtually any other Ferrari. It eases along very happily at motorway speeds with barely 2000rpm on the rev counter, meaning it's not only refined but economical; the motorway journey saw us nudging 30mpg, which is remarkable for a car of this power output.

My only gripe concerns the siting of the cruise control knob on the dashboard, requiring you to take your hand off the steering wheel to move it. Every other car maker, pretty much, sites cruise functions on the steering wheel; but since Ferrari's helm is already bedecked with buttons for the wipers, indicators,



gearshift, audio system and, of course, the drive mode *manettino*, I guess there simply wasn't space.

Entering Wales on the A5, we decide to detour from the most direct approach to Portmeirion – along the A458 and A470 – to take in one of our favourite roads in Britain, the B4391 from Bala to Ffestiniog. This snakes up into the foothills of Snowdonia in an

measures of speed are the car's acceleration times: 0-62mph in 3.5 seconds, and 0-124mph in 10.8 seconds. That's properly supercar-fast.

It doesn't necessarily feel it, though, because the way the power is delivered is so effortless. Try to sense when the turbos cut in, and you simply can't. All you know is that there's monumental torque available right

“ Some pussyfooting is required on icy bends but it's far less intimidating than we'd feared ”

increasingly otherworldly set of landscapes, made all the more so because snow is clinging to the mountains – and occasionally to the road, too. Icy conditions and a 600hp rear-drive supercar do not a relaxing trip make. Or so you might think. In fact, with the steering wheel *manettino* set to 'Comfort' mode, our progress is surprisingly docile. Yes, some pussyfooting is required on tighter, icier bends, but the Portofino is far less intimidating in these challenging conditions than we'd imagined.

600hp, that's right. That power comes from a revised version of Ferrari's 3855cc V8 twin-turbo engine that has now won the International Engine of the Year award for the last three years in a row. Its 600hp output (40hp more than the California T's) comes courtesy of changes to the air intake, exhaust, pistons, con-rods, oil pump and intercooler. In theory, you can now touch 200mph in the 'Fino, not that we're going to trouble that figure on this journey. More significant

from tickover. Peak torque of 561lb ft doesn't actually arrive until 3000rpm, but the car is always capable of simply pulling away at seemingly any engine speed, right up to its 7500rpm redline.

How does it sound at these upper extremes? From smooth and creamy, it develops a rather more urgent tone, and certainly a livelier one than the old California T, thanks to electronically-controlled bypass valves in the new exhaust system. The flaps open up very quickly, changing the soundtrack according to what mode you're in. On engine start-up, the valves are closed (good for neighbours); in 'Comfort' mode, the valves open a little (good for passengers); and in 'Sport' things are – you guessed it – good for the driver, with a nicely fruity noise and a subtle 'fwack' on fast up-changes. No, it's not a searingly sporty soundtrack, but that's not really the Portofino's role.

Speaking of gear changes, it's so easy to leave the gearbox in automatic mode and simply relax. But you'd

Aggressive look suits Portofino's sporty-edged character but it never feels overplayed aesthetically



be missing out: pulling the manual paddles is an absolute pleasure, with very fast changes up and down the 'box.

Arriving in Portmeirion gives us a chance to appreciate the car's aesthetics against a classical Italian backdrop. The shape is considerably more aggressive than the old Cali T's, more sculpted and dynamic, but never vulgar. Being longer, wider and lower helps its sporty stance, boosted by a sloping rear end formed by buttresses extending on to the tonneau cover. As we dodge rainstorms to get our photo shoot done, a series of admiring comments are made by passers-by, as well as requests for selfies. The 'Fino is going down well in Wales.

Some weak winter sun eventually emerges from the gloom and we can fold the roof back. This requires you to ensure the boot is empty enough to swallow the hardtop, but that there's still room for a weekend's luggage here. The grand-sized roof lowers itself in a mere 14 seconds, and can be done on the hoof (up to 25mph, at least).

Versatility is not something you associate with Ferrari much, but the 2+2 cabin provides plenty of this. You wouldn't want to fit adults in the rear seats – in reality, you can't – but our 11-year old Dominic fitted in just fine. If you want to avoid wind buffeting in the cabin, you have to forego rear passengers and slot in the wind break across the rear seats; this somewhat rickety item could be more robustly built, but it's very effective at keeping hairstyles intact.

The cabin looks great, with one of Ferrari's typically well-designed steering wheels. The seats boast 18-way adjustability, arrived at by a complex series of interactions with the main touchscreen. They're never anything but supportive and comfortable, but I'd

recommend choosing your upholstery option with care – in my book, the 1960s-style 'Daytona' and 'Trapuntato' finishes look best.

Roof down, body stiffness is 35 per cent up on the old Cali T, despite the Portofino being lighter overall. Ferrari hasn't eliminated scuttle shake totally – it's certainly detectable with the roof folded – but the Portofino is the sportiest front-engined V8 Ferrari yet. With big 20-inch wheels on 245/35 front and 285/35 rear rubber, grip is excellent. The springs are stiffer than the old Cali T's and the uprated dual-coil dampers deal better with undulating terrain, so in 'Comfort' mode the ride is surprisingly cossetting for a sports car.

Although the differences aren't huge when you switch to 'Sport' mode, the Portofino definitely feels more incisive and less prone to body roll than before. By integrating Ferrari's latest E-Diff3 electronic rear with F1-Trac traction control, it's very easy to drive fast, and you feel confident to put the power down on every apex.

During a particularly heavy downpour, I attempt to put to the test Ferrari's claim that the Portofino copes far better in low-grip situations. Switching to the liveliest Sport mode (short of F1-Trac Off, at any rate), the rear end starts to snake, even in a dead straight line. But that's good in my book; it's simply letting you feel what's happening under you, and it soon returns to dart-like tracking. I can't resist, arriving at a snow-dusted car park, the temptation to enter F1-Trac Off mode and sample how the front/rear balance works; let's just say that full-on tail-slides are eminently possible...

This is only the second Ferrari to switch from hydraulic to electric power steering (after the 812) and it's a forward leap in my book. The assistance is well

Relatively compact size saw us negotiate Portmeirion's narrow alleys with ease. Roof works well



TECHNICAL SPECIFICATIONS

FERRARI PORTOFINO

ENGINE:	3855cc V8-cyl twin-turbo
BORE/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
FUEL CONSUMPTION:	26.4mpg
CO2:	245g/km
TOP SPEED:	199mph
0-62MPH:	3.5 secs
PRICE:	£166,241



judged, with a solid on-centre feel and a smooth, fast action. On some very twisty Welsh tarmac, you sometimes get the sensation that the car is about to oversteer, but in fact the nose is merely tucking itself in sharply. Meanwhile the Brembo carbon-ceramic disc brakes work well after their first application; only on cold starts does the first hoof of the pedal feel somewhat dead.

VERDICT

Our trip to Portmeirion has been a voyage of discovery. We've found out that you can fit in two adults and two kids here in comfort; put the roof down and you still have space for a weekend's luggage; and you can tour in great comfort thanks to excellent cabin refinement and an unexpectedly cossetting ride. And by being totally unthreatening to use, the Portofino is a supremely easy car to live with.

Yet for all talk of softness – soft ride, soft seats, soft Italian sensibilities – the Portofino clearly has a much harder side to it than the California T it's replaced. You discover this as soon as you start pressing on. It has the capacity for genuine excitement, with a sharper helm, more decisive soundtrack and eager pace that's knocking on the door of the supercar club.

The Portofino's relatively compact dimensions have also enabled it to tackle some quite narrow Welsh roads with confidence. It's felt totally at home as a genteel resident of Portmeirion, yet equally on point on the challenging sweeps of road that surround it, both in Snowdonia and along the north Welsh coast.

Returning to the man who conjured up Portmeirion like a sparkling Italian jewel on the Welsh coast, I think we can apply Sir Clough Williams-Ellis's description of the town of Portofino as "an almost perfect example of the man-made adornment" directly to the eponymous Ferrari. Almost perfect? Indeed; this is without doubt one of Maranello's greatest front-engined GTs of all time. 🇮🇹



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Hard & Fast

The new GT version of the Abarth 124 Spider seems set to make enthusiasts' pulses race, thanks to its carbonfibre hardtop, lightweight OZ wheels and styling extras. How does it drive on UK roads?

Story by Chris Rees
Photography by Michael Ward





So the Fiat 124 Spider is dead. At least, it is dead to buyers in Britain. It was unexpectedly pulled in the UK at the beginning of this year, possibly due to stricter emissions rules. Very much a case of 'boohoo'. But while the Fiat 124 was sometimes criticised for being too much of a soft tourer and not enough of a balls-out sports car, Abarth's 124 is quite the opposite. Perhaps that's why the Abarth has been retained in the UK market and is very much alive. Better than that, the range has actually grown thanks to a new, even more desirable 124GT version, the 'GT' signifying that the 124 comes with a unique hardtop and a few other choice goodies.

If you're in the market for a GT, it's all about the hardtop, because it's a lovely bit of kit. The roof absolutely does *not* share the retractable set-up of its closely related cousin, the Mazda MX-5 RF (see page 24). Instead, Abarth has torn out a page from its own history, and taken inspiration the fixed-hardtop Fiat-Abarth 124 Rally of the 1970s. This very special road car was designed to homologate Abarth's rally machine in 1972, and it's a model we'll be featuring very soon in *Auto Italia* – keep your eyes peeled for that one.

In the 1970s, Abarth's hardtop was a pretty floppy affair made of ultra-thin glassfibre. I recall driving a pukka rally Abarth 124 up the hill at Goodwood Festival of Speed and my helmeted head actually bowing the roof out to fit in. In contrast, the new 124GT has a carbonfibre roof that's not only light but also extremely strong. And here's a claim to fame: Abarth says the GT is the only roadster in the world to have a carbon hardtop.

Unlike the 1970s version, the GT's roof is extremely well made and very solid. It boasts thick foam headlining, proper window rubbers and a generous-sized glass rear window with a demisting element that clears the screen in only three minutes. Fabricating the hardtop from carbon means it's very lightweight (16 kilograms, for the record), so it adds very little to the car's overall weight. However, you could argue that the extra



Carbon hardtop is removable, but takes a bit of effort. GT feels like the most hardcore 124 yet





weight being positioned high up raises the centre of gravity, which is not what you want from a sports car.

On the other hand, what you definitely do

leading edges. But overall, the fact that the hardtop is much better insulated than the fabric roof means that the GT is surprisingly refined. It's quite possible to do high

modern 124GT's roof is completely removable. However, it's not the work of an instant. You have to undo five screws using a hex key: two on the outside (tucked away

“ What you want from a sports car is stiffness, and this is where the 124GT comes into its own ”

want from a sports car is stiffness, and this is another area where the 124GT comes into its own, since the roof boosts the 124's torsional rigidity. The differences when you're driving aren't strikingly great, partly down to the fact that the 124's rigidity is pretty good even in soft-top guise, but the GT feels just a little bit more hardcore. In fact, if you want to add even more rigidity, Abarth will sell you an optional aluminium strut brace, too.

There is certainly more wind noise around the hardtop's B-pillars at speed than the soft-top because of the bluff profile of the roof's

motorway speeds and still able to have a proper conversation with your passenger.

One downside of the insulation the hardtop provides is that you can't hear the Record Monza exhaust nearly as clearly as you do with the soft-top. That's a shame, because it's probably the fruitiest-sounding exhaust of any four-cylinder car currently on sale. Not that the GT is what you'd call 'soft' in the noise department; make no mistake, it's still a gutsy-sounding sports car.

Unlike the 1970s Abarth 124's hardtop, which was permanently fixed in place, the

under little covers), two inside at the back, and one above the windscreen. It takes several minutes of fiddling to do this, after which you need to find somewhere to store it while it's off. Once the hardtop has been removed, the fantastically simple soft-top seen on the regular 124 Spider is all present and correct, and ready to be deployed.

No question, the GT looks at its best with the hardtop in place – it has a quite different character to the roadster. You can choose between three paint schemes for the GT: Portogallo 1974 Grey, Costa Brava 1972 Red

TECHNICAL SPECIFICATIONS

ABARTH 124GT

ENGINE:	1368cc 4-cylinder turbo
POWER:	170hp @ 5500rpm
TORQUE:	184lb ft @ 2500rpm
TRANSMISSION:	6-speed manual (auto option), rear-wheel drive
BRAKES:	280mm vented discs (fr); 280mm solid discs (r)
SUSPENSION:	Double wishbones with anti-roll bar (fr); multilink with anti-roll bar (r); Bilstein springs
TYRES:	205/45 R17
DIMENSIONS:	4054mm (L), 1740mm (W), 1233mm (H)
KERB WEIGHT:	1064kg
TOP SPEED:	143mph
0-62MPH:	6.8sec
PRICE:	£33,775



or Turini 1975 White. The mirror caps come in either gunmetal (matching the front spoiler) or red, or carbonfibre. As with the 124 Spider, Abarth offers a no-cost option 'Heritage Pack' consisting of a matt black bonnet and bootlid. These very much echo those of the classic 124 Rally of 1972 and are, as so gloriously put by Abarth, "to prevent the driver from being dazzled by the sun." Other options include a carbonfibre rear spoiler and a carbon front bumper insert. Inside, it's all standard Abarth but you do get a very nice Bose sound system as standard.

The extra weight of the hardtop is offset somewhat by the GT's adoption of OZ Ultra-Light 17-inch alloy wheels, which are each three kilograms lighter than the standard Abarth wheels. They also look pretty funky. Take the 16kg hardtop off and the GT weighs 12kg less than the regular 124, and with less unsprung weight, the handling is therefore the keenest of any 124 model.

The 124GT is priced at £33,775, which is a sizeable £4000 more than the regular 124 Spider. I think that's decent value, though, for the extras you get: not just the hardtop but OZ alloy wheels, Bose audio system and 'GT Pack' styling extras. By the way, the GT is not a limited edition but a regular production model, so there's no ceiling on production numbers.

I reckon the 124GT is the best model of all in the extended 124 family – and that includes the Mazda MX-5 that it's based on. The solid roof makes it easier to use all year round than the regular Spider, and there's no question that the carbon roof and OZ lightweight wheels gives you plenty of cred in any bar-room debate. 'Desirable' is the word. 🇮🇹



CARBON COPY

The 'other' hardtop in the 124-based family is Mazda's MX-5 RF. How does it compare?

The car that shares so much with the Abarth 124, the Mazda MX-5, is also available not only as a soft-top roadster but as a hardtop, too, called the MX-5 RF (Retractable Fastback). Unlike the Abarth 124GT, its retractable roof stows away in the boot.

The MX-5's party trick arrives by pressing a button and watching the roof rise up and the panel above your head being swallowed into the boot (a process that takes 13 seconds). The rear part of roof then returns to its original position, so you end up with a kind of 'targa'. That means that, unlike the previous-generation MX-5 Roadster Coupe – and indeed the Abarth 124GT if you remove its roof – the RF doesn't offer a fully open-top experience. One other demerit: with the roof open, there's a hell of a lot of wind noise.

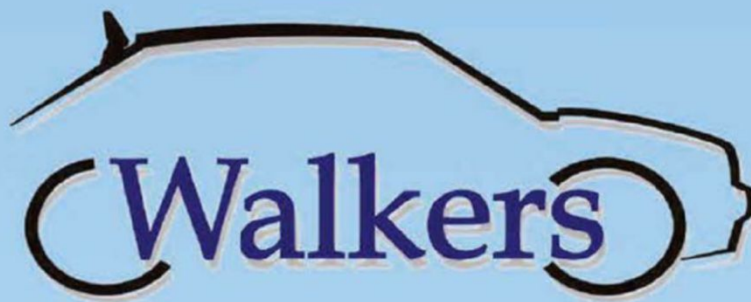
While Abarth has gone full-on carbon, Mazda's roof is made of aluminium and steel, with rear buttresses made of plastic. All this adds a significant 45kg to overall weight, heavy enough to force Mazda to make changes to the suspension, steering and brakes to cope.

You can buy an RF with either a 1.5 or a 2.0 engine (131hp and 160hp respectively). We tried the 2.0 Sport model with its stiff sports suspension and limited-slip differential. The performance from the 2.0-litre non-turbo engine is quite different to the Abarth's 1.4 turbo; it revs higher and feels sweeter, but you have to keep the revs high to get the best from it. The six-speed manual gearbox offers short-shift fun through the gears and a brilliantly precise feel.

The 2.0 Sport's suspension is so firm that it's occasionally quite harsh – the Abarth is certainly superior here. The MX-5 RF feels no less sharp or incisive through corners, though, and has excellent traction. Inside, the cabin is almost the same as the Abarth's, but the 124 definitely feels more nicely upholstered with its smatterings of Alcantara.

The RF carries a price premium of £1800 on top of the regular MX-5, costing £26,195 in 2.0 Sport guise. That's quite a bit cheaper than the Abarth 124GT but overall the Italian car simply has more character. And carbon...





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A WHITER SHADE OF PEARL

Did you know that both the Fiat Coupé and Lancia integrale share the same floorpan? That's not all – these two 1990s Italian turbo siblings also share the same ultra-rare Pearl White colour scheme

Story by Johnny Tipler
Photography by Michael Ward



Appearances are deceptive. One is apparently a straightforward five-door family hatch, the other's a whistles-and-bells sports coupe. There's the paradox, because in fact the sleek coupe with its futuristic styling is the more conventional car, while the family hatch is the rally champ with a list of *palmares* stretching round the block. Both are idiosyncratic modern classics. What better opportunity to tell their story than to bring together one of each in highly unusual Pearl White paint?

We've come to Blyton Aerodrome, a test track frequented by the Ginetta factory and

autocross racers. Because of its gravelled off-road extensions, any flying is scotched. The perimeter road is narrow, too, compared with other disused airfields like Snetterton.

We have two amazing cars here today: a Fiat Coupé 20v Turbo LE and a Lancia Delta HF integrale Evolution. The Fiat has been brought up from Leicestershire by Johnny Cartledge, proprietor of Midlands Car Servicing and a recognised expert on the model. The Lancia belongs to integrale god, Steve Smith, who's run Walkers Garage at Northallerton, near Croft circuit, for 45 years.

"That's boy and man really," laughs Steve, "and appropriately enough my son Ben is

taking over. It was British Leyland when I was first there, and then we had 12 years with Mitsubishi. The franchise outgrew the country garage, and they wanted glass palaces in the towns." Steve had always been interested in motorsport, so when Lancia became available in 1988, he became a franchised dealer. He first went rallying in 1989 with a Delta 4WD, and has done the RAC Rally five times and finished every time - in the top 20, too, co-driven by Brian Hughes. The height of connoisseurship is that he used to run an ex-Juha Kankkunen (four-time WRC champion, twice in Lancias) integrale.

Steve is inextricably linked with the



integrale. "When Lancia stopped building integrales I ordered 10 cars, and we sold them all. After that we were buying them from the continent and I was fetching them pretty much by the transporter load." And the car we have here today? "I bought it from Croatia, though it's an Italian car. A customer bought it in Italy before Croatia was in the EU. 20 years later, we negotiated a price and my wife and I flew out and drove it home." So, this is the keeper then.

Steve continues: "The wheel on the Evolution is a copy of the wheel that Lancia used when rallying, a Speedline competition wheel with a pattern called Monte Carlo. It's on Pirelli P-Zero Neros, 205/45 ZR16s all round. Some came with Pirellis, some with Michelins; I'm a Michelin man because I was a Michelin-supported rally driver, so I have to say Michelin are by far the best! The Evo 1 has 15-inch wheels, but Michelin stopped making that size."

The integrale dash is all 1970s linear, rectangular shapes, analogue and digital, the product of Giorgetto Giugiaro's ItalDesign. Even the shape of the mirrors and door handles are redolent of that decade. The smoky Royal Blue colour of the figure-

hugging leather seats is rather special, and unique to Pearl White cars. Even the neat Momo wheel is a match, helping coordinate the whole cabin in its very 1970s way.

Johnny Cartlidge is totally immersed in the Fiat Coupé. He started off as an apprentice at a Fiat dealership, working for four years exclusively on Fiat Coupés and the five-cylinder engine, becoming intimately familiar with the model's teething problems, from Brembo brake squeal to cracked turbo manifolds. "There were issues with auxiliary belt failures, causing havoc with the timing and buckling valves, which is a lengthy and expensive head-off job. Oil coolers are prone to corrosion, and with 7.0 bar of oil pressure on a cold day, if it was corroded right through it would purge all five litres of oil in 15 to 20 seconds, so there's not a lot of warning."

Pearl White was never available for Fiat

Coupés in the UK, though it could be specified in the European market. So all Pearl white ones are left-hand drive, with the odd exception being an ex-military car owned by someone stationed in Germany. It suits it rather well, the white paint enabling you to see all the swage lines clearly. As for the quirky styling cues, put the design down to Chris Bangle, the talented if controversial American who worked at Centro Stile in 1990 and



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FIAT COUPÉ 20V TURBO LE VS LANCIA DELTA INTEGRALE EVO



penned this model. The Pininfarina badge on the flanks reflects little more than the cabin ergonomics and furnishings. Inside, everything has a nice feel to it, from the door handles to the gearknob and steering wheel. There's some fascinating detailing: aluminium push-button start, white dials and clock, red stitching on the interior, red strut brace, red rocker top and red callipers. Just the Turbo Plus models and the LE Limited Editions had strut braces. The six-speed gearbox is standard, while the split-rim wheels have double the spokes compared to early solid four-spoke wheels. The side skirts and the lips on the front bumper are standard on these top-line models, whereas the normal 20-valve Turbo is five-speed with no skirts, and its Brembo callipers are in silver, with a silver cam cover.

The Coupé's Pininfarina dashboard is avant-garde, simple and elegant. Everything is functional, and all the switches are well laid out. Comfort wise, the seats are very

good, supportive without being constrictive, and containing airbags too – which raises another issue. Johnny points out that this model is actually two inches broader than other Coupés, the additional width manifest in the sills and door-shuts. "The actual body is wider. It's a requirement of the airbag that, if it does deploy, there has to be a set distance between seat and door to prevent it ripping the seat out of the floor. The seat airbags were a very expensive factory extra, and very unusual."

How practical is the Coupé? Johnny's kids are aged between six and 18. "The boot's adequate, and you can get a pushchair in there, and a couple of baby seats in the back. It is very well built, and that's reflected in their values relative to a lot of cars of that era, even German and Japanese models."

And yet... Here comes the shocker: the underpinnings are annexed from the Fiat Strada chassis. A ripple of consternation bubbles up from the assembled Italophiles

trackside at Blyton. "We always said it was built on a Tipo chassis," says Johnny. "Apparently not: like the integrale, which harks back to the original Delta of 1979, the Coupé's DNA was also spawned by the Ritmo/Strada floorpan of 1979."

Our Pearl White Coupé is on Michelin Pilot Sport 3 205/50 16s all round. As for the driving, with the weight up front and 220hp on tap, I anticipate understeer, which Johnny is quick to rebut. "Weight distribution is about 60/40 front to rear, and provided the suspension has been refreshed and the tyres are good, these cars handle very well, and they put the power down very well too."

The five-cylinder has a very distinctive sound, not as refined as a 'six', but not as raw as an in-line four. But the way the compression stroke is ordered means you've always got a cylinder on compression. When it starts up it's quite quiet and innocuous until you start flooring it. The power of the turbo comes early on at 2000rpm, with the

Pearl White paint scheme is very rarely seen in the UK, as it was only ever offered in foreign markets



lovely gurgling of the 'Fire' five-cylinder engine in the background. There's the unmistakable whistle of the dump valve opening. The steering is very precise, though the gearshift is quite a long throw. The chassis is an acquired taste, and you can feel the weight of it in the corners.

Johnny commentates as we circulate Blyton's trackscape: "The 2.0-litre 20-valve engine is very punchy low down, and the duration especially in third gear is immense. It's such a long spread of power through gears, which you don't get in a lot of modern cars. Keep them revved, because the fun really starts after 4500-5000rpm."

Acceleration is really sharp through the gears, and it anchors up very nicely. Turn-in is pretty accurate, though I'm physically driving it through the corners, leaning on the tyres and the limited-slip diff. Do I leave it running to cool the turbo when we come to a standstill? "With a cast-iron block you don't need to do that; just keep it off boost at

about 2000rpm, do your slowing down lap and then pull in and turn it off. Because it's cast iron, it retains heat very well."

The integrale is a quite different kettle of fish. Immediately the suspension seems firmer and the whole car lighter, despite its five-door configuration. "The standard car is best," says Steve. "A lot of people bring their cars in and want to do this and that, but mucking about with the suspension simply spoils them: the standard ones are fabulous."

It is so nifty through the sharper corners and I keep the power on through the bends. It feels perfectly balanced, helped by drive split 47/53 front to rear. The feedback is so delicate and I can sense all the nuances of the corners acutely through the steering. Going progressively faster, I'm aware that the power is right there, no matter how low down I'm shifting. Steve advocates listening to the sound of the engine rather than keeping an eye on the boost gauge. "Generally, if you're competing, when you get to a straight you

might have a chance to glimpse things, but you're relying on warning lights, really."

The rallying pedigree could take on a new slant, potentially. The cut-off for eligibility for the Monte Carlo Rallye Historique is up to 1980 now, so it can't be long before the integrale becomes eligible for historic rallying, and that really will set the cat among the pigeons: "There are no four-wheel drive cars currently in it," says Steve, "so I think it will happen, though everybody that's rallying Ford Escorts won't be happy! They say it will ruin historic rallying, but logically they can't exclude quattros and integrales just because they're ultra-competitive."

Since this is a back-to-back-appraisal, let's look at the performance figures. The integrale Evo has 215hp but rushes from 0-62mph in 5.7 seconds, against the 220bhp Coupé's 6.3 seconds. On the other hand, the integrale's top speed is 137mph, while the Coupé's top whack is a more substantial 155mph. In terms of modernity, the Coupé

FIAT COUPÉ 20V TURBO LE VS LANCIA DELTA INTEGRALE EVO

“ The Fiat feels like a contemporary coupe to drive...
The integrale wears its heart on its sleeve ”



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TECHNICAL SPECIFICATIONS

	LANCIA INTEGRALE EVO	FIAT COUPÉ 20V TURBO
ENGINE:	1995cc 4-cylinder 16-valve turbo	1998cc 5-cylinder 20-valve turbo
BORE/STROKE:	84mm x 90mm	82mm x 75.65mm
COMPRESSION RATIO:	8.0:1	10.0:1
POWER:	215hp @ 5750rpm	220hp @ 5750rpm
TORQUE:	232lb ft (314Nm) @ 2500rpm	229lb ft (310Nm) @ 5750rpm
TRANSMISSION:	Five-speed manual, all-wheel drive	Six-speed manual, front-wheel drive
BRAKES:	Discs all round	Discs all round
TYRES:	205/45 ZR16 (front), 205/45 ZR16 (rear)	205/50 16 (front) 205/50 16 (rear)
DIMENSIONS:	3900mm (L), 1770mm (W), 1365mm (H)	4250mm (L), 1760mm (W), 1340mm (H)
KERB WEIGHT:	1340kg	1310kg
TOP SPEED:	137mph	155mph
0-62MPH:	5.7sec	6.3sec



feels like a contemporary front-drive GT to drive, while the Pininfarina cabin endows it with a timeless quality, and perhaps its quirky styling gives it the aesthetic edge, too. Stylistically and technically, the integrale wears its heart on its sleeve; the body shape and cabin furniture anchor it in time, although

its four-seat practicality betters the Coupé's. In the drivability stakes, the Coupé has to be worked, which is rewarding in itself. But the integrale just dances, effortlessly, and you can partner it as you like. No question, though, you'd happily 'skip the light fandango' with either. 🇮🇹

Both cars essentially owe their DNA to the same Fiat-based floorpan but feel very different to each other



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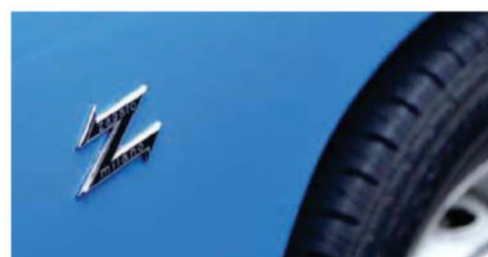
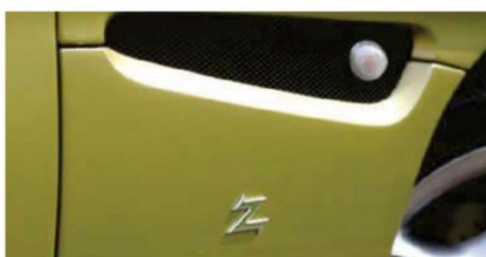
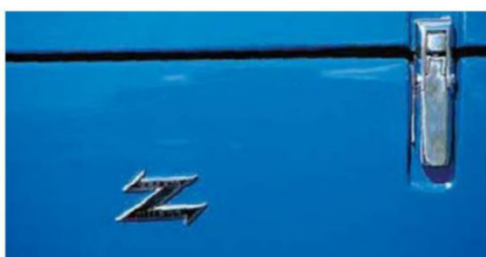


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Zagato Top 100

Zagato is 100 years old this year. Our celebration is an 'all stars' listing of the top 100 cars ever to come out of the master Milanese coachbuilder. Among them are many of the most original and dramatic designs ever seen

Story by Richard Heseltine/Chris Rees

Images by Michael Ward/Richard Heseltine/Zagato/Chris Rees/RM Sotheby's

On 19 April 1919, a 28-year old aeronautical engineer called Ugo Zagato founded his very own coachbuilding company in Milan. Ugo's pioneering approach was to use techniques from his aircraft background in cars, producing machines that were light yet strong, and also aerodynamic. Zagato used aluminium for bodies, like aircraft fuselages.

100 years later, one of Italy's great coachbuilding pioneers is still going strong, and still based in Milan, in the suburb of Terrazzano di Rho. Ugo's son Elio Zagato passed the baton on, in 1992, to Andrea Zagato, who is guiding the company through a new era of coachbuilt cars, with rebodied Lamborghinis and a revival of the Iso brand on the cards for 2019.

With well over 400 designs in Zagato's back catalogue, selecting a Top 100 was never going to be easy. And ordering them has been even more of a challenge. See if you agree with our selection in a celebration of one of *Auto Italia's* favourite all-time design

1 ALFA ROMEO 8C 2300 ZAGATO

Think of it as the hypercar of its day. The Alfa Romeo 8C, in any configuration, was – and remains – a thing of beauty. Add in an enviable competition pedigree and it isn't difficult to understand the reverence afforded to these pre-war icons. The thing is, while other coachbuilders bodied the 8C, not least Touring, mere mention of these cars instantly conjured a Zagato outline in the

mind's eye. In many ways, and on so many levels, it helped cement Zagato's reputation as being the *carrozzeria* of the sporting set.

Produced in three series from 1931 to 1934, a brace of Zagato-bodied 8Cs were fielded by Scuderia Ferrari in the 1931 Mille Miglia for Tazio Nuvolari and Luigi Arcangelo. This event has long since entered into legend, not least because of the former's heroic comeback drive as he attempted to make up time lost due to tyre blistering problems. It was all for naught. There would be no dream debut win, but a few weeks later he claimed honours on the Targa Florio. The die was cast. It was a win for Zagato as much for Alfa Romeo, and you could argue that the Milanese styling house did its best work for this storied marque.



2 FIAT 8V ZAGATO



Zagato's take on the 'Otto Vu' represents an alluring alchemy of grace and eccentricity which typified the firm's output in the 1950s. The firm crafted its first 8V outline in 1952. It followed through with an open barchetta before putting its GT take into series production. This being Zagato, no two cars were ever truly alike. Front and hind treatments often differed, with some cars bearing the trademark 'double bubble' roofs, supposedly on the grounds of adding extra headroom.

In 1955, the firm bought several leftover 8Vs from Fiat and carried on crafting cars into the late 1950s. They were left over because the 8V had been quietly dropped from Fiat's line-up. Ovidio Capelli scored the model's maiden victory on the Stella Alpini in August 1952, with second-generation *carrozzeria* principal, Elio Zagato, coming home the victor in the 1954 Bari Three Hours. This was perhaps the biggest win achieved by an Otto Vu.

3 ASTON MARTIN DB4 GTZ



Unveiled at the 1960 London Motor Show, and shaped by 22-year-old new boy Ercole Spada, plans initially called for a limited run of 25 Zagato-bodied DB4 GTs. Instead, just 20 were made (two of them sharing the same chassis number) from 1961 to 1963. Built to challenge the Ferrari 250 GT SWB on track, rolling chassis were dispatched to Milan to be clothed with lightweight aluminium bodies. Retaining the DB4 GT's 3.7-litre twin-cam straight-six, this was a blisteringly quick car for the period: 0-60mph took just 6.1 seconds.

The first example was entered in the 1962 Le Mans 24 Hour race in the hands of Mike Salmon and Ian Baillie, but it retired in the ninth hour with a holed piston. The two most famous exponents were former Le Mans winner Salvadori, and a pre-superstar-status Jim Clark, who drove for John Ogier's Essex Racing Stable, claiming wins at national level. The late 1980s Sanction II and Sanction III cars are soon to be followed by another 19 as official Aston Martin 'Continuation Cars'.

4 FERRARI 250 GTZ



Zagato has been dressing Ferraris for almost as long as the marque has existed. Arguably its most beautiful offering was the 1957 250 GTZ. Current principal Andrea Zagato told the author in 2014: "For me, it is among the most beautiful Ferraris ever made. My father Elio worked closely with Fabio Luigi Rapi on the styling, and I think the 250 GTZ is a masterpiece. We made five cars, all of which differed in detail. I believe they all still exist, too."

5 ALFA ROMEO 6C 1750 GS



"The relationship between Alfa Romeo and Zagato goes back a very long way," Andrea Zagato says. "This car was important as it did so much for the reputation of my grandfather Ugo as a coachbuilder. A Zagato-bodied Gran Sport won the Mille Miglia in 1930 with Tazio Nuvolari driving [Zagato-bodied 6Cs having also won in 1928-1929] and I do not think there is a line that is wrong on the car. It was built for motor sport, but it was still beautifully proportioned and very elegant."

6 MASERATI A6G54 ZAGATO



As with most super-exclusive exotics of the day, a variety of coachbuilders left their mark on the A6G54. Pietro Frua and Serafino Allemano both produced lovely outlines, yet Zagato typically went its own idiosyncratic way and shaped a series of pared-back road-racers. Aside from the coupes, the styling house also fashioned a Spider variant, which sadly remained unique. Later examples had

slightly flared rear arches and broader hindquarters along with larger back windows.

7 ALFA ROMEO GIULIETTA SZ



When the SZ was displayed as an official Alfa model at the 1960 Geneva Salon, variations of Giulietta had been cleaning up in small-capacity classes of sports car racing for four years. Bertone's lovely Giulietta SS was the factory-sanctioned competition model but it proved too heavy for the purpose, its shapely backside being handed to it on a regular basis by Zagato's featherweight product. The parent firm was effectively forced into endorsing the SZ as a production model.

8 LANCIA FLAMINIA SUPER SPORT



Derived from the lovely Flaminia Sport, the changes made by Ercole Spada lent it a different character. It was not only more aerodynamic, it was also prettier. The actor Marcello Mastroianni (pictured) acquired the first one, which had been displayed at the 1964 Turin Motor Show. He didn't like the dark blue colour, so had Zagato repaint it dark brown. That style leader Mastroianni rocked a brown Lancia speaks volumes. It remains one of Zagato's most elegant offerings, that's for sure.

9 ALFA ROMEO GIULIA TZ1



The glorious TZ (Tubulare Zagato, the '1' bit was added retrospectively) picked up from where the SZ left off. Penned by Ercole Spada, it first ventured trackside in October 1963. Based largely on Giulia running gear, there was little to touch it in the 1600cc

class, with a debut win at Monza acting as a prelude to class domination of the '64 season, with category honours in the Sebring 12 Hours, Le Mans, Nürburgring 1000 Kilometres, the Targa Florio and more.

10 ALFA ROMEO GIULIA TZ2



Following on from the TZ1, this fabulous machine similarly married four-cylinder Alfa Romeo power with an outline penned by Ercole Spada. Bodied in glassfibre, and fielded by Autodelta (né Auto-delta), the TZ2 won its class first time out in the 1966 Sebring 12 Hours – and kept winning thereafter. Arguably its most impressive showing was that year's Targa Florio where the Pinto/Todaro car placed fourth overall and first in class. Twelve chassis were allocated, with Zagato clothing ten. Pininfarina and Bertone bodied the other two.

11 LANCIA HYENA



This sublime sports-coupe was conceived by Paul Koot of The Netherlands. Styled by Marco Pedracini, and based on the Delta integrale platform, its fortunes were undone by a changing of the guard at Lancia's parent company, Fiat, which abruptly withdrew its support. As such, integrales had to be purchased from dealers and stripped at Koot's Lusso Service facility before the cars were bodied in Italy. Launched at the 1992 Brussels Motor Show, 25 were made before the project was canned in 1993.

12 ALFA ROMEO JUNIOR ZAGATO



Styled by Ercole Spada, his take on the Alfa 105 series theme wasn't warmly received when unveiled in 1969, but it cast a long shadow. All manner of copyists followed in its

wake, not least the first-generation Honda CR-X, but none matched the purity of the template-setting original. Even now, the styling remains an acquired taste, and it is somewhat colour-sensitive, but the Junior Zagato looks infinitely more exotic than its Bertone-shaped stablemate.

13 ABARTH 750 ZAGATO



Of the 750, Andrea Zagato says: "This car represents a parallel line with the Porsche 356. Germany produced the VW Beetle and Italy the Fiat 500/600. The 356 was derived from the Beetle and the Abarth was the same concept but on a Fiat chassis. The amazing thing is how we managed to make the most of its tiny proportions. Thanks to some clever packaging, once inside you feel like you're sitting in a much bigger car. It was also very aerodynamic."

14 AC ACE ZAGATO



This one-off, Bristol-engined GT is Andrea Zagato's all-time favourite design from the firm's back catalogue. Swiss racer/rally ace John Gretener, who commissioned it, recalled in 2011: "I fetched the car myself. I asked Elio Zagato if he had tried the car. He replied 'yes' but he found the steering a little stiff. I took it to a racing mechanic at Monza. He immediately told me there was no oil in the steering box!"

15 FIAT 1100EZ



Scroll back to the early 1950s, and Zagato built as many as 20 cars on Fiat 1100/103 TV platforms. The styling borrowed cues

from previous Millicento-based offerings, but the proportions were perfect. Such wizardry didn't come cheap, either. In 1953, a regular 1100E cost 700,800 lire; Zagato's makeover cost a further 1,250,000 lire – and that was before you factored in the obligatory tuning gear.

16 LANCIA APRILIA SPORT ZAGATO



This Zagato has long since disappeared but lives on as an 'official' replica. Created in 1937 at the behest of Lancia dealer Enrico Minetti, the original car was super-streamlined and beautiful with it. Campaigned on the Targa Florio and the Mille Miglia, tragically it didn't see out World War 2. Andrea Zagato initiated the construction of a recreation under the 'Sanction Lost' banner in 2006 to coincide with Lancia's centenary celebrations. He had only two original photos to refer to.

17 MASERATI 450S COSTIN-ZAGATO



This 450S coupe was designed by Frank Costin and built by Zagato in haste ahead of the 1957 Le Mans 24 Hours. Lead driver Stirling Moss maintains it was the one of the worst cars he ever drove, not least because it broiled him alive due to a lack of ventilation. Costin disowned it, stating that Zagato made a hash of interpreting his design. Even so, this V8 monster remains one of most dramatic-looking racing cars ever to turn a wheel in anger.

18 LAMBORGHINI RAPTOR



Commissioned in 1996 by then Lamborghini chief, Mike Kimberley, this bold supercar was based on a Diablo platform. It was built in just four months but emerged much lighter than

the donor car thanks to its carbonfibre body. It was a proper, functioning prototype, too, that could be converted from a fixed-roof car to a barchetta. It led to Zagato being hired to pen a Diablo replacement for series production: 'Project 117' was ready to be signed off, but then Audi took over Lamborghini and axed the project.

19 PORSCHE BARCHETTA ZAGATO



This one-off remains forever in the shadows as it was destroyed in period. The Barchetta Zagato was built at the behest of Le Mans regular, Claude Storez, in 1957. The Parisian was a star in DB Panhards before moving on to a Porsche 550 and a 356 Carrera A. He scored four race wins and several podium positions aboard the be-finned Zagato 356 before crashing it with fatal consequences in February 1959. The first official recreation was finished in 2011.

20 ALFA ROMEO TZ3



This choice is bound to irk the purists. Predated by Zagato's carbonfibre-tubbed TZ3 Corsa, the Stradale was a different beast entirely. While its Norihiko Harada-penned outline borrowed styling cues from the classic Alfa TZ1 and TZ2, this machine was vast by comparison. That was largely due to the fact that it was based on a Dodge Viper ACR-X platform, complete with V10 engine. Dodge was now part of the FCA family which owned Alfa Romeo so it made sense. Sort of.

21 MASERATI V4 GRAND SPORT



This striking 16-cylinder roadster is nowadays largely forgotten by history. The sole survivor was first owned by the Pope's personal physician.

22 ALFA ROMEO 8C 2900B SPIDER CARENATO/AERODINAMICA



This wild-looking, streamlined 8C from 1937 was typically leftfield and daring, if perhaps not as pretty as rival Touring's offering.

23 ALFA ROMEO GIULIETTA SZ 'CONDA TRONCA'



This Kamm-tail GT acted as bridgehead between the curvy SZ and the TZ series. Sadly, only 30 or so were made.

24 LANCIA FULVIA SPORT ZAGATO



Zagato geared up for mass production with this idiosyncratic take on the front-wheel drive Fulvia. Another Spada effort, the 1300 version is our favourite.

25 LANCIA FULVIA SPORT ZAGATO COMPETIZIONE



Ultra-desirable competition Fulvia track weaponry, class honours in the 1969 Daytona 24 Hours being a career highlight.

26 ALFA ROMEO 1900 CSS ZAGATO



Alfa's 1900 acted as a blank canvas to umpteen coachbuilders, Zagato's coupe variant being typically quirky and competition-inspired. Just 39 were made.

27 ALFA 1900 SS ZAGATO SPIDER



Zagato rediscovered the 1900 in 1957, this handsome roadster being one of the forgotten stars in its back story. Sadly, only two were built.

28 OSCA 1600 GT ZAGATO



The lovely 1600 GT was clothed by five coachbuilders, the most popular – and the most attractive – offering being Zagato's take on the theme.

29 LAMBORGHINI 3500GTZ



Lamborghini supplied two 3500GT platforms to Zagato, the first 3500GTZ breaking cover at the 1965 London Motor Show. The sister car vanished almost immediately.

30 ALFA ROMEO SZ ES30



Styled by Robert Opron and Antonio Castellana, this 1989 wild child and its RZ ragtop spin-off were the last 'volume' Zagato products.

31 BRISTOL 406 ZAGATO SWB



The one and only SWB Bristol 406 was loaned to Sir David Brown of Aston Martin. Look at it and the DB4 GT Zagato and draw your own conclusions.

32 LANCIA APPIA ZAGATO



Built over four different series, more than 700 of these V4-engined Lancias were made by Zagato. Our pick is the GTE (Gran Turismo Esportazione), as pictured above.

33 LANCIA FLAVIA SUPER SPORT



First seen at the 1968 Turin Motor Show, this Ercole Spada-penned coupe was to have been a production car but Lancia's penury damned it. Which is a great shame.

34 MASERATI A6 1500 PANORAMICA



Created during Zagato's 'Panoramica' big-window phase, this one-off built in 1948-1949 was supposedly inspired by contemporary aircraft design.

35 LANCIA AURELIA B20 SPORT



How do you improve on the original Boano/Pininfarina B20? Some might argue that Zagato did no so such thing. We beg to differ. Three cars were made.

36 ALFA ROMEO 2600 SPRINT



Yet another Ercole Spada design, Zagato's 2600 broke cover at the 1962 Turin Motor Show, refined to be much sexier in its production variant.

37 FERRARI 575 GT ZAGATO



We fully expect to get pilloried for saying this, but Zagato's reworking of the 575 was an improvement over the original car. Six were reconfigured, we're told.

38 BUGATTI TYPE 43 SPIDER



The only Zagato-Bugatti (to date), the body of this 1927 creation still exists – albeit on a different chassis.

39 ABARTH 1000



How much Zagato contributed to this shapely outline is a source of debate among Abarth fans. Sibona & Bassano built most of the bodyshells, but Zagato did clothe some chassis.

40 ALFA ROMEO ZETA 6



This promising Alfa coupe styled by Giuseppe Mittino briefly threatened to make production. Sadly only two were made, plus a bare shell.

41 FERRARI FZ93



Built in 1992-1993 at the behest of Roberto Tonali, and based on a crashed Testarossa, this Spada design predated the Ferrari Enzo by a decade.

42 AUDI ZUMA



Built for the Belgian VW/Audi concessionaire, this 1998 turbodiesel one-off was clearly rooted in the Lancia Hyena.

43 FERRARI 550 BARCHETTA



In period, Zagato insisted this car didn't exist, but then pics started appearing on the 'net. Based on a 550 Barchetta, three were made.

44 JAGUAR XK140/XK150



The Zag-Jag XK140 was made for Italian playing card manufacturer, Guido Modiano. One, possibly two, similar cars were built on XK150 platforms.

45 ASTON MARTIN VANTAGE



The car that saved Aston Martin and Zagato, some 52 fixed-head cars and 37 convertibles were made from 1986-1990.

46 ROVER 2000 TCZ



Styled in 1964, but not seen for another three years, this prototype was evaluated by Reliant, which considered acquiring the rights. Yes, really.

47 LANCIA FLAVIA SPORT ZAGATO



This is either the greatest thing ever, or the ugliest car of all time. There are no shades of grey. We're definitely in the former camp.

48 FIAT 500 COUPE ZAGATO



Intended "mainly for a young and dynamic male target", this double-bubble 500 was our star of the 2011 Geneva Motor Show. Tragically, it remained unique.

49 ALFA ROMEO TZ3 CORSA



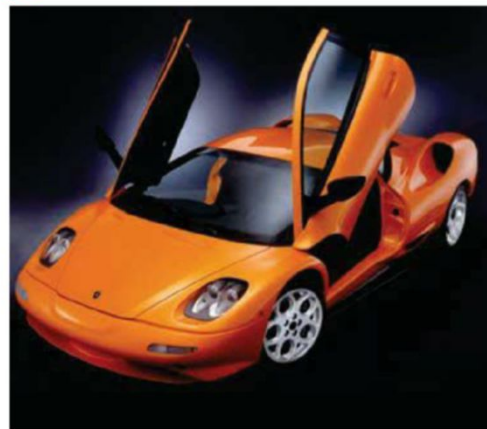
This one-off from 2010 owed more to the Belgian Gillet Vertigo than Alfa Romeo, but it did set hearts racing as Zagato had been promising a TZ3 for decades.

50 LANCIA LAMBDA MM ZAGATO SPIDER



Only tiny numbers of these distinctive Lancias were produced from 1927, with one winning its class on the Mille Miglia in 1929.

51 LAMBORGHINI L147



This supercar was all set to become an official Lamborghini model, had Audi not taken the marque over and nixed it at the eleventh hour.

52 ISO VAREDO



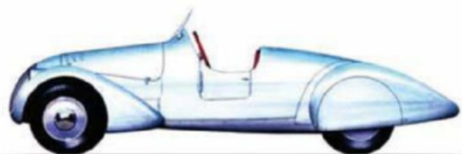
Another Spada supercar proposal, dating from 1972, with mid-mounted Ford V8 power. Sadly it remained a proposal only.

53 ALFA ROMEO GRAN SPORT QUATTORRUOTE / 4R ZAGATO



This pre-war Alfa 'lookalike' was conceived by Quattroruote founder Gianni Mazzocchi. It was a 'copy' of a Touring-bodied Alfa 6C 1750.

54 FIAT 1500 MM SPIDER



Zagato was at the vanguard of Italy's streamlining craze during the 1930s, this straight-six-engined roadster exploring familiar styling themes.

55 OSCA 4500 BIONDETTI COUPE



Confusion surrounds this 4.5-litre V12 one-off, not least what to call it – or just how involved Zagato was in constructing it for four-time Mille Miglia winner, Clemente Biondetti.

56 VOLVO 3000 GT ZAGATO



Dreamt up by Italy's Volvo concessionaire, Motauto, this 3.0-litre coupe was first seen in 1970 and mooted for limited production. Volvo wasn't keen, however.

57 ZANZARA



Strictly speaking, the Fiat 500-based 'Mosquito' wasn't a Zagato but an Ercole Spada after-hours project. The design was 'borrowed' after he left for Ford.

58 HONDINA YOUNGSTAR



Initiated by Italy's Honda importer, Motauto, this 1970 Zanzara knock-off featured Honda N360 running gear.

59 MASERATI GS ZAGATO



Introduced at the 2007 Villa d'Este concours, this striking coupe was officially blessed by Maserati. Plans called for 20 cars to be made.

60 DIATTO OTTOVÙ



Announced at the 2007 Geneva Motor Show, and celebrating 100 years of the Diatto marque, this concept queen was based on the Qvale Mangusta.

61 BENTLEY GT ZAGATO



In 2008, this could have been yours for £600,000. Plus tax. Not forgetting the donor car. A run of 19 was mooted.

62 MINI GATTO



One of the few products offered by the ill-starred Zagato London concern, this Minivan-based coupe was unveiled in 1961. It remained unique.

63 HILLMAN ZIMP



Never one to let a good design go to waste, Zagato reworked the Mini Gatto on a Hillman Imp platform. Three Zimps were made.

64 BRISTOL 406 ZAGATO LWB



The long-wheelbase, Zagato-bodied 406 was nowhere near as pretty as its SWB sister, but it still has its fans. Just six were made.

65 ASTON MARTIN DB7 VANTAGE



Some Aston aficionados insist that this not altogether happy-looking super-GT wasn't actually styled in Italy.

66 ASTON MARTIN DB AR1

The 'AR' bit of the AR1's nomenclature stood for 'American Roadster' because it was offered for US consumption. It was also automatic-only and roofless.

67 ISO RIVOLTA VISION GRANTURISMO

An Iso marque revival, by means of an appearance in a PlayStation game. Seen in mock-up form in 2017, production cars will feature a Reeves Callaway-built V8.

68 MASERATI BITURBO SPIDER

Strictly speaking, Zagato was the *assembler* here, but this was unquestionably the most attractive Biturbo variant.

69 ASTON MARTIN VANQUISH

This V12-engined machine was another Aston where some doubting Thomases refused to believe it was actually styled by Zagato.

70 SPYKER C-12 ZAGATO

This dramatic showstopper was something of a case of smoke and mirrors. Despite talk of a production run, there was no room for the engine.

71 BRISTOL 412

OK, we're on thin ice here, but some members of this parish love this oversized Lancia Beta. Styling was by the prolific Giuseppe Mittino.

72 ASTON MARTIN V12 ZAGATO

Another Zagato Aston that wasn't, strictly speaking, styled in Italy. Nevertheless, what began as a track weapon morphed into a mighty road car.

73 ASTON MARTIN VANQUISH SHOOTING BRAKE ZAGATO

We will freely admit to *really* liking this super-exotic load-lugger from 2016. It's just the ticket for a trip to the tip.

74 NISSAN BAMBU

This distinctive coupe was created in 1992 to replace the Autech Stelvio. Four prototypes were made before the scheme was axed.

75 AC 378 GT ZAGATO

Rooted in 2009's Perana Z-One, this Italo-Anglo-South African project aimed to reanimate the AC brand with Corvette V8 power. We're still waiting.

76 LAMBORGHINI 5-95 ZAGATO

Very much a coachbuilt car in the modern-day sense of the word, this is essentially a reskinned Gallardo. It's still available today.

77 CADILLAC NART ZAGATO

Built – but not styled – by Zagato, this mid/rear-engined weirdo was built for Luigi Chinetti. He hated the end product; the passing of time hasn't diminished his anger.

78 FERRARI 3000 ZAGATO



This was a Giuseppe Mittino design from 1974, based on a 1967 330 GTC. It was also the last Ferrari bodied by Zagato for 26 years.

79 ASTON MARTIN VANQUISH ZAGATO SPEEDSTER



Another in the seemingly never-ending Zagato-Aston spin-offs, launched in 2016. As many as 28 were offered for public consumption.

80 ZAGATO MOSTRO



With styling cues borrowed from the Costin-Maserati 450S, this star of the 2015 Concorso Ville d'Este featured lashings of carbonfibre and Maserati V8 power.

81 FIAT BRAVOBIS



Zagato's 1996 Geneva Motor Show thing was part coupe, part SUV and completely outré. Wild, as ever.

82 FERRARI 348TB ELABORAZIONE



Ten of these Ferrari 348 remodels were built in 1991-1993, with one Targa-roofed car going to former works Lancia driver, Giorgio Schön.

83 MORETTI 750 GRAN SPORT BIALBERO



This tiny, bulbous, 750cc coupe was the only Moretti ever bodied by Zagato. Built in 1953, it retired from the following year's Mille Miglia.

84 ZAGATO ZELE 1000



An electric car for the masses, this intriguing 1970s device arrived too soon to market (by four decades) but enjoyed some commercial success.

85 FERRARI 599 GTZ NIBBIO ZAGATO



This 599-based design from 2017 was made in limited numbers (as many as nine), one of which could have been yours recently for \$1.45 million.

86 TOYOTA VM180 ZAGATO



Reskinned MR2 broke cover at the 2000 Geneva Motor Show. The styling divided opinion, but then that rather goes with the territory.

87 AUTECH STELVIO



This may well be the ugliest car ever made, but what a thing! Twin-turbo Nissan V6 power and an entertaining chassis. Production stretched into triple digits.

88 ALFA ROMEO Z33 FREE TIME



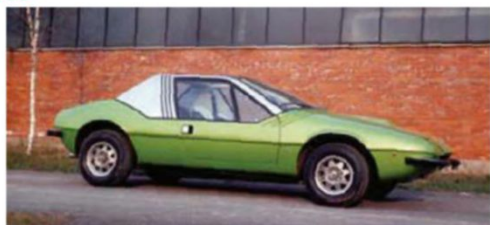
Zagato anticipated the Renault Scenic mini-MPV by more than a decade, but this Alfa 33-based prototype remained unique.

89 FORD MUSTANG ZAGATO



According to some sources, this began life as a Shelby GT350, others insist it wasn't and that two cars were in fact made. Either way, one still lives in Milan.

90 FIAT 132 ASTER



Displayed for the first time at the 1972 Turin Motor Show, this wedge-shaped device underwent a restyle for the 1973 Geneva Salon. Just two were made.

91 AUTECH GAVIA



1993 makeover for the fabulous but controversial Autech Stelvio did away with the more carbuncular styling features.

92 AUTECH SETA ZAGATO



Another strange Italo-Japanese confection, this 1992 coupe was mooted for production but never made it past the prototype stage.

93 LANCIA YPSILON ZAGATO SPORT

In something of a return to the 1950s *elaborata* period when Zagato gussied up production fodder, we loved Zagato's lightly-restyled Ypsilon from 2005.



94 BMW ZAGATO COUPE/ROADSTER



Designed by Zagato's Nori Harada and BMW's Adrian van Hooydonk, these Z4-based curios were an improvement over the donor cars.

95 FIAT 500 Z-ECO



This Cinquecento-based contraption from 1992 was part car, part bicycle and wholly loopy. It was also made of plaster of Paris.

96 FERRARI 166 PANORAMICA

This one-off coupe was swiftly converted back to open configuration. Zagato routinely threatens to build a proper replica.



97 FERRARI 3Z SPIDER



Basis for this 1971 Turin Motor Show stand-filler was a 1961 Ferrari California SWB Spider. We won't pass judgement.

98 MG ZAGATO



Unveiled at the 1949 Lugano Salon, this MG Y-type-based device featured Zagato's trademark Panoramica roof style. Plans for US exports came to naught.

99 TOYOTA HARRIER ZAGATO



Unveiled in Tokyo in 2006, this big-boned SUV was given an Integrale-style, box-arched makeover.

100 LAGONDA RAPIDE



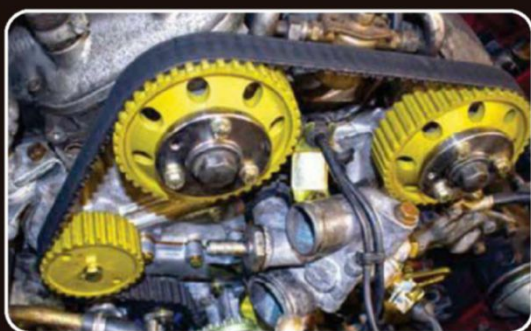
This one-show wonder from 1988 wasn't Zagato's finest hour, but it was mooted as a possible production car over a design from Tom Tjaarda.

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LAST OF THE LINE

We get up close and personal with the very last single overhead cam V12-engined Ferrari. It's one of the rarest and most understated of all Ferraris

Story by Simon Park
Photography by Michael Ward

In the overall scheme of things, 1969 will not be remembered primarily for any Ferrari, whatever the cut of its jib. There was, let's be honest, lots of other rather more beguiling stuff going on that year – the first moon landing, John and Yoko getting hitched, Butch and Sundance getting ditched, the QE2's maiden voyage, ditto Concorde. Small wonder that Bryan Adams penned his nostalgic paean to the summer of '69.

But for anyone of the petrol persuasion, the summer of '69 would have been enhanced enormously by ownership of a Ferrari 365 GTS. This grand touring spider (alternatively 'spyder' – opinions vary on this) may not be the most exotic or charismatic of classic Ferraris, but it is one of the rarest and, in a sense, marks the end of an era. Just 20 examples left the factory, in the early months of that year, all of them left-hand drive. It was the final iteration of a basic design which had first appeared in 1964, as the 3.3-litre, 260hp 275 GTS, itself a de facto replacement for the 250 California Spider (which had expired the year before).

Neat and tidy though Pininfarina's design was, being launched alongside the iconic 275 GTB did the new convertible no favours. The svelte, curvy *berlinetta* made the 275 GTS look a bit dumpy and dull by comparison. But if an *al fresco* Ferrari was your heart's desire, then it was the only game in town; and after some 200 examples had been built, an updated 4.0-litre model, the 330 GTS, appeared in 1966. This inherited the longer, lower, 500 Superfast-inspired nose from the 330 GTC coupe, introduced around six months earlier, which did much to 'de-dumpify' its profile.

By the end of 1968, just 100 of the up-graded 330s had been built; but Ferrari wasn't about to give up on it yet. In 1967, Enzo had finally succumbed to his old

sparring partner Luigi Chinetti's plea for a convertible version of the 275 GTB – the 275 GTS/4 NART Spyder (invariably with a 'y') – but his heart wasn't really in it and just 10 were built (although one still must wonder why Pininfarina didn't do this in the first place). And whilst the fearsome 365 GTB/4 'Daytona' replaced the 275 GTB/4 the following year, plans for a convertible version were still in their infancy, at best. So the GTS was given yet another lease of life in the form of a single overhead cam variant of the Daytona's (quad-cam) 4.4-litre V12. It was the very last engine of the SOHC configuration to come out of Maranello.

Chassis #1226g

All Ferraris should be Racing Red – discuss. Well, there have sure been some differences of opinion about that where *this* Ferrari is concerned. Originally blue when it first left the factory, it was repainted red in the early 1980s, then black in the 1990s and back to red again around 10 years ago. Chassis #1226g is the eighth of only 20 cars built, and it resided at various times in both Switzerland and Belgium, as well as its homeland, before being bought at auction in Monaco, in 2008, and brought to the UK for its twelfth owner.

For several years now, it has been part of a private collection in the Cotswolds, and that's where we caught up with it recently. First impressions of any 50-odd year old car these days invariably involve its size – they're all so damn *small*. Anything built nowadays seems to dwarf its predecessors – even the more recent ones – such are the exigencies of ever more demanding legislation (and ever larger people). The GTS appears almost dainty now, its classically simple lines uncluttered by any extraneous addenda. And it really is quite handsome, in an undemonstrative sort of way.

Visually, the principal difference between the 365 and the earlier versions concerned the removal of



Single-cam engine has a more muted sound than the twin-cam. Handling is helped by taut bodyshell

“ The GTS appears almost dainty. It really is quite handsome, in an undemonstrative sort of way ”



TECHNICAL SPECIFICATIONS

FERRARI 365 GTS

ENGINE:	4390cc SOHC V12 60°
BORE/STROKE:	81mm x 71mm
COMPRESSION RATIO:	8.8:1
FUEL SYSTEM:	3 x Weber 40DF/15 carburettors
POWER:	320hp @ 6600rpm
TORQUE:	267lb ft @ 5000rpm
TRANSMISSION:	5-speed manual, rear-wheel drive
SUSPENSION:	Independent by double wishbones, coil springs, telescopic dampers, anti-roll bars (front & rear)
DISCS:	Discs front & rear
STEERING:	Rack & pinion
WHEELS:	7Jx14 alloy
TYRES:	205/70 VR14 Michelin XWX
KERB WEIGHT:	1200kg
TOP SPEED:	147mph
0-62MPH:	6.5 seconds

three slatted air outlets behind the front wheel arches and their replacement by two vents at the rear of the bonnet. Mechanically, things were much as before, the tubular chassis independently suspended at both ends by double wishbones and coil springs, the five-speed gearbox rear-mounted in unit with the differential and the big V12 up front virtually hidden from view (sadly) underneath its massive air box.

Inside, we find the same classic 1960s Ferrari interior, with lashings of wood (the stuff they used before carbonfibre came along) and generously upholstered, surprisingly comfortable seats. Instrumentation is the customary full set of dials and toggle switches, whilst the helm is of a typically large diameter – and wood-rimmed, of course. It's a neat, no-nonsense office, and a thoroughly nice place from which to negotiate and enjoy some satisfyingly sinuous Cotswold highways and byways.

You might not be able to see much of the engine, but you can hear it all right. It gets ever harder to find ways to describe the sound of a Colombo V12 at flat chat that haven't already been worn thin by over-use. But, as befits its rather softer, 'gentleman's tourer' character, the GTS produces a somewhat more muted howl than its sportier four-cam sisters and successors; and it's positively *pianissimo* compared to the artificially-voiced screamers prevalent amongst today's super-dupercars.

The hoary old quip about Enzo selling you an engine and throwing the rest of the car in for free was already past its sell-by date when this one left the factory; but there's no disputing that the engine – particularly a

V12 – was invariably by far and away the most impressive part of any Ferrari. And the 365 is all the proof you need. Both power and torque curves are Herculean, the engine pulling like a steam train from around 2500rpm all the way to peak power at 6600rpm (and probably beyond, but that's forbidden fruit).

Outright performance is still impressive, if no longer quite as mesmerising as it would have been 50 years ago. And there's no getting away from the fact that the old girl is showing her age in other ways, too. Combine an ultra-long clutch throw (but an early 'in' point) with an occasionally uncooperative open-gate gear shift (the cogs are some way away, of course) and smooth changes need a mixture of luck and practice. The unassisted steering is bicep-bulgingly heavy at parking speeds; and whilst it lightens up considerably at higher velocities it's a bit dead-feeling and doesn't tell you much about what the front wheels are thinking. Ferrari brakes were notoriously prone to overheating and subsequent drastic fade in those days; but not on this day – just reassuringly powerful, with good pedal feel.

You barely notice the ride quality – that's a compliment – but you definitely clock the impressive tautness of the bodysheet and the complete absence of scuttle shake. The big steering wheel eases you into quite neutral cornering, with the merest trace of roll and just a soupçon of power-on understeer if you're too sudden with the loud pedal on entry. Given damp and potentially slithery roads, uncertainty about the age and efficacy of the Michelin rubber and the car's seven-figure price tag, I was reluctant to push too far and too hard; but the XWXs gripped well enough at satisfyingly brisk cornering speeds.

Grand tourer or sports car? Continent cruncher or Stelvio stomper? There's an enigmatic quality to the GTS's personality, but it makes a very fair fist of all these roles. It's very much an 'old school' Ferrari, a car of the 1960s that was history by the start of the next decade, killed off principally by stringent American safety legislation. But the fact is that by then it was seen as rather dated – a throwback to an earlier age. The revolutionary Lamborghini Miura had totally redefined 'exotica'; but even the ultra-conservative Maserati Ghibli Spyder – a beautiful and more obvious direct competitor – made it look a bit drab. And then, of course, there was the Daytona. Quite simply, the 365 GTS's time had come and gone; but for all that, it's a nice old thing. 🇮🇹

THANKS/CONTACT

Our thanks go to The Classic Motor Hub, which is currently offering this Ferrari 365 GTS for sale. Contact The Classic Motor Hub, Old Walls, Abington, Bibury, Cirencester, Gloucestershire GL7 5NX. Tel: 01242 384092. Web: www.classicmotorhub.com



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PRANCING HORSE VS RAGING BULL

With £60,000 to spend, you could own either a Ferrari 360 or a Lamborghini Gallardo. Both are fantastic to drive, robustly built and a tempting ownership prospect. But which of these eminently affordable mid-engined supercars should you choose?

Story by Chris Rees
Photography by Michael Ward





As supercars go, few look such good value at the moment as this pair of modern classics: the Ferrari 360 and Lamborghini Gallardo. With a budget as low as £60,000, you can find a decent selection of cars of both types for sale. Arguably the most accessible – and usable – of the modern era of supercars, they're looking exceptionally attractive as an ownership prospect. But should you take the plunge, and which one should you have?

These cars were contemporaries, if only for a couple of years, when their production periods overlapped. The Ferrari arrived first in 1999, followed by the Lamborghini in 2003. While the 360 would be replaced by the F430 in 2005, the Gallardo would soldier on right up until 2013 when the Huracán arrived. These 'noughties' supercars remain the most popular models ever produced by each brand: the 360 sold 17,887 examples (10,088 coupes and 7,579 Spiders), while the Gallardo is Lambo's best-seller of all time with 14,022 cars made, about two-thirds of those coupes, the remainder Spiders. When the Gallardo left production, it accounted for almost 50% of Lamborghini's entire production since the company had been founded.

Yet despite being direct rivals and contemporaries, they are very different animals, in terms of conception, design and how they drive. Our task here is to highlight what the differences are, which version you should consider and what you should look out for when buying.



FERRARI 360 MODENA & SPIDER

When the 360 Modena coupe was launched in 1999, it certainly had its controversies. It was much bulkier than its predecessor, the F355 – nine inches longer and one inch wider – and not everyone liked its styling at the time. But since the 360 was the first Ferrari road car with an aluminium chassis, body, engine and suspension, it was relatively lightweight (1290kg) and at the same time very rigid.

Ferrari's familiar V8, now 3.6 litres in capacity, boasted 400hp at 8500rpm, with peak torque of 275lb ft at 4750rpm. You could choose between two transmissions, each basically the same six-speed unit: conventional manual with an open H-gate shifter, or F1 with an automated mode and steering wheel paddle-shifts to change gear manually. Capable of 0-62mph in 4.5 seconds and 184mph, it was a genuine supercar.

The 360 Spider convertible arrived in 2000, with a soft top that stowed neatly away under a hard cover in only 20 seconds. Ferrari beefed up the Spider's sills, floorpan, windscreen frame and rear bulkhead, although it still wasn't as rigid as the Modena coupe. 0-62mph was 0.1 second slower and top speed 6mph less, mostly due to the extra drag (Cd 0.36 versus 0.33).

2003 saw the peachy 360 Challenge Stradale arrive with 110kg less weight, lower suspension with titanium springs, ceramic brakes, carbon seats and some carbon bodywork. With power raised to 425hp and F1 transmission, 0-62mph came up in 4.1 seconds and the top speed was 186mph.

ON THE ROAD

Climb aboard and the first thing you notice is how much easier the 360 is to access than most mid-engined cars, how roomy it is, and also how elegant the cabin is. Visibility is even pretty decent. Turn the key and the V8 makes a fabulous crackling sound. With 400hp to deploy, it makes light work of straights, the under-body aerodynamics always keeping the 360 very stable at high speeds.

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

In handling terms, the sense of balance in the 360 is immediate. Low-profile tyres provide plenty of grip in the dry, and

although the ride is very firm, it's not uncomfortable. The power steering provides just the right amount of assistance and plenty of feel. You can choose between Normal and Sport modes, the latter delaying the traction control's intervention and firming up the dampers. No question, the 360 is easy to drive fast.

WHAT TO LOOK FOR ENGINE / TRANSMISSION

The V8 engine is robust, provided it's been looked after. When starting from cold, it can sound rattly, but this should disappear as soon as it warms up – if not, beware. Check for oil leaks from the cam covers and crank oil seal. A cambelt change – required every 12,500 miles or three years – is reasonably priced at around £900 (the engine doesn't need to be removed). Many 360s today have aftermarket exhausts, some of which are extremely loud, or have had their catalytic convertor removed, so beware.

About one third of 360s are H-gate manuals, which is generally robust and reliable. Notchiness when changing down gears may be due to a worn linkage. The single-plate clutch can last up to 30,000

FERRARI 360 VS LAMBORGHINI GALLARDO



360 shape has mellowed with age but remains very colour-sensitive. Buyers prefer red paint with Crema leather upholstery





miles, and it costs around £2000 to replace the whole clutch assembly. Clutch wear is usually worse in F1 automated manual cars – it may need replacement after less than 10,000 miles with frequent urban use, and the cost is around £3000. Post-2003 cars have better control electronics, so this upgrade is often made to earlier cars.

CHASSIS / BODY

Suspension ball joints and track rod ends are heavy wear items, typically needing attention every 10,000 miles – listen for noises that betray wear. The cost of replacing a full set of ball joints is around £1000 fitted, and stainless steel upgrades are a common choice to extend life. The standard wheels are 18-inch five-spoke magnesium alloys with 215/45 front and 275/40 rear tyres. These are costly to repair if damaged, but the powder coating (which comes off the rims easily) is cheap to refurbish. Switching to 19-inch alloys is a common mod, although the ride quality suffers.

Beware of cars that wander or shudder under braking. If you don't use genuine OEM discs (£150 each), expect nasty squealing noises. Braking performance drops off markedly with pad wear; new pads are around £230 plus fitting at each end. To replace discs and pads on all four corners is around £1500.

The all-aluminium body needs to be checked carefully for even panel gaps and parking dents. The standard of paintwork should be excellent; check for signs of a respray, which might indicate accident damage, and look under the front bumper for speed hump incidents. Rust can occur, particularly around the wheel arches, front

indicators, front bulkhead and windscreen. Corrosion can also lead to the door handle assembly to snap off.

The Spider's soft top can stretch over time, leading to 'ballooning' at speed. If you need to replace it, budget £10,000. The electric folding mechanism can be problematic, but this may be simply down to a faulty sensor, which is an easy fix.

INTERIOR

The cabin is well built but the door handles and trim are notoriously weak. Leather seats and trim were standard, and the seat bolsters are prone to wear, but this is easy to fix. Carbonfibre seats are a desirable option. Air conditioning, electric windows and electric mirrors were all standard, but electric seat adjustment was an option; check that everything works. Leaks in the front boot compartment are common, so look for signs of mould in the carpet. Check that your car has two black key fobs and one red one (a missing red key could mean big bills if the alarm unit has to be replaced). Check the car has its complete tool kit, too.

SERVICING

Service intervals are 6000 miles, with major services every 18,000 miles. Most cars do very little mileage, so it's more important to see that the car has been serviced every 12 months (the annual service cost is around £1000).

PRICING

The 360 is perhaps the best value mid-engined V8 Ferrari of all, nestling in between its favoured predecessor (the F355) and its successor (the F430). Demand is strongest



for the very best cars. Our prices in the panel are all RHD but LHD examples can sometimes be found for even less money. There isn't a big difference in price between Modena and Spider models, and while manual is perhaps more desirable than F1, again there isn't a major difference in value.

The 360 is very colour-sensitive. Most cars are red, silver or black; Rosso Corsa with Crema hide is the hot favourite. Daytona-style seats are highly sought-after, as are rare carbonfibre bucket seats and the factory-fitted luggage set.

TYPICAL PRICES

2002 Spider, auto, 49,000 miles, £49,500
 2000 Modena, auto, 31,000 miles, £59,950
 2002 Modena, manual, 30,000 miles, £65,500
 2005 Spider, auto, 21,000 miles, £77,500
 2004 Spider, manual, 13,000 miles, £95,000
 2004 Challenge Stradale, 21,000 miles, £150,000

FERRARI 360 VS LAMBORGHINI GALLARDO

TECHNICAL SPECIFICATIONS

FERRARI 360 MODENA

ENGINE:	3586cc V8
POWER:	400hp at 8500rpm
TORQUE:	275lb ft (373Nm) at 4750rpm
TRANSMISSION:	Six-speed manual or six-speed F1 automated manual
0-62MPH:	4.5sec
TOP SPEED:	184mph
WEIGHT:	1290kg

FERRARI 360 PRODUCTION BREAKDOWN

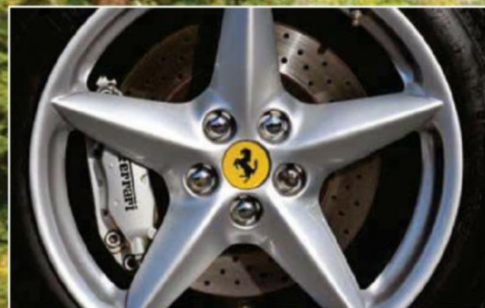
Modena F1: 6170 (702 RHD UK)

Modena 6MT: 2630 (352 RHD UK)

Spider F1: 5460 (513 RHD UK)

Spider 6MT: 2119 (478 RHD UK)

Challenge Stradale: 1288 (119 RHD UK)





LAMBORGHINI GALLARDO

The Lamborghini Gallardo was launched in 2003 as the first all-new model developed under the ownership of the company's new master, Audi. Named after a fighting bull, as ever with Lamborghini, it was designed by Audi's Luc Donckerwolke. In construction, it was a light but stiff aluminium spaceframe with aluminium body panels.

Power came from a magnificent mid-mounted 4981cc V10 engine with a power output of 500hp in its earliest guise. You could choose between two transmissions: six-speed manual, or six-speed electro-hydraulically controlled semi-automatic (called e-Gear), which Lambo claimed could shift far faster than the manual. Unlike the Ferrari 360, the Gallardo was always four-wheel drive (at least until the Balboni and 550-2 rear-drive 'specials').

Revisions in 2005 included an engine upgrade to 520hp, shorter gear ratios, revised suspension and a new steering rack. Performance sharpened up as a result. The same engine appeared in the new Gallardo Spyder model of 2006, featuring a fully retractable soft top. In 2007, the lightened Superleggera arrived, losing 100kg thanks to a fair widespread use of carbonfibre; it also got a 10hp power boost to 530hp.

In 2008 the Gallardo evolved into the LP 550-4, a much-revised model powered by a 550hp version of the V10. It was also lighter

and got uprated suspension. The two transmission choices remained – manual or e-Gear – the latter gaining a new Corsa mode with quicker shifts and less traction control intervention. 0-62mph now took 3.7 seconds and the top speed rose to 202mph. A whole slew of derivatives followed, including the two-wheel drive LP 550-2 Balboni and a new 570hp Superleggera in 2010, and the Performante, also with 570hp.

ON THE ROAD

No question, the hysterical scream of the 40-valve naturally aspirated V10 engine is one of the main attractions of driving the Gallardo. The exhaust has valves that open up for an even louder note above 4000rpm, and it feels amazing in its upper rev reaches. Even with 'only' 500hp, the Gallardo feels fabulously quick, aided by tremendous traction from the four-wheel drive system.

Enthusiasts will prefer the conventional manual gearbox. The e-Gear semi-auto is essentially a robotised version of the manual gearbox with three main modes – normal, sport and fully automatic – plus a snow/ice setting. Frankly it's not great to use. The time it takes to change gears feels chasmic in full auto mode; far better to change gear yourself using the steering wheel paddles. The 'Sport' button only changes the auto gear change parameters – there's no adaptive damping

suspension system to play with.

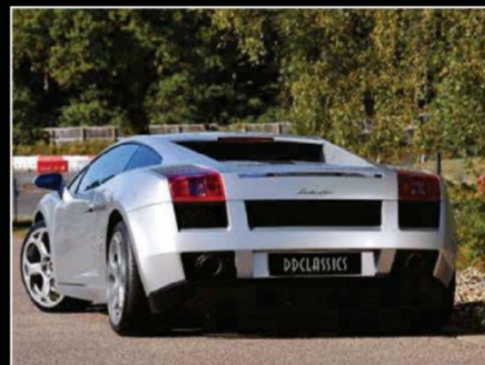
Four-wheel drive Gallardos have huge grip, bolstered by Pirelli P Zero tyres. Mild understeer is what you'll experience in the dry anywhere except on track. Rear-drive 550-2 cars are more challenging to handle than 4x4 versions, especially in the wet, but their steering feel is more fluid and feelsome. Braking is awesomely powerful whichever model you choose.

WHAT TO LOOK FOR ENGINE / TRANSMISSION

With engineering by Lamborghini, Audi and Cosworth, the V10 engine is very robust. Keeping the correct oil level is vital but because of the dry sump system, it's easy to make mistakes when checking levels – and overfilling can cause damage. If the engine ever needs a fix, expect huge bills. Throttle bodies can stick, particularly if the car's driven a lot in urban traffic. Look out for an illuminated engine management light. Like the 360, many cars have aftermarket exhausts from the likes of Tubi or Larini; check you can live with the noise.

The gearbox – either manual or e-Gear paddle-shift – is strong. Manual cables stretch with age. The e-Gear can be interrogated by laptop to determine how much clutch life is left – a wise course of action. Software upgrades can make the gearchange less jerky.

FERRARI 360 VS LAMBORGHINI GALLARDO



Clutches can last up to 20,000 miles but abuse can destroy one almost instantly. Later-type clutches are more durable than early ones. Luckily clutch replacement does not require the engine to be removed but a new replacement is still around £3000 (including flywheel).

CHASSIS / BODY

Standard Koni FSD dampers are reliable but check that the front-end lifting system (if one is fitted) isn't leaking. Check the anti-roll bar bushes for wear, as well as ball joints and track rod ends. The huge brakes are very durable but the handbrake is notoriously unreliable (always leaving the car in gear is a wise move). The wheels are very easy to damage but refurbishment is easy enough. Pirelli P Zero Rosso tyres aren't too expensive. Look for signs of track use such as worn tyres and brakes, and severe stone chipping.

The aluminium bodywork is easily damaged so look carefully for dents, as well as panel gaps that are tight and consistent. Corrosion is possible around the body's cooling vents. Cars are often wrapped and then 'dewrapped', so look for damaged paint. Likewise, stone chip protection is common, and if fitted should not be lifting. The Spyder's roof is electric; if it fails, it could be as simple as a broken solenoid.

INTERIOR

A lot of the cabin hardware derives from the VW-Audi parts bin, which may not scream 'supercar' but at least means that most of it is durable and easy to replace. Much of the trim is hard-wearing leather but some areas are Alcantara (for instance, the headlining and sun visors), which tends to get scruffy with age. As ever, check that all the electronics work properly. Dual-zone climate control is fitted to all cars and should be working well. The optional sat nav with seven-inch display and integrated TV/audio system is a nice option to have.

SERVICING

Servicing is relatively straightforward for the Gallardo, the schedule calling for a service every 7500 miles, or annually, whichever comes first. Budget around £600 for a minor service at an independent specialist, £1100 for a major one.

PRICING

Look at the classifieds and you'll see a huge divergence in Gallardo prices. The main issue is that some cars have been abused, and it's not always easy to tell at first glance. It's vital to buy on condition and ideally you should get a specialist to check the car first.

TECHNICAL SPECIFICATIONS

LAMBORGHINI GALLARDO

ENGINE:	4981cc V10
POWER:	500hp at 7800rpm (later 520hp)
TORQUE:	376lb ft (510Nm) at 4500rpm
TRANSMISSION:	Six-speed manual or six-speed e-Gear automated manual, 4WD
0-62MPH:	4.2sec (later 4.0sec)
TOP SPEED:	192mph (later 196mph)
WEIGHT:	1530kg





THANKS:

Many thanks to DD Classics, Rardley Motors and Barkaways for their help in the compilation of this feature.

High mileages really dent values. Certain models have a lot of cachet, such as the Balboni edition, and command disproportionately high prices. E-Gear is less desirable than manual, and therefore cheaper, while Coupes are usually better value than Spys. As with the Ferrari 360, LHD examples can be found for less money.

TYPICAL PRICES

2004 Coupe, manual, 42,000 miles, £59,995

2007 Spyder, manual, 28,000 miles, £69,995

2006 Spyder, auto, 20,000 miles, £76,995

2009 Spyder LP560-4, auto, 19,000 miles, £92,995

2010 Coupe Superleggera, manual, 15,000 miles, £114,000

2012 Coupe Performante, auto, 10,000 miles, £135,000

CONCLUSIONS

So which of these mid-engined supercars is the better choice? Each one has its definite pluses and minuses, and its own ardent fan base. What we can say is that both are true drivers' cars. Their relatively compact dimensions mean they're great on narrow, twisty roads – far more so than most higher-powered supercars – and their feelsome steering and rewarding handling make them relatively unthreatening to pilot.

If you're tall, you should probably opt for the Ferrari, which has better cabin space, airiness and headroom. It's also got a more comfortable seating position and superior visibility, enhancing its overall comfort. Arguably the 360 is better value, too.

But the Gallardo fights its corner hard. It's

almost certainly going to be the cheaper car to run. It feels solidly built and mechanically it's very tough. Its superior power gives it better performance, as well as that unique V10 soundtrack, while the four-wheel drive system makes it very easy to drive fast in all conditions. Some people will find a little too much Audi showing through in the Gallardo, however – particularly in the interior – whereas the Ferrari emanates superior quality.

With the earliest 360s now 20 years old and Gallardos up to 16, you need to exercise caution when buying. Get a good example of either car and you could be in supercar heaven – all for a smile-inducing budget. 🇮🇹

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Targa Florio 1971

There's nothing like period images to conjure up the glory of the classic road racing years in Italy. Through a series of evocative shots from the 1971 Targa Florio, we celebrate the event's golden era – and success for Autodelta and Alfa Romeo

Words: Richard Heseltine
Images: www.rotapress.co.uk



The pundits forecast another Porsche walkover ahead of the 1971 Targa Florio race in Sicily. The German cars had won the previous six events, after all, but the fast improving Autodelta Alfa Romeo squad had other ideas. It had been working feverishly ahead of round seven of the International Championship for Makes, testing extensively across Sicily with an army of Tipo 33/3s. It even 'borrowed' two star wheelmen from the Porsche ranks, with Gijs van Lennep joining Andrea de Adamich, and Leo Kinnunen signing on to partner Rolf Stommelen. However, the wildly partisan crowd had eyes only for

local hero, Nino Vaccarella, who was paired with Toine Hezemans. Scuderia Brescia Corse, meanwhile, entered a fourth example of Alfa's 3.0-litre V8 sports-prototype for Nino Todari/'Codones'.

Because Scuderia Ferrari withdrew from the event (claiming industrial unrest as the cause), Autodelta/Alfa Romeo was the best hope of stopping the Porsche steamroller. With Vaccarella setting the fastest time in practice, there was every reason to believe that Alfa would triumph. That said, matters didn't get off to a great start when Stommelen clouted a kerb on the opening lap and retired his car with broken suspension. However, the factory Porsches

also suffered from misfortunes, not least poor Brian Redman's fiery crash, so it was left to Vaccarella and Hezemans to record the works team's second major outright sports car win of the season (after the Brands Hatch 1000km), with de Adamich/van Lennep trailing them home.

It wasn't all factory exotica, though. The beauty of this event was that it attracted a roll-call of paid professionals, useful gentleman drivers, wannabe superstars and amateurs alike, and that's before you factor in the wide spread of machinery they pedalled. Join us as we celebrate the good – and less good – from the 1971 event.



1

1. This antiquated Abarth 1300SP was entered under the Cambini banner but didn't make the cut. A firemen's strike in the run up to practice meant drivers Mario Spataro and Claudio Bruschi didn't manage to complete the mandatory 'sighting laps' prior to the start of qualifying.

2. One of three Italian AMS sports-racers competing in the 2.0-litre class, car number 20 was driven by Ugo Locatelli and Momo wheel manufacturer, Giampiero Moretti. They qualified well in 14th but retired five laps in.

3. Dino production cars made only sporadic appearances in the International Championship for Makes. Francesco Cosentino and Gianluigi Verna qualified their 246 GT in 26th place and finished 30th, three laps down on the winners.

4. Giovanni Boeries and Maurizio Roasio had a torrid time in qualifying aboard their Scuderia Brescia Corse Abarth 1000SP. They qualified a lowly 49th but finished in 15th place.



2



3



5. The fabulous Monzeglio Squadra Corse Alfa Romeo Giulia GTA rose from 58th on the grid to 11th place overall thanks to the efforts of Maurizio Zanetti and Renzo Ruspa. They also netted honours in the GT1.6 category.

6. Andrea de Adamich and Gijs van Lennep placed second to team mates Vacarella and Hezemans aboard their Autodelta Alfa Romeo Tipo 33/3. It was a superb performance for the works equipe as the expected Porsche threat wilted.

7. The wedge-shaped Scuderia Nettuno AMS driven by Stefano Buonapace and Demetrio Martino was the class of the field in the 1.3-litre category. It won the category and placed 20th overall.





8. Among the many aging relics competing on the 1971 Targa was this chopped and reconfigured Dino 206 S. The 'Shop 33' entry driven by car owner Leandro Terra and Pietro Lo Piccolo qualified well in 11th place but retired three laps in with engine problems.

9. When is an Autobianchi not an Autobianchi? When it's a Gilberti 130R, of course! This rebranded A112, complete with blistered arches, was up against all manner of small-capacity production cars including a DAF (which outqualified it). Giancarlo Barba and Antonio Garafalo retired their Scuderia Pegaso hatchback, and the sister car failed to qualify.



10. A rare shot of the semi-works Scuderia Brescia Corse Alfa Tipo 33/3 in action. The car was driven to sixth place in qualifying but it crashed out on the fourth lap.





11

11. You can almost hear the V4 engine at valve bounce. This works Lancia Fulvia HF was driven by Jean Ragnotti, better known as a factory Renault ace, and the underrated Raffaele Pinto. Sadly, the car was forced out with a broken oil pipe.

12. Showing more than a few battle scars, this Lancia Fulvia Zagato Sport starred on the 1971 Targa. Owner Raffaele Restivo and Alfonso Merendino climbed from 66th on the grid to finish 18th overall and first in the GT1.3 category.



12

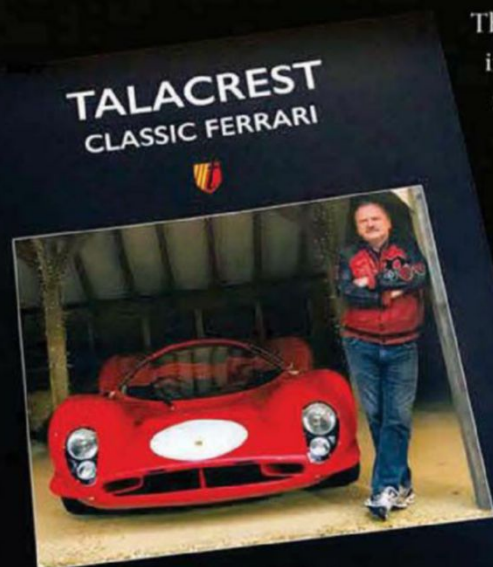


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TRACK ATTACK

We head to Brands Hatch for an OpenTrack circuit day to enjoy some quality time with Alfa Workshop's mighty circuit-prepared Alfa 75

Words: Tim Pitt
Photos: Michael Ward



From the passenger seat, Jamie Porter is yelling: "You've got no ABS, no power steering, no traction control and no stability control!" In steady drizzle with track temperatures scarcely above zero, we can add 'no grip' to that list. We're on a slow-speed sighting lap of Brands Hatch, yet Jamie's 280hp, GTA-engined Alfa 75 already seems hell-bent on going sideways. It has all the composure of a flamingo on a frozen pond. Yet it's hilarious fun.

Jamie Porter's Alfa Workshop, based in Royston, Hertfordshire, is among the UK's leading independent

Alfa Romeo specialists, with a healthy side-line in tuned 4Cs. "I started the business in 1985," explains Jamie. "A friend let me drive his Alfasud, which led to me buying a Sud Sprint and working on Alfas in my spare time. I'd been bitten by the bug." Today, his Alfa collection contains no less than three 75s: one for spares, another on winter tyres for when it snows (yes, really) and the heavily modified track car you see here.

Ironically, it was a piece of trim that condemned this 75 to life as a track toy. "The headlining was sagging so much it touched my head," recalls Jamie, "and since you can't buy a replacement from Alfa, I decided to go



without. Soon I was stripping other parts from the cabin – carpets, rear seats and half the dashboard – on a mission to save weight.” Unwittingly, Alfa Workshop’s part-time project had started to take shape, and it would be a year of evenings and weekends before it was finished.

The distinction between a track car and race car is important. Jamie never wanted to go racing (“a good way to lose a lot of money,” he quips) and the Alfa, accordingly, remains road-legal. It was also built to a budget. “A bit like the 75 itself, it’s a mish-mash of existing parts we had lying around,” he jokes. Whatever

items couldn’t be salvaged, Alfa Workshop simply made itself. The end result is slightly rough around the edges, but that’s part of its appeal.

For its first forays on-track, the 75 still had its original 2.0-litre twin-cam engine. However, it wasn’t long before Jamie swapped that for a palpably more potent 3.2-litre Busso V6 – a relatively easy fit since the 75 used both 2.0 and 2.5 V6s during its lifetime. Quoted output in the donor 147 GTA was 250hp, but a custom air intake, tweaked ECU and removing the catalytic converter have liberated an extra 30hp. Performance? Well, the front-wheel-drive 147 could

reach 62mph in 6.3 seconds. In a rear-drive 75 that weighs less than a tonne, that drops to more like 4.5 seconds.

At present, the Alfa has standard brakes with uprated pads, but Jamie's 'winter job' will be fitting 330mm front discs and four-pot callipers from that same GTA. He also plans to convert the rear discs from inboard to outboard, so that braking effort isn't routed through the driveshaft. "It should improve reliability," he explains, "which is important when it comes to keeping costs down."

The suspension also comes courtesy of the Alfa Romeo parts bin. After an RZ met a wall at Hampton Court Palace – causing £60,000 of damage and writing it off – the wishbones and rear De Dion tube (identical to those in the SZ, incidentally) were donated to the 75. The only non-Alfa parts are Koni coilover shock absorbers, which replace the front torsion bars and are easily stiffened up by turning a screw on the top. After parking up in a Brands Hatch pit garage, that's about the extent of Jamie's pre-track preparation.

Being able to drive to and from circuits was important, so the 75 maintains a modicum of civility. There's still a heater, for starters (something I'm inordinately grateful for today), the Sparco seats are generously padded and there's no roll cage to clamber through. On the flip side, there's no radio or any trim to speak of, the plastic windows don't open and the door cards are sheets of plain aluminium. Jamie has relocated the speedo in the left of the instrument binnacle, plumbing in an aftermarket rev counter ("£35 from eBay") straight ahead of the

driver. A deep-dish Momo Corse steering wheel completes the no-nonsense look.

I pull the door shut with a clang, turn the tiny key and the V6 barks ebulliently into life. This is no highly-strung race engine – it's almost standard – but with no sound insulation, its urgency seems amplified. Then I remember that, when the 75 was new, a 280hp output would almost outgun a Ferrari 348 TB. How times have changed. The single-plate sintered clutch has an abrupt biting point, so I pull into the pit lane in a series of jerks, lining up behind a convoy of 4Cs – all modified by Alfa Workshop. I can see my breath and the track-biased Toyo R888 R tyres are stone cold. Then I'm off.

Not literally, you understand. Despite snatching several armfuls of opposite lock, I manage to keep the 75 out of the gravel traps. But this morning's session is more about getting used to the car than probing its limits. That, I hope, will come later, if the surface dries out. For now, I simply lean on the lusty torque of the Busso engine, short-shifting with the long, spindly lever and enjoying the lively unassisted steering – and even livelier rear axle. I note how many other cars on-track give the tail-happy Alfa a cautiously wide berth...

Back in the pits, I don't feel like I've learned much. But I'll wager I've smiled more than all my fellow track-dayers in hot hatchbacks. Even at modest speeds, a rear-drive car feels more rewarding when you get it right – a challenge that's key to this Alfa's appeal. With 75s becoming ever scarcer, Jamie suggests the 145 and 156 as good candidates for budget track cars, but I suspect the experience would be very



Our man discovers the tail-happy joys of an Alfa 75 with GTA power and no driver aids on a damp track

different. That said, in weather like this, they'd certainly be easier to control.

I stop for a sandwich, washed down with a cup of rocket-fuel coffee, while renowned Alfa Romeo racing driver Ted Pearson takes the 75 out for a few laps. He doesn't hold back, hounding a new Porsche 911 GT3 RS (a car with nigh-on twice the power) until it reluctantly moves over. The guttural howl of the Busso V6 at full chat along the pit straight gives me goosebumps. It's hugely more evocative than the turbocharged

back. If you spin, you almost certainly have yourself to blame. Just be sure to heel-and-toe when downshifting; the extra weight of the V6 up front causes the transaxle rear to lift under hard braking, potentially locking a wheel.

I'm working the engine much harder now, racing to the 7000rpm redline over and again. Its ravenous roar pulsates through my fingertips and ricochets around the sparse metal cabin. In such a light car, it's brutally quick: almost supercar quick. And while the Alfa's grip


“ This is a track car par excellence, and one that anyone can build on a small budget ”

whooshes of modern machines.

Finally, the track is drying, so I strap in and head out for another session. Diving downwards through off-camber Paddock Hill Bend, I feel the Toyos beginning to bite. Turn-in feels superbly sharp, and the rose-jointed, RZ-derived suspension keeps the car commendably flat. Then you simply use the long-travel throttle to feed the power in gradually, balancing on the boundary between grip and slip.

The contrast between the dry racing line and treacherous damp Tarmac either side means oversteer, whether planned or not, is still very much on the menu. Nonetheless, put your trust in the 75's planted, predictable chassis and it's soon clear it won't bite

limits are relatively low, its abundance of feedback – of sheer driving joy – is up there with far more exotic machines. Not bad for a 28-year-old saloon with cut-down coat hangers for door handles.

On the road, I suspect the Alfa would be hard work: tiresome in traffic and a handful when it rains. But it's a track car par excellence, exactly as Jamie intended. The good news is that “anyone can build a car like this. All you need is a small budget, a little mechanical knowledge and enough time.” And, as our panel on the following page reveals, taking part in track days needn't be expensive, either. With ever more traffic and speed cameras clogging our roads, building a project track toy could be the ideal way to enjoy your Italian car. 



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Web: www.alfaworkshop.co.uk

TRACK DAYS: HOW TO GET INVOLVED

Our track day at Brands Hatch was organised with help from OpenTrack. We spoke to boss, Dave Woodall, about how to take part.

Q. How did OpenTrack start?

A. I used to be a motoring journalist, working for some of the modified car magazines. I'm also an Alfa Romeo fan, having owned a 33 Sportwagon and two 156s. I set up OpenTrack in 2008 and we've offered track days across the UK ever since.

Q. What do people need to take part?

A. Just a car and a valid driving licence. You also need a crash helmet, but you can hire those from us at £20 per day. Your car needs to be in good condition, with decent tyres and fluids topped up.

Q. How does the 'open pit lane' concept work?

A. Apart from a break for lunch, the track and pit lane are open all day. We don't have timed sessions and you can do as many laps as you like. Just attend a safety briefing in the morning and you're good to go.

Q. Where do the track days take place?

A. We stage events at most UK circuits, including Anglesey, Castle Combe, Oulton Park, Goodwood and Silverstone. We also visited Spa for the first time in 2018.

Q. How much does it cost?

A. You'll typically pay between £99 and £149, depending on the circuit. The cost includes free tuition from expert drivers, snacks and drinks, plus photos of your car in action. We also run track evenings from April to September at Donington Park and Brands Hatch, priced at £99.

Q. Any tips for the novice track driver?

A. For most people, spending money on additional driver training will be far more

beneficial than adding power or fitting bigger brakes. Our coaches include ex-F1 and Le Mans drivers, so they know their stuff.

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World Endurance Championship

During its winter break, we assess the unique 2018/2019 WEC Super Season. Could Ferrari be the next GTE World Champion?

Words by Mike Rysiecki

Photos by Leigh Jones/Mike Rysiecki





The manufacturers' points table at the two-thirds point in the GTE Pro class of the World Endurance Championship (WEC) reads like a fantasy heritage list from the glory days of past endurance championship constructors.

So far, in this extended 'Super Season', Ferrari, Ford and Aston Martin have earned a win apiece, with Porsche taking two of the first five rounds. But this is a unique eight-race endurance series, so three rounds, 8481km and 38 hours of racing are still left until the season ends with a second visit to Le Mans in June 2019.

The aim of the WEC Super Season is to reset the traditional championship calendar so that future seasons will run from September, across the calendar year boundary, ending every season with a big finale at Le Mans each June. This means that teams currently find themselves in the middle of an extended winter-break between Shanghai last November and Sebring in March 2019, then Spa and Le Mans. Who clinches the championship titles is still wide open, with 96 points still on offer for drivers and 164 for manufacturers.

Ex-Formula 1 champions Fernando Alonso and Jenson Button go head-to-head in the LMP1 Category but it's the two GTE classes (Pro & Am) – where cars bearing at least some resemblance to those that can be driven on the street – are the most closely fought and followed. Factory-supported teams from Ferrari, Ford, Porsche, Aston Martin and BMW have to adapt their strategies when weight-addition and boost-reduction 'success penalties' are applied from the FIA's 'Balance of Performance' formula.

Reigning champions, Ferrari and its lead 488 GTE Evo drivers, James Calado and Alessandro Pier Guidi, have joined Porsche's 911 RSR and Ford's GT at the top of the Manufacturers' and Drivers' Championship tables. After Ferrari's unexpected win at Silverstone in August,

which was down to flawless execution of a smarter tyre and fuel management strategy, Maranello has struggled to keep up with Porsche's rhythm of reliability. To be fair, events beyond the team's control meant that Ferrari left Japan after the 6 Hours of Fuji with a bitter taste. A fourth place finish for Calado and Pier Guidi came after finding themselves a lap down as a result of an untimely puncture and a pit-lane-closing full-course caution period. The 6 Hours of Shanghai was equally difficult for Ferrari; Pier Guidi and Calado finished fifth in an event marred by two periods during which racing was suspended due to torrential rain.

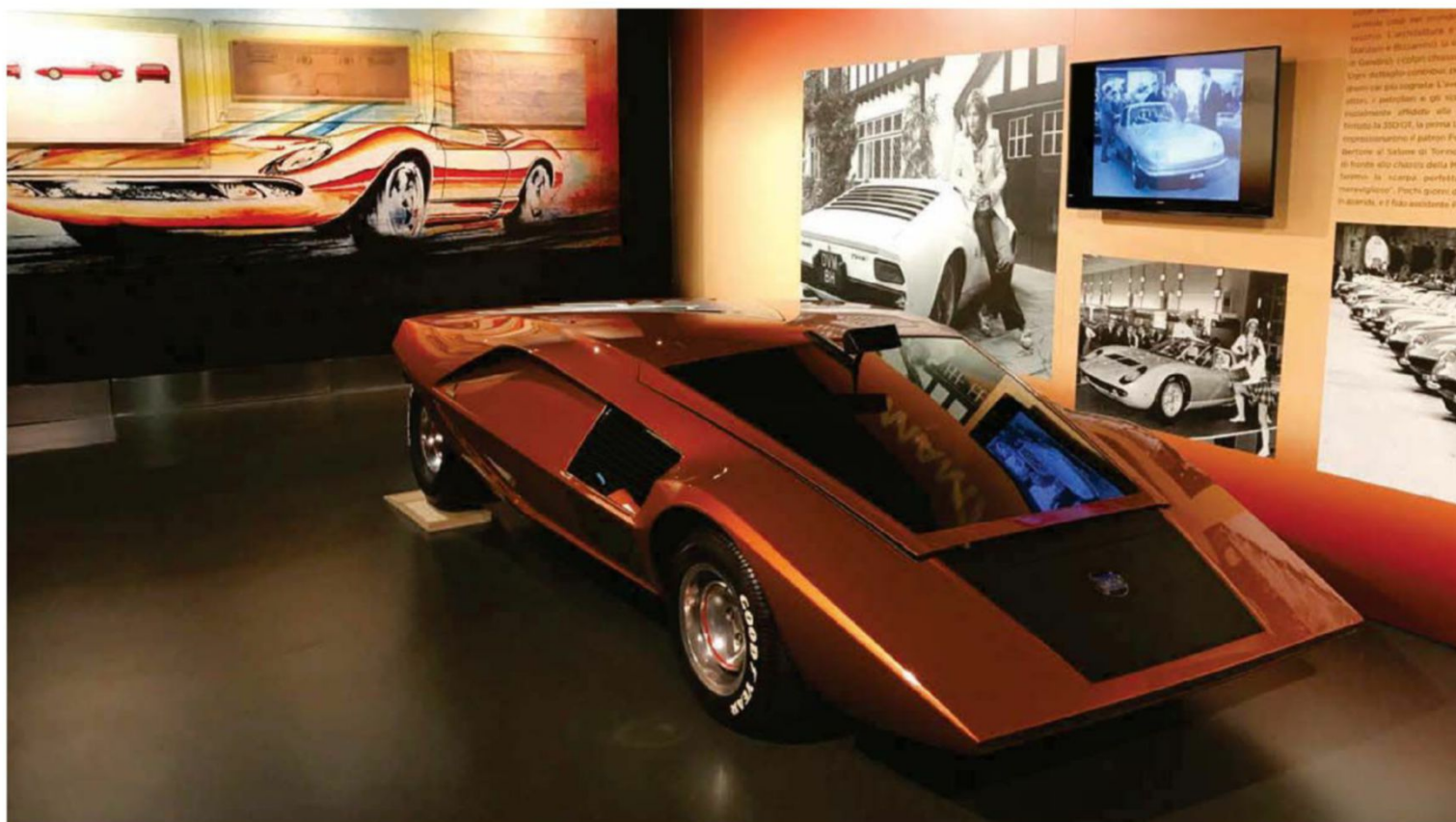
With Sebring's heat, humidity and a 1000-mile, eight-hour race, some manufacturers may opt to include a third endurance driver. The Ferrari AF Corse and Aston Martin Racing teams both have recent experience and competed at Sebring in the category in 2012. Unlike 2012, this year's WEC race will be run separately to the IMSA 12 Hours of Sebring (which will start later the same weekend). BMW, Ford and Porsche all have US racing counterparts who have plenty of Sebring experience to share. Many of the WEC drivers have also competed at the 12 Hours of Sebring in the past, including James Calado. Every bit of that experience will be needed for car set-up and avoiding trouble on Sebring's unique 3.74 miles of concrete and asphalt track. The green flag will drop to start the WEC 1000 Miles (8 Hours) of Sebring at 4pm on 15 March.

After Sebring's steamy night racing, the teams will return to Europe for their final two races of the unique 2018/19 Super Season. After the 6 Hours at Spa in May and the season-closing 24 hours at Le Mans in June 2019, the WEC will then adopt its new pattern on an offset calendar starting from Silverstone in September 2019 and running through to the 24 Hours of Le Mans in 2020.

MARCELLO GANDINI: HIDDEN GENIUS

A brilliant new exhibition unveils the true genius of one of Italy's all-time great designers. Here's why you really need to go...

Story & images by Chris Rees



Turin's National Automobile Museum (MAUTO) has just opened a new exhibition dedicated to one of our favourite creative car men of all time: Marcello Gandini. This is the genius who was chief designer at Bertone from 1966 to 1980, during which time he produced some of the best car shapes in history.

The standards at MAUTO are incredibly high. Of all the car museums I've been to, MAUTO is the most imaginatively presented, and its display of historic Grand Prix racers is utterly breathtaking. And I'm pleased to report that its new temporary exhibition, called *Marcello Gandini, Hidden Genius*, lives up to these standards; it's an absolute triumph.

Revolutionary is the perfect word for Marcello

Gandini's work. You can't come away from visiting this new exhibition with any other conclusion. It brings together pretty much all his greats in one place, together with the story behind each of them. The exhibition includes dozens of never-seen-before sketches, styling models, documents and film clips – as well as the revelation that Gandini was a huge fan of Meccano – but it's the cars themselves that are the stars.

Entering the main hall via a dramatic black curtain, my breath halts momentarily as the kaleidoscope of designs presents itself. Searing gloriously in the space is the car for which Gandini is most famous – the Lamborghini Miura of 1966 – and the lemon yellow example on show does the design full justice. I have to



say that the Lamborghini Marzal prototype (on loan from Switzerland) is my personal highlight in this section. Its silver upholstery, trapezoidal design themes and harmonious shape still look fresh today; the Lamborghini Espada Series 2 on display nearby seems almost tame by comparison.

Two Alfa Romeos are here on loan from Alfa's Arese museum. There's the original 1967 Montreal prototype, so much better resolved than the eventual production car, plus the 33 Carabo of 1968, utterly striking in its green-and-orange livery.

There's more. From the former Bertone Collection – and thankfully now safe in the ownership of ASI, Italy's historic car club federation – are such memorable cars such as the Maserati Khamsin and Lancia Stratos HF, while the Autobianchi Runabout is a marvellous bit of late-1960s frippery. In this zone are not just cars but an ultra-light helicopter, bicycles and motorbikes like the Lambretta Lui.

You then progress through an area that includes less celebrated everyday cars such as the Renault Supercinque, Citroen BX and Innocenti Mini 120 – each in their own way iconic designs. The BX's lineage is clearly discernable in Gandini's Tundra of 1979.



Clockwise from top: Miura, Khamsin, Stratos, jaw-dropping Lambo Marzal, neat Innocenti Mini

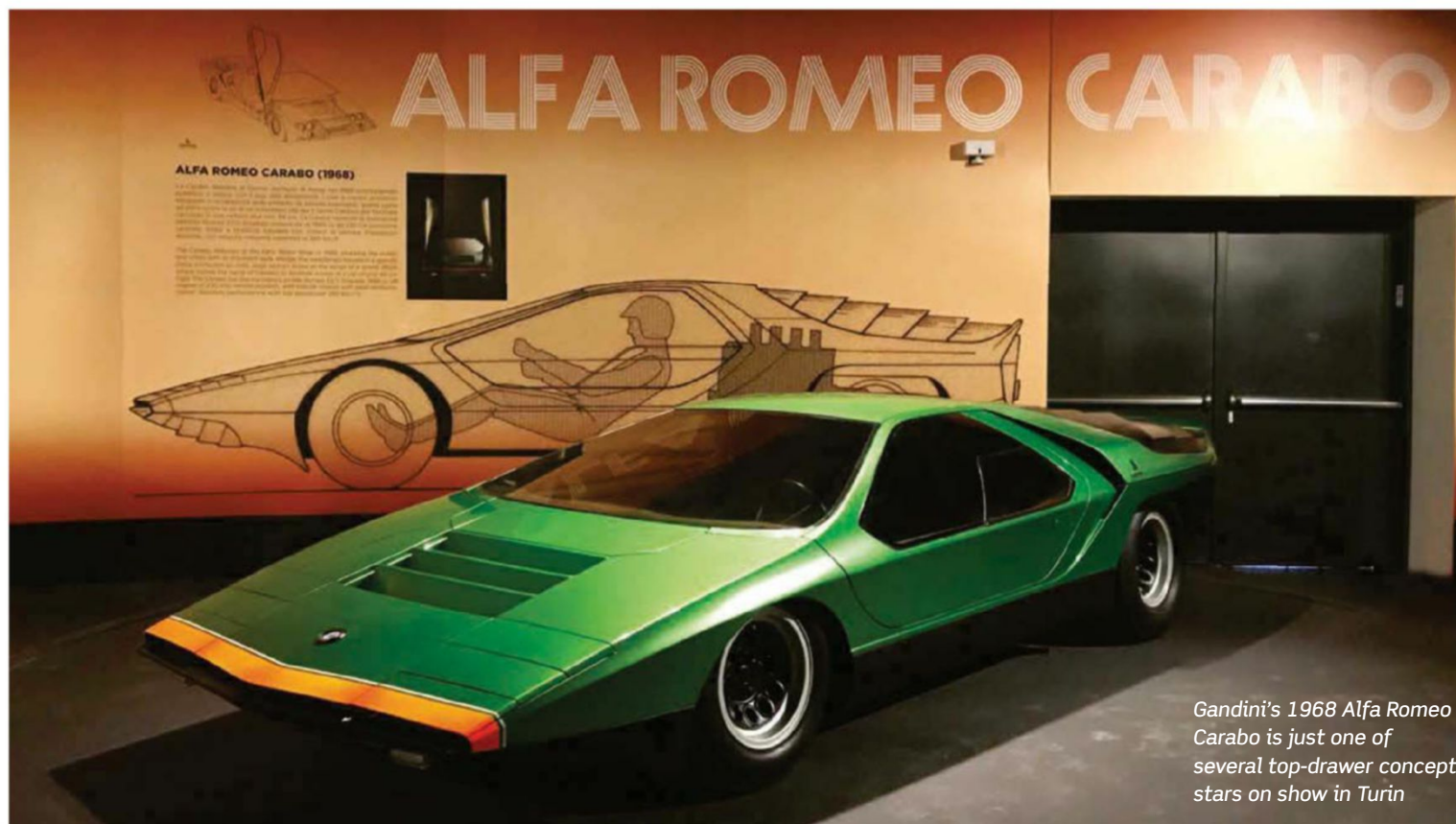
Then you turn a corner and the absolute star of the exhibition heaves into view: the Lancia Stratos HF Zero. This astounding sci-fi concoction, first seen at the 1970 Turin Motor Show, is here on loan from an American collector. As low as you can go, apparently devoid of side glass (in fact there are small windows) and with a windscreen that doubles as the door, it still has the capacity to inspire awe, being as shocking today as it was in 1970. Scarcely believably, seeing Gandini's Lambo Countach afterwards almost seems like a let-down.

The show's curator, Giosuè Boetto Cohen, offers this insight into the man: "Gandini doesn't like celebrating his creations. It's a character trait of his that has never changed over the years. What Gandini loves to talk about is what he has not yet managed to create in the here-and-now and what he will do tomorrow."

The museum's Chairman, Benedetto Camerana, continues: "Marcello Gandini is unquestionably the most complex, and in some ways legendary, character to come out of that world of design. [He] broke down the thematic boundaries of car design to interface with pop art, with the mythology of space conquest, with fashion design."

An intriguing part of the main MAUTO car styling show is what other designers cite as the one car they wish they'd designed. Several nominate the Stratos Zero, among them Flavio Manzoni (current head of Ferrari design) and Michael Robinson (ex-Fiat and Bertone). And the car Gandini wished he'd designed himself? The Citroën DS.

You can see the Gandini exhibition at the MAUTO museum near the old Fiat factory in Lingotto, Turin. And you really should see it; I can't recommend it highly enough. Get there now, or at least before it ends on 26 May 2019. More info at www.museoauto.it



Gandini's 1968 Alfa Romeo Carabo is just one of several top-drawer concept stars on show in Turin

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BROOKLANDS NEW YEAR CLASSIC CAR MEET

New Year's day dawned to see thousands of cars gathering at Brooklands

Story & images by Chris Rees

Every New Year's day at Brooklands in Surrey, a fabulous hangover-curing meet is held for classic car owners. On 1 January 2019, some glorious sunshine duly tempted thousands of cars out of their winter retreats. The smell of burning oil, the sound of cylinders firing and the miasma of evaporating fuel vapours represented petrolhead heaven.

Among the vast numbers of classic cars attending were a rich variety of Italian cars. I particularly liked a Fiat Dino painted in silver-and-yellow *Garage Francorchamps* colours. There were several Alfa Romeo Giulia Bertone GTs in attendance, plus a lovely

Lancia HF integrale and a very nice modified Fiat-Abarth 130TC. A big turnout from the Abarth Club included modern 500s, 595s and 695s, plus an original early 1960s suicide-door Fiat 500.

Exotics were there in numbers, too. It was great to see a very original De Tomaso Pantera – most seem to be 'restomodded' these days – as well as a beautiful Lamborghini Urraco. There were not one but two Ferrari Testarossas: one in perfect original condition and another – which regular readers will know from our Readers' Cars pages back in August 2018 – called the 'Ratarossa'. This is the work of Ferrari enthusiast, Scott Chivers, who took a

chopped Testarossa Spider and created a unique 'Rat Look' Ferrari that's mechanically perfect under the skin but externally has a very, er, 'unfinished' look.

Rarities? Yes, there were a few. A couple of Italianate 'replicas' included a Kougar Monza with Maserati power and a Ferrari-esque coupe which I think was BMW-based. On a noticeboard were not one but two Savio Junglas for sale (in the UK, no less). And with a tenuous Italian connection – it has 'Ghia' in its name – was a car I'd never seen in the flesh before: a Brazilian-made VW Karmann Ghia TC coupe. Sold only in South America in the early 1970s, just 18,000 were ever produced.



Feeling the desire to visit Brooklands? Well, Auto Italia's spring Italian Car Day is just around the corner. See hundreds of cars, watch track action at Mercedes-Benz World and visit the Brooklands museum, all on the same day. Put Saturday 4 May 2019 in your diary now! For more information, visit www.auto-italia.net



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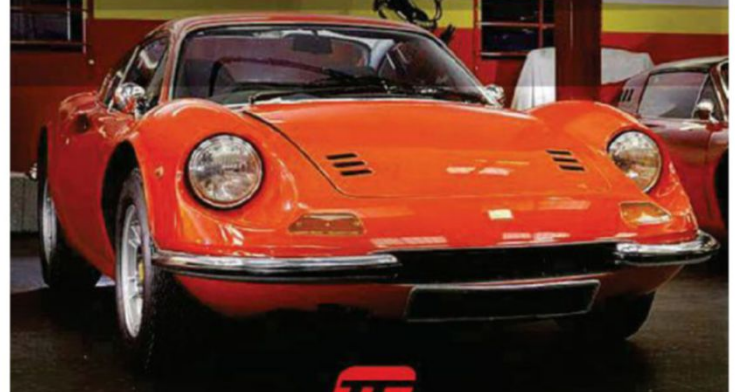
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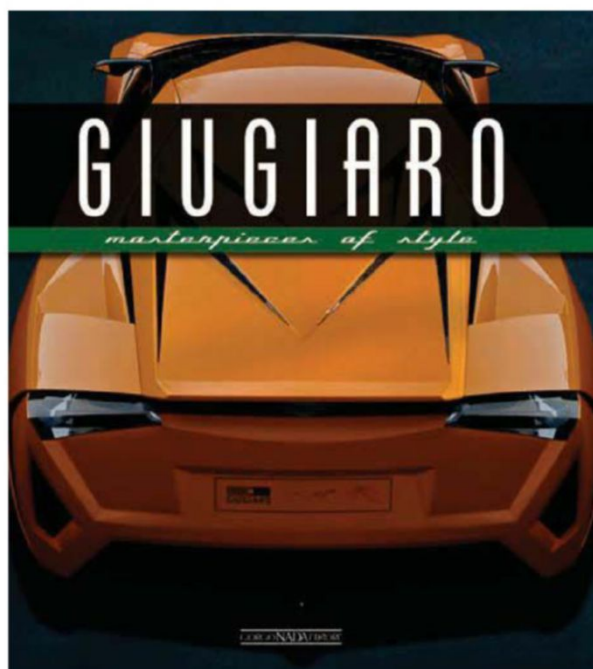
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GIUGIARO: Masterpieces of Style

By Luciano Greggio
Giorgio Nada Editore
£48

The excellent 'Masterpieces of Style' series, which is devoted to the Italian design greats, continues with perhaps the greatest of them all: Giugiaro. How many books do you need on such a well-documented enterprise as Giugiaro, you might ask? After all, there are some superb volumes out there. What this Giorgio Nada book does is encapsulate the full sweep of designs, from the 1950s to the present day, in a concise and affordable book that's also of impeccable quality.

There isn't much that enthusiasts won't have seen before – although I did note the Suzuki 'microvettura' which is one little-documented rarity. There's a hard-to-fault mix of period and good contemporary shots, plus drawings from the maestro, Giorgetto, himself. Among hundreds of photographs are quite a few that are previously unpublished.

The story of production designs is fascinatingly told, including the Alfa Romeo Giulia Sprint GT and Alfetta; Fiat Panda, Uno and Punto; Lancia Delta, Thema and Prisma; and Maserati Bora, Ghibli and Merak. Then there are seemingly endless concept cars, of which the Alfa Canguro, Alfa Caimano and Maserati



Boomerang definitely stand out. Prototypes of cars like the Alfasud make for fascinating reading, too.

This book confirms that the golden era for Giugiaro was definitely his early years at Bertone and Ghia, as well as the first decade of Italdesign from 1968 to around 1980. A lot of the 208-page book is inevitably devoted to the perhaps less interesting modern era, but as a whole it's done excellently, with a design ethic that does Giugiaro justice, and very readable text in English.

'Opus' just about sums up this magnificently weighty 352-page tome devoted to the Mille Miglia. It is ominously

and every car that participated in all editions of the original race between 1927 and 1957. The first volume features 49 such Mille Miglia participants, plus a further 42 from events under the Mille Miglia name from 1958 to today. Exactly which cars have been chosen seems somewhat random: everything from Alfa 6Cs to Lancia Asturas, Ferrari Mondials to OSCA MT4s, plus loads of etceterini like Ermini, Giaur and Bandini. Unifying themes appear to be precisely



Mille Miglia's Chassis: The Ultimate Opus Vol 1 By Sandro Binelli Automotive Masterpieces €150

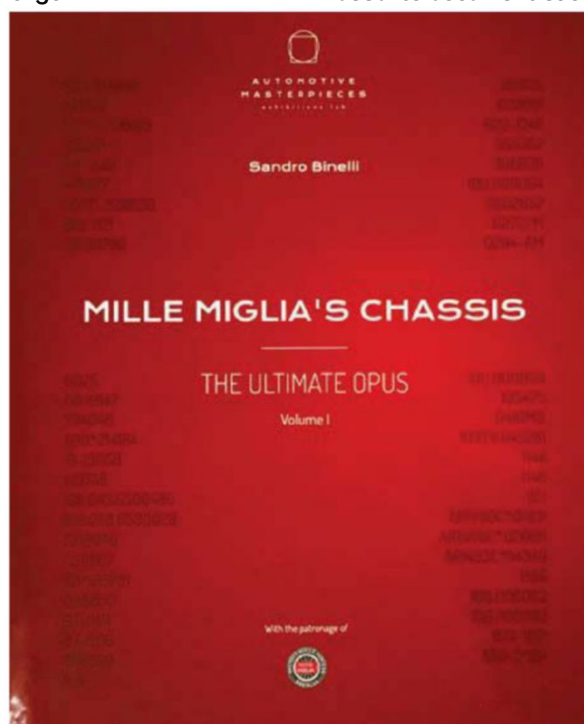
subtitled 'Volume 1' because there will be, the publisher states, a further nine volumes to come!

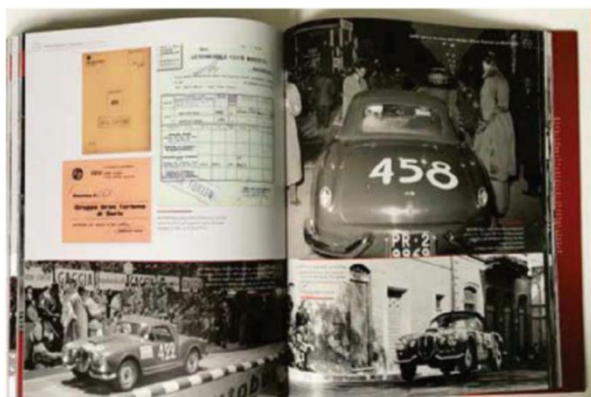
It's an ambitious project indeed: to document each

none, except perhaps faces obscured by exhaust fumes.

If you were worried that this might be some dry tome dedicated to arcane numerology – and lord knows, the drab cover could easily lead you to conclude this – don't worry. The book is richly illustrated with glorious period photos of every car, not just at the starting line but in action too. Modern pics are interspersed, showing what the car looks like today, if it still exists.

Since the book has been done in collaboration with the Mille Miglia Museum, the author has succeeded in acquiring lovely reproductions of registration forms, handwritten notes, entry tickets and more. There's a solid listing for each car, detailing which





events it took part in, who drove it and where it came. Famous drivers are highlighted, too. Unusually, each featured car has a QR code enabling you to access extra historical records digitally. The text is all in English, and the book has a limited print run of 1500 copies.

Mille Miglia 1947-1956:

Lost Horizon

By Carlo Dolcini

ELA

€180

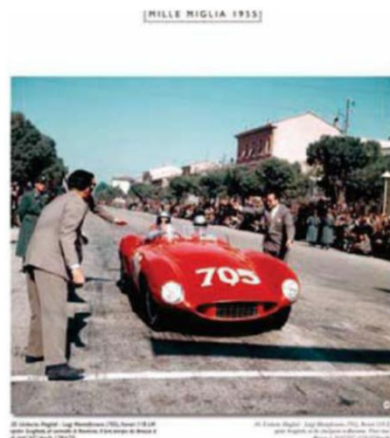
OK, we go from one enormous work on the Mille Miglia to another – and this one is even bigger. Unbelievably, it's all of 960 pages long and weighs more than most pet dogs, I'll wager.

Many of its pages are devoted to reproductions of original

notes for participants, entry lists, timing sheets and final classifications, all taken from the Archive at the Mille Miglia Museum of San Eufemia, Brescia. Most of these are previously unreleased, and date from 1947 to 1956.

What's missing are photographs. Yes, there are 386 period images to look at in total, almost all of which are previously unpublished and most of which, admittedly, are fantastic. But these represent only a smattering of coverage for each year, barely scratching the surface of the diversity and depth of the entry.

This book comes across as more 'academic' than 'coffee table' but even here there's a problem: the text is in both Italian and English, but the latter



At bottom right: Fiat 1500, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 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READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

Your cars, your stories – tales of Italian car ownership in the real world

FIAT 500E

DAMON EARWAKER



Damon Earwaker has done the almost unimaginable: he's made the world's first and only right-hand drive, fully electric Fiat 500e. If you don't know the Fiat 500e, it's a unique-to-the-USA electric model sold in left-hook form only. Since Damon lives in Australia – a country where cars must be RHD to be legal – his desire to own one led him to extremes.

He tells us: "I started the project in April 2018 when I imported a Fiat 500e from California with the aim of building a RHD version. I purchased a 2016 500e 'donor' in San Diego, which after considerable effort finally arrived in Melbourne. I then purchased a local RHD 2017 model as a recipient of the EV drivetrain.

"It presented a lot of challenges, both in terms of modifying of the body to accept the battery packs and reconfiguring the wiring loom for RHD. The RHD version is built in Poland, while the EV is built in Mexico, and

there are quite a number of differences.

"The 500e was a damaged vehicle which had a fairly minor hit and was still driveable but partially stripped. I didn't use the 500e wheels; they have low-grip 15in tyres which I'm sure improve the range but don't handle the torque output at all well, especially when accelerating out of corners. Interestingly, the factory 'e' wheels are 1in wider at the rear, although the tyre size is the same all round. I've used the slightly wider 16in wheels of the recipient vehicle.

"There are substantial wiring modifications, as well as flipping over the central locking, gauge cluster, column stalk, electric power steering, wipers, mirrors and airbags, plus many more mods to the climate control/heating system and alarm.

"The 500e has unique front and rear bumpers, side skirts, air dam and spoiler, which I've retained, although I've gone with a more retro look with my donor vehicle. The

500e seats are much more comfortable, as well as being heated (to reduce the need for cabin heating). The American version also has much better cupholders!

"I'm thoroughly enjoying the 500e, which has made my stop-start commute far less tedious. The instant torque and smooth acceleration combined with good ride quality and all the usual things I like about a 500, such as compact dimensions, great visibility and excellent use of space, make it a really enjoyable and practical package.

"Electricity consumption has averaged at 6km per kWh in heavy traffic conditions with the air con operating. It will achieve around 7.3km per kWh on my morning run. It's a huge improvement over the standard 1.2 petrol Fiat 500 automated manual. It's so ideally suited to my daily commute that I wouldn't even swap it for the \$80,000 Alfa Romeo company car I handed back when I decided to go electric instead..."



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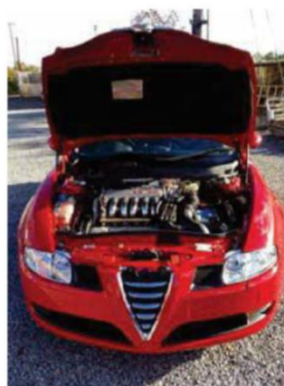
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WRITE TO THE EDITOR AT: **AUTO ITALIA, GINGER BEER PROMOTIONS LTD,**
ENTERPRISE HOUSE, BUILDING 52, WREST PARK, SILSOE, BEDFORDSHIRE, MK45 4HS
OR EMAIL CHRISREES@AUTO-ITALIA.NET

ACKERMAN EFFECT

Just adding to the letter from George Kyros (*Auto Italia* March 2019), the judder he mentions is known as the Ackerman Effect. It's also found on the Porsche Panamera Turbo, but curiously not on the Bentley Flying Spur. I have it on my Giulia QV, shod in P Zeros, but it's only momentary, say if you're moving out of a tight parking space. Meriden Modena advised it was perfectly normal, when I bought the car from them, and it certainly doesn't affect any enjoyment of this fabulous car. Curiously, after I put Michelin winter tyres on for this season, it's disappeared. It's all to do with the degree of slippage, generally on full lock.

Mike Marczynski
(Motobambino)



with a glass-out full repaint. I love it and have decided to keep it, driving it on high days and dry days.

Patrick Hurst

GT REBORN

I thought you would be interested to see what I've done with Phil Ward's old 'Team Cars' Alfa Romeo GT. I went mad on it and rebuilt it to as-new



GULLWING CINQUECENTO

Here is an interesting picture from Fiat Centro Storico, which I don't think has been seen before. It's an official prototype made by Fiat in 1958 with a lengthened wheelbase, flat load floor and gullwing rear doors.



Its exact purpose remains a mystery but in my opinion, it was done by Dante Giacosa to persuade Fiat's management to abandon the Fiat 600 Multipla and instead to divert investment to the new Fiat 500 Giardiniera range, with its inclined Fiat 500 engine.

Alessandro Sannia



ANOTHER V8 ALFA

I very much enjoyed your story about eight-cylinder Alfas (*Auto Italia* March 2019), but I think you may have missed one: the Alfetta GT V8. I suppose since it was officially only sold via the German Alfa importer, maybe it doesn't count. It's still a fascinating Alfa V8, though.

As I understand it, Autodelta built a V8-powered Alfetta GTV in 1975 with the intention of rallying it. This used a 3.0-litre version of the Montreal's the 2.6-litre V8 with mechanical Spica fuel injection. It never really raced in anger (appearing only in the relatively minor Valli Piacentine Rally) and it

was abandoned because Alfa would have needed to produce 400 road-going cars to obtain homologation.

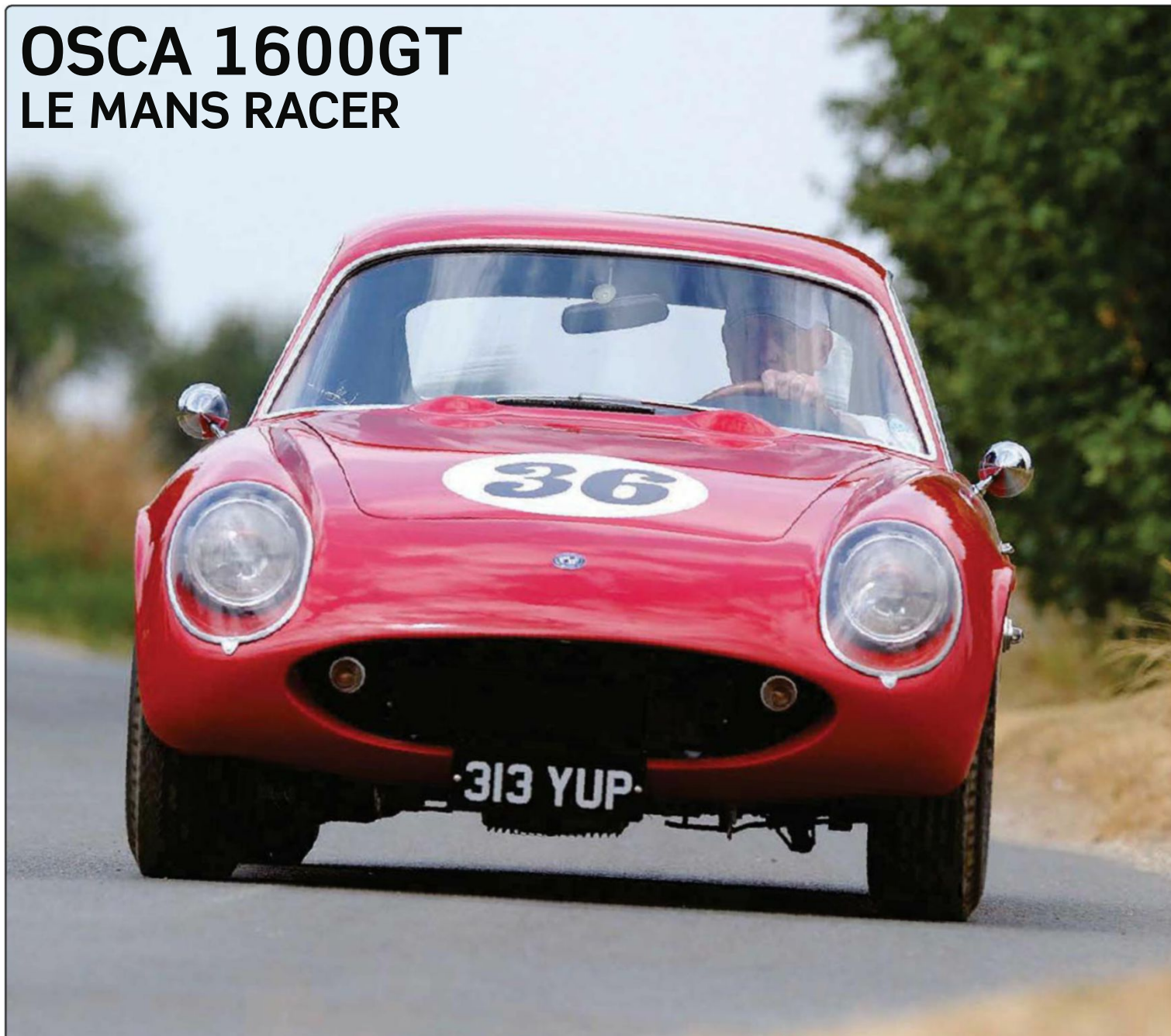
However, Autodelta did build some V8-engined Alfetta GTV road cars at the request of the German Alfa importer in 1977. The Montreal's 2.6-litre V8 was transplanted directly into the GTV, and with 200hp it could do 0-62mph in 7.5 seconds and exceed 142mph. The GT V8 was unbelievably expensive – more than twice the price of an Alfetta GTV 2000 – so it's not surprising that, of the 20 cars originally planned, only three were ever made (one painted red, the other two gold).

James Foster

COMING SOON

ISSUE 279 ON SALE 3 APRIL

OSCA 1600GT LE MANS RACER



Some features may appear in a later issue

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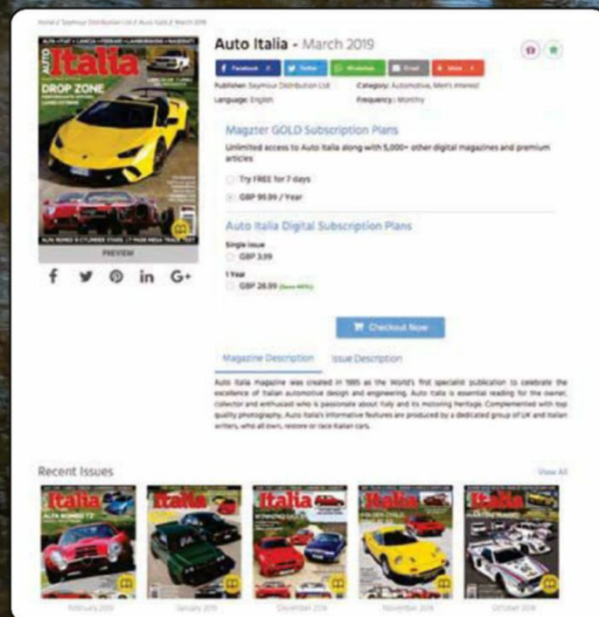


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Lancia Montecarlo Consortium

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Italian Made Cars Club

www.italianmadecarsclub.org.au

Scuderia Italian Car Club

South Australia
www.scuderiaitaliancarclub.asn.au

DIARY DATES 2019

April 6

Alton Italian Car Breakfast

The Departure Lounge Cafe,
Hants GU34 4BH
thedepartureloungecafe.co.uk

April 10-14

Techno-Classica Essen

Essen, Germany

www.siha.de

April 14

Spring Alfa Day (AROC)

National Motor Museum, Beaulieu
www.aroc-uk.com

April 19-22

Horsham Piazza Italia

Horsham, Sussex

www.horsham.gov.uk

April 26-28

Ireland Rally

(Lancia Motor Club)

www.lancia.myzen.co.uk

May 4

Auto Italia Italian Car Day

Brooklands Museum, Surrey
www.auto-italia.net

May 26

Scottish Italian Car Day (AROC)

Hopetoun House, South
Queensferry, Edinburgh
www.aroc-uk.com

May 31 - June 3

Sliding Pillar Rally

(Lancia Motor Club)

Dinant, Ardennes, France

www.lancia.myzen.co.uk

June 1

Alton Italian Car Breakfast

The Departure Lounge Cafe, Hants
GU34 4BH
thedepartureloungecafe.co.uk

June 7-9

FFFEAR 2019 (Lancia Motor Club)

Norfolk

www.lancia.myzen.co.uk

June 16

Cotswold Alfa Day (AROC)

Compton Verney

www.aroc-uk.com

June 17

Una Giornata in Pista Trackday

Autodromo di Varano, Italy

www.bernimotori.com

June 23

Italian Car Day

With Auto Sportivo

Sharnbrook Hotel, Bedford

autosportivolt.d.wixsite.com

June 30

National Alfa Day (AROC)

Bicester Heritage, Oxon

www.aroc-uk.com

July 4-7

Goodwood Festival of Speed

Chichester, Sussex

www.goodwood.com

July 14

Supercar Sunday

Brooklands Museum, Surrey

www.auto-italia.net

July 26-28

Silverstone Classic

Silverstone Circuit

www.silverstoneclassic.com

August 3

Alton Italian Car Breakfast

The Departure Lounge Cafe,

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thedepartureloungecafe.co.uk

August 18

Festival Italia

Brands Hatch Circuit

www.festivalitalia.com

September 13-15

Goodwood Revival

Chichester, Sussex

www.goodwood.com

October 5

Alton Italian Car Breakfast

The Departure Lounge Cafe,

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October 13

Autumn Motorsport Festival

Brooklands Museum, Surrey

www.auto-italia.net

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TICKETS
PAGE 7**



May 10-12

Great Northern Weekend

(Lancia Motor Club)

Northumberland

www.lancia.myzen.co.uk

May 11-12

Prescott Hill Climb

Open Classic Car Event

www.cleevevale.org.uk

May 12

Classics at the Villa

Villa Scalabrini

Shenley, WD7 9BB

www.classicsatthevilla.com

May 15-18

Mille Miglia

Brescia-Padova-Rome-Parma-

Brescia, Italy

www.1000miglia.eu

May 19

AROC South West Alfa Day

Mapperton House,

Beaminstor, Devon

www.aroc-uk.com

May 24-26

Concorso d'Eleganza

Villa d'Este

Lake Como, Italy

concorsodeleganzavilladeste.com

May 25-26

La Vie en Bleu / La Vita Rossa

Prescott Hill Climb

www.prescott-hillclimb.com

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1967 Alfa Duetto Spider. Red, fully restored over 2011/13, photos and receipts available on request. 1750 period engine fitted, original UK car, vehicle and engine numbers available on inquiry. Great overall condition and a very fine example of this rare car, regularly maintained by Victory Garage over the 4 years of ownership, current MOT, EPOA. Tel: 07777 3345221. Email: marilynjbutter@btinternet.com. A278/055



1969 F12 Minibus. Rare minibus, engine, suspension, floor and chassis all rebuilt, body and trim to do. All metalwork, trim etc is there as patterns, all glass and seals. Must be seen, rising in value and worth much more than VWs, £12,000, current one for sale at Euro 55,000 in Italy. NOVA reg supplied, if you wanted me to restore for you that can be done, F12 at NAD 2018 was mine. Tel: Ed Seymour, 07973 711948. A278/056



1979 Alfetta GTS. 69,000 miles, red. A chance to own what *Auto Italia* called 'The Rarest Alfetta'. The Alfetta GTS was a UK-only edition, only two survive and this is the only one on the road (howmanyleft.co.uk). It has spent most of its life in Italy, hence its excellent rust-free condition. Freshly restored, it has a new MOT and is ready to show, collect or simply enjoy driving, £25,000. Tel: Neil, 01403 289719. A278/053



Alfa Romeo 33 Turbo. 1700 16 valve with Turbo dynamics ball bearing water cooled turbo, dry sump etc etc, 280 bhp at 7500 rpm. AHM race transmission, strengthened case, limited slip diff AP competition clutch and concentric slave. Bodyshell seam welded, welded in cage linked to suspension, false floor, lightened and strengthened extended wheel arches and side skirts, dry sump tank in rear plumbed in armoured hose. Tilton adjustable bias pedal box. Stack dash system and lap timer, JRZ 3 way adjustable suspension with remote reservoirs. Tubular rose jointed suspension. OZ racing wheels. AP racing brakes. This car was built and maintained regardless of cost, when recommissioned would again be a formidable race car. Tel: Dave Thomas, 07818 410009. A278/020



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Alfa Romeo 156 GTA 3.2. 52-reg, totally genuine and outstanding all original condition. At 14,000 miles this must be the best and only perfect example left. It has spent most of its life in a garage and never been outside in the rain, snow or the direct sunlight, so it still has all original paintwork. I have owned this car for 16 years, please no dreamers, only serious buyers only. MOT due 12/08/2019, full service history, £28,500. Tel: 07710 197171. A278/003



2008 Alfa Romeo 159 Ti 2.4 JTDm. Black, 60,000 miles, Bose and front/rear parking sensors, AHM remap and full service history (Monza & Bianco). One owner and well loved! £6995. Tel: 07941 241204. Email: BlackAlfaRomeo159Ti@hotmail.com (Surrey). A278/052



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Alfa Romeo Giulia 2.0 (280) Veloce. 2017, 43,500 miles, Lipari Grey, black leather. Loaded with over £3K's worth of options including: yellow brake calipers, driver assistance pack plus (reversing camera, electrochromic rear view and wing mirrors, auto high beam and blind spot detector), dark tinted rear windows, climate pack (cooled glove box, rear air vents and additional USB ports), convenience pack (exterior door handle lights and keyless entry). Full Alfa service history, £21,995. Tel: 07831 323347. A278/049



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Alfa Romeo Brera 2008. 2.4, silver with panoramic roof. Black leather interior, hands free bluetooth, alloys recently refurbished. 84,500 miles, gorgeous car, just can't fit grandchildren in any more! Tel: 07823 337775 (Worcs). A278/028



Alfa Romeo Mito Quadrifoglio Verde. 2015 TCT with paddle shift, 39,000 miles, FSH, MOT 26.6.19, sat nav, parking sensors, a/c, heated driver's seat, stainless steel sill guards, immaculate overall condition with unmarked 18" alloys, £7600. Tel: 01435 862537 (Sussex). A278/005



Alfa Romeo 916 GTV 3.0. Stunning red GTV 3.0, owned by AROC member last 15 years, new MOT and service. Low mileage 87,800, huge history file and FSH, £5495 ono. Tel: 07743 864373 (Devon). A278/047

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Ferrari 550 Barchetta. RHD, Rosso/black interior, in beautiful condition with only 12,000 enjoyable miles, recent belts and service, sensibly offered for sale at £360,000. Tel: 07774 478893. A278/017



Ferrari 355 Challenge Spec. 1997, owned by me since 2003 with occasional summer use only for race series, hillclimbs, track days and tours with FOC, pictured on the way back from its last race at Val de Vienne 2016. Current MOT, approx 30K miles, £50,000. Tel: 0044 7823 447241. Email: johnshirleyinverroy@gmail.com. A278/050



Ferrari 360 Modena. Rosso Corsa with Crema leather, F1 gearbox, 2000/W, RHD, 42K miles. Excellent condition inside and out with full service history, new brake discs and pads front and rear, new cambelts and Hill Engineering tensioners. Challenge rear grille and front grilles, 6 CD changer, original books and manuals in leather pouch, Ferrari tool kit, 2 keys, 3 alarm fobs. Owned 9 years, always garaged, £64,995. Tel: 0844 3302026. Email: rossocrema@outlook.com (London). A278/009



1977 Ferrari 512 BB for sale. Red with tan 'Daytona' seat interior, 42,000 miles. A Ferrari Owner's Club concours winning car, also featured in *Classic & Sports Car* magazine article, full service record and recent cam belt change, £285,000, private sale. Tel: 07980 296749. Email: burford@btinternet.com. A278/018



Ferrari F430 Spider. Immaculate Rosso Corsa/Crema 08, 9750 miles. Rosso carpets, Daytona seats, Scuderia wheels, Rosso calipers, carbon ceramic brakes, carbon fibre include driving zone, engine bay, water coolant tank, air boxes, rear moulding, rear diffuser, strakes on glass panel, door sills and embossed floor mats, all OEM Parts. F1 gearbox, front/rear parking sensors. Navtrak, leather doc holder, toolkit and puncture kit, plus lots more. Full service History, £110,000. Email: shawnaitken@hotmail.com. A278/019



Ferrari 328 GTS. 1989, Rosso/Crema, 56,830 miles, FSH, original tools, books etc, stunning perfect car, welcome to any test or inspection. Recent service and new MOT, this car is as good as it's going to get! Email: prsche@msn.com for more pics and info, or phone FOC member Anthony, 07779 726845. A278/012



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1987 Ferrari 328 GTB race car. Campaigned in the Ferrari Owners' Club Classic race series over the years as a front running car, this is a very well known car, modified to group 4 specification, for more information please contact Robert, 07802 638618. A278/059

Ferrari 348TB. LHD, 1993, 38,500km, Rosso with tan, one previous owner, full history, belts 2016, just serviced October '18, always garaged and used by me in the south of France, now in UK, needs to be seen, really is superb, call or whatsapp, £45,750. Tel: 07768 028400. Email: briantdavies@aol.com for full update and full photo specification (FOClub member). A278/060



Ferrari 599 HGTE. I am selling my 599 HGTE which has recently been serviced at HR Owen, it has only covered 4300 warranted miles. Finished in black with black and silver stitching, perfect example with tool kit and all extras. Email: rajinmehta@icloud.com. A278/010



2002 Ferrari 360 Spider. Manual in Grigio Alloy with crema leather piped with blue seats, blue leather dashboard and crema roll hoops giving a striking alternative to the more common red! £6000 extras when new, document pack, keys, fitted Ferrari car cover etc are with the car, always garaged and summer use only – no track day use. In my care for 13 years, £70,000, 3 years with full Ferrari dealer history every year, belts changed this year. Email: davidhall47@icloud.com (Northamptonshire). A278/014



Ferrari 360 Challenge. Very quick class winning Ferrari 360 Challenge, one of 2 built to Carbon Michellotto specification. Class Overall Winner 2013 Ferrari open, Class Overall Winner 2014 Ferrari open, many podiums and fastest laps. Lightly tracked/raced since 2015, new Stradale engine 2013, 3 sets wheels and tyres, full air jack system, Autotel comms system. Well known, very well maintained, ready to race. Tel: Paul, 07887 996666. A278/016



Ferrari 458 Spider. Purchased from Meridien Modena in Feb 2018, 3250 miles, one previous owner, Ferrari power warranty to Feb 2020, free servicing to Aug 2020, recently MOT'd and serviced, all stamps present. Perfect specification, Corsa Red, red carpets, black carbon sports seats, carbon driver zone, centre console, carbon kick plates and carbon rear tailgate, grey alloys with yellow calipers. This is a reluctant sale with genuine reasons to pass on this wonderful machine, £184,995 ono, strictly no canvassers. Email: charlysparrow1@hotmail.com. A278/013

Ferrari 308 GT4. Very early GT4 registered 1/1/75 to Toleman Ltd, was originally metallic Viola which I believe maybe unique in a UK RHD car, now red. Cloth interior, comes with the incredibly rare leather Dino wallet and service book, needs complete and total restoration but could be an amazing project, 95% complete, £25K. Tel: Nick Record, 07836 573204. A278/061

1980 Ferrari 308 Dino GT4. 54,000 miles, Argento with blue interior. Serviced by Italia Autosport last 4 years, full cambelt service, brake pipes and pads, alternator, ignition and carbs set up 150 miles ago. Other work carried out on coolant and fuel system, suspension, undertrays and chassis rustproofing. Restored between 1999 and 2014, previously owned by Farkers, £42,500. For full details call Rick: 07760 374464. A278/015

FIAT



Fiat 124 Spider injection. 1981, 105K, lovely original wine interior, recent hood, new tyres, long MOT, cherry red paintwork, great driver, £7995. Tel: 07496 203434. A278/001



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Fiat 1900A 1952. Right-hand drive, very rare car! Very good condition, original bodywork, very low mileage. Been in family for 22 years, featured in *Auto Italia* in November 1999 by Phil Ward, lots of spares included, sensible offers considered. Tel: 07925 904194. Email: miller221245@gmail.com. A278/004



1995 Fiat Coupe 16V N/A. 82,000 miles, long MOT to 15.08.19, cambelt and tensioners replaced August 2014 at 72,000 miles, exhaust replaced from the cat in August 2014, exhaust front downpipe replaced in August 2017, recent two front Dunlop tyres, interior in good condition, history file, drives very well, call for further details, £750. Tel: 07854 932595 (Orpington area). A278/076

MASERATI



Maserati 3200 GT automatic. The best version of the twin-turbo V8. 1999, 65,000 miles, silver with perfect navy blue leather. Outstanding condition throughout, including the entire underside of the car, drives as it should. A sophisticated and chic head-turner and an absolute pleasure to own and drive. A fully sorted and practical 4-seater Supercar. Original Becker stereo with multi changer in the boot, tool kit, 3 keys, leather wallet, 2 box files of history, old MOTs and invoices. Very recent, no expense spared £21K mechanical service work to engine, gearbox, suspension, brakes and more by the leading marque specialists - McGrath Maserati. The owner (that's me) is a Maserati Club member, qualified mechanical engineer, motorsport coach, and motoring journalist. Anyone who knows 3200s will appreciate and understand that the automatic is the superior version, as the 3200 manual version has several unfortunate and inescapable issues. Rare Maserati 3200 GT publications included with the sale, HPI clear and any inspection most welcome, at £15,950 you are unlikely to find a better 3200, especially with such a low mileage. Reluctant sale necessary to fund an unexpected project. A car that I would gladly sell to a friend. Tel: Roberto Giordanelli, 07973 508132. Email: info@roberto-giordanelli.com (Sunbury-on-Thames). A278/002

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360CS/430 Sports front wheel. One refurbished front wheel to fit 360 Challenge Stradale or 430 with optional sports wheels, £600. Email: megstafford@me.com. A278/038



Ferrari 308 GT4 door frames. 1 pair of original old stock door frames with door skins, these are not available to buy from Ferrari anymore. Please contact me for more info or more photos. Email: david.potter@live.com. A278/039



308 GT4 undertray. Ferrari GT4 front undertray, part number 50301318. New old stock, please contact me for more info or photos, £350 plus postage/or collection. Tel: 07590 755179. Email: david.potter@live.com. A278/040

Ferrari 355 wheels. 1 set of genuine Speedline wheels to fit a Ferrari 355 for sale, with Pirelli P Rosso tyres, 295/680/18 and 235/645/18, all in good condition, £2700. Tel: Robert, 07802 638618. A278/062

Ferrari California passenger side door (left side). Had small dent but easy repair completed, purchased for a project but no longer required, £800 or best offer. Tel: Kevin Nester, 07711 764768. Email: kevinvester@adm-group.co.uk, can arrange shipping, part located SY5 6RL. A278/046



348 timing cover set. Full set of late 348 timing covers, some pieces are new, the rest are mint used. All brass inserts are perfect, £550 the set. Email: wilcox-s@sky.com. A278/037



F355 seats and interior trim. A matching set of genuine original 355 seats, tunnel cover and handbrake console removed from my 1994 (M2.7) GTS. No rips or holes, but might benefit from some light refurbishment. Magnolia/Crema colour, complete with seat runners, all working, will fit other tipos, asking £995 for the set, might split. Tel: 07710 909318. Email: andrewbailey@dimatec.co.uk. A278/034



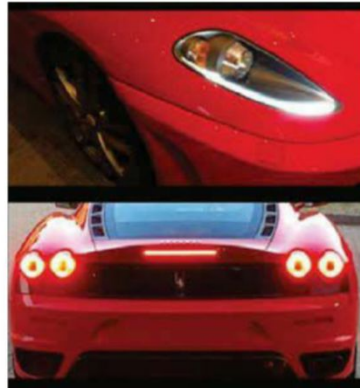
308 rear apron panel. This part is no longer available from Ferrari, please note that this is a copy of an original panel (Pattern Part) and made from fibreglass same as the original. Will fit: Ferrari 308 GTB/GTS. Part name: Rivestimento posteriore inferiore part no. 60728600, £1200 or best offer, shipping can be arranged. Tel: 07711 764768. Email: kevinvester@adm-group.co.uk. A278/042



348 door mirrors. Pair of new but painted door mirror assemblies with all electrics, complete units ready to fit. These are priced at around £2000 each, £1500 for the pair. Email: wilcox-s@sky.com. A278/036



F430 Scuderia wheels set with tyres. As new (done less than 100mls) genuine Ferrari 19 3 F430 Scuderia (style) grey wheel set with new Michelin Pilot Sport 4S tyres (285/35ZR19 rear 225/35ZR19 front), 10x19 rear wheels, front wheels 7.5x19. Perfect condition, no marks, includes genuine centre caps and genuine Ferrari TPMS, look fantastic and reduces unsprung weight that improves the way the car drives, lighter faster turn in, collection only, titanium bolts not included, £3800. Tel: 07850 161520 North East/Yorkshire). A278/033



F430 front and rear Scuding light set. Set of front and rear plug and play, Scuding LED light set for 430, front DRL lights (look 100x better than original dim light), and full rear including 3rd brake light. These are very high quality items, and cost over £1400 new, asking £500, see www.scuding.com for more details. Tel: 07850 161520. A278/032



355/348 GTS Targa roof panel. Very good 355/348 GTS targa roof with excellent original textured finish and both clamps and locating pins, complete with inner roof lining, asking £995. Tel: 07710 909318. Email: andrewbailey@dimatec.co.uk. A278/035



Ferrari 599 cat pipes. F599 GTB Fiorano catalytic converter cat exhaust left and right LH and RH catalyst 220686/220687, removed from car and straight through pipes fitted, very little use and excellent condition, offers invited. Tel: 01604 844772. A278/045



Ferrari 308 right and left hand rear inner wheel arch. Pattern part made from GRP as OEM, will fit 208, 308, GTB and GTS models, £300 for both sides, I will split if required. OEM part number 60091402. Tel: Kevin 07711 764768. Email: kevinvester@adm-group.co.uk. A278/043

MISCELLANEOUS

AROC magazine collection. Free upon collection from me in Leeds, West Yorkshire, approx 1985-2017, good condition. Text: 07742 598214. Email: rob.murphy2@btinternet.com. A278/063

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Lancia bonnet badge. Enamel finish, size 2.5x2.5 inches, mnf J Fray Vitrofilm JF7075 62381345/2, £45 post. Tel: 07580 313669 (Surrey). A278/080
'A1 GTO'. Ferrari registration mark for sale, currently on my motorcycle, A1 GTO, £10,000. Email: meredith292@googlemail.com. A278/065



Poster of Derrick Warwick's BTCC Alfa Romeo 155 from the 1994 season. In very good condition and measuring 60x42cm, £10 inc p&p to UK address. Email: tonymitchellmore@gmail.com. A278/079

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'A488 GTS'. (488 Spider) on retention, £9600. Email: 956007@gmail.com. A278/067

'C8 GTC'. On retention certificate, offers please (expected value £600). Tel: Harvey, 07899 944132. A278/068

'R1 GTB'. Registration R1 GTB for sale, currently on retention certificate, FOC member, £2500. Tel: 07866473184. A278/069

'430 FER'. Registration for sale, currently on a retention, without a doubt the best plate you could have on a 430. Tel: 07808 777434. A278/070

'EFF 488'. On retention, £5K ono. Email: mpc049@btinternet.com. A278/071

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WANTED

Non-red Ferrari 328GTS wanted. Non red 328GTS wanted by private purchaser, must have full history. Mileage not an issue as long as well maintained and in good order, full market value paid. Please email me: nhc1@hotmail.co.uk. A278/021

Schedoni luggage sets. Looking to buy Schedoni luggage sets in good condition for all models. Tel: Theodore Winstone. 07540 845902. Email: theowinstone@googlemail.com. A278/022

Parts and literature for Ferrari Classic Models. Collector seeks spare parts, tools, luggage and factory literature for all models from the 50's to the 80's. Tel: 07540 845902. Email: jules.pascal.250@gmail.com. A278/023

Dark blue Ferrari 458. Want a nice spec 458, open to Spider or Italia, colour has to be some sort of dark blue, navy blue (eg TDF Blue). Email: rohankg@hotmail.co.uk. A278/024

Fiat 695 Tributo Ferrari. Looking for low mileage vehicle in excellent condition, must be RHD and paddle-shift, ideally in yellow although would consider red. Tel/tex: 07836 366100. A278/025

Ferrari Challenge Stradale. I am looking for a nice example of a 360 Challenge Stradale. Please call Arun on 07796 306301 or email me some details: arun@oswl.co.uk. A278/026

Wanted Montreal engine. Any condition considered but block and heads must be good. Tel: Owen Cooke, 0035 3868 156501. Email: owenc@tadhgcooke.com. A278/073

Car wanted: Espada S3 LHD, swap 4 Merc 230TE auto estate 1988, 70,000 mls, 2 owners, many extras and new parts: g/box, rad, batt, exhaust etc; and unused Snap-On tools and collection, and/or wildlife camera items and Nikon/Pentax items and collection new/as new, and/or ELO music collection. Tel: 01277 200530. A278/074

Miscellaneous wanted: Anything Lambo, car mags any language, swap 4 classic car mag articles and books, USA books, mags, brochures etc: trucks, cars, guns, most rare. Tel: 01277 200530. A278/075

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Story by Chris Rees



If you've ever witnessed a funeral in Italy, you'll know it can be high on drama, and that often includes the vehicles designed to convey your remains. Historically speaking, hearses in Italy have tended to be ostentatiously ornate affairs – even humdrum Fiats were transformed to look like gothic Victorian carriages, brass lamps and all, well into the 1960s.

In more modern times, hearses have evolved to become ostentatious in a very different way. Luxury cars are increasingly used in Italy as the basis for funeral transport. No company embodies this approach better than Biemme Special Cars, which has been coachbuilding extravagant hearses in Padova since 1991. Biemme has successfully and almost single-handedly revived the flagging Italian hearse sector, selling almost 6000 vehicles in its 18-year existence.

It started off converting boring Mercs but it quickly branched out with hearses based on Lancias,

BMWs, Jaguars, Bentleys and more. Its line-up has certainly gone to extremes: at one end is a Rolls-Royce Phantom that measures fully 701cm long, while at the other extreme is a Fiat Panda hearse!

In 2006, Biemme started making hearses based on the Maserati Quattroporte V (delightfully described by the company as having a “young and jaunty air”). Biemme kept up its extravagant styling aesthetic with more recent diversions, such as its Maserati Ghibli conversion, a model it calls the Vekal. In contrast to the deathly staid shapes we usually see in Britain, Biemme pursues heavily sculpted, overtly aggressive forms. How about those outlandishly curvaceous tinted windows to attract attention to your deceased loved one? Carbon-effect accents with steel inserts give you that ‘racing past death’ look. If they'd needed a hearse for the film, *The Quick & The Dead*, Biemme's Vekal would surely have been ideal.

In the transformation, the Maserati Ghibli has its wheelbase lengthened to fully 4.0 metres, resulting in an overall length of some 6.5 metres. It's tall, too, at 1.85 metres to the top of the roof. Try negotiating narrow Rome alleyways in this beast! It's all to give the maximum space inside for the coffin, of course – and with a ‘load length’ of 2.45 metres, even the loftiest basketball player will fit in here with ease. And since the passenger compartment is unaffected by the conversion, you can still fit five living souls in there, too, conveniently separated from the ‘dead zone’ by a shatterproof screen. Everything is TUV certified, incidentally.

Inside, the coffin area has an ultra-modern feel – the aesthetics are somewhere between a cryogenic chamber and a home cinema. You can choose your finish, too: matt wood, or a mix of steel and – yes, that sporty must-have – carbonfibre. And there's fully 30 metres of ultra-bright LED wattage to bring light to the Stygian gloom.

The powertrain – Maserati's V6 twin-turbo 3.0 diesel – is untouched, while twin-exit tailpipes maintain that dynamic flavour. Personally, I'd be tempted by a Ghibli S basis, complete with 430hp petrol engine, to really ‘liven up’ my funeral. Sorry, you'll just have to pardon my gallows humour.



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