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London Road Ashington West Sussex RH20 3DD
Tel: +44 (0) 1903 893052 monzasport.com

Editor Chris Rees
chrisrees@auto-italia.net
Photographic Editor Michael Ward
michaelward@auto-italia.net
Events Director Phil Ward
philward@auto-italia.net
Editor at Large Peter Collins

Contributors Peter Collins, Richard Heseltine, Andy Heywood, Martin Buckley, Peter Nunn, Simon Park, Steve Berry, Simon Charlesworth, Mike Rysiecki, Tim Pitt, Richard Dredge, Bryan McCarthy, Richard Betts and Phil Ward

Art Editor Michael Ward

Back Issues Tel: 01462 811115
Subscriptions www.auto-italia.net
claire@gingerbeerpromotions.com

Managing Director Michael Ward
General Manager Claire Prior
claire@gingerbeerpromotions.com

Advertisement Managers

David Lerpiniere
david@talkmediasales.co.uk
Simon Hyland
simon@talkmediasales.co.uk
Tel: 01732 445325

Classifieds email liz.solo@ntlworld.com

Printed in England

The MANSION Group Limited, Hertfordshire.
Worldwide Retail Distribution
Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT



Auto Italia® is published twelve times a year by: Ginger Beer Promotions Ltd, Enterprise House, Building 52, Wrest Park, Silsoe, Bedfordshire, MK45 4HS
Email: claire@gingerbeerpromotions.com
ISSN 1357 - 4515

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CONTRIBUTORS

Auto Italia is brought to you by a group of journalists and photographers united by a passion for Italian cars. Contributors to this issue include:



Chris Rees



Michael Ward



Claire Prior



Andy Heywood



Richard Heseltine



Simon Charlesworth



Martin Buckley



Peter Nunn



Mike Rysiecki



Well, I've just come back from the 70th anniversary 'Abarth Days' celebration in Milan – the first ever official Abarth gathering to be truly international – and I must say I'm fired up. It was hard not to be carried away by the passion and enthusiasm the Abarthisti have for their cars, particularly the many and varied 500/595/695 models.

The fact that the crowd at Abarth Days was, by and large, so young (myself excluded, obviously) does bode well for the future. Abarth is without doubt a brand on the up. In stark contrast to Fiat Chrysler's other European brands, sales of Scorpion-badged cars have been steadily increasing year-on-year.

Abarth clearly has potential to do even better. I think the new-generation Fiat 500 due in March 2020 will provide a great opportunity. You've got to imagine there's a strong case for a fully electric Abarth 500, which would be the first ever battery-powered Scorpion. Anathema? Not at all. Electric cars have tremendous potential for performance – witness Tesla and Pininfarina's Battista hypercar, for instance – and the prospect of a Scorpion-badged bolt of lightning is surely one to savour.

Electric car nay-sayers are increasingly in the minority. Fact is, the future lies in decarbonising transport and international legislation is increasingly requiring it. FCA needs as many low-CO₂ models as possible to reduce the fines it's currently paying for exceeding CO₂ targets in Europe.

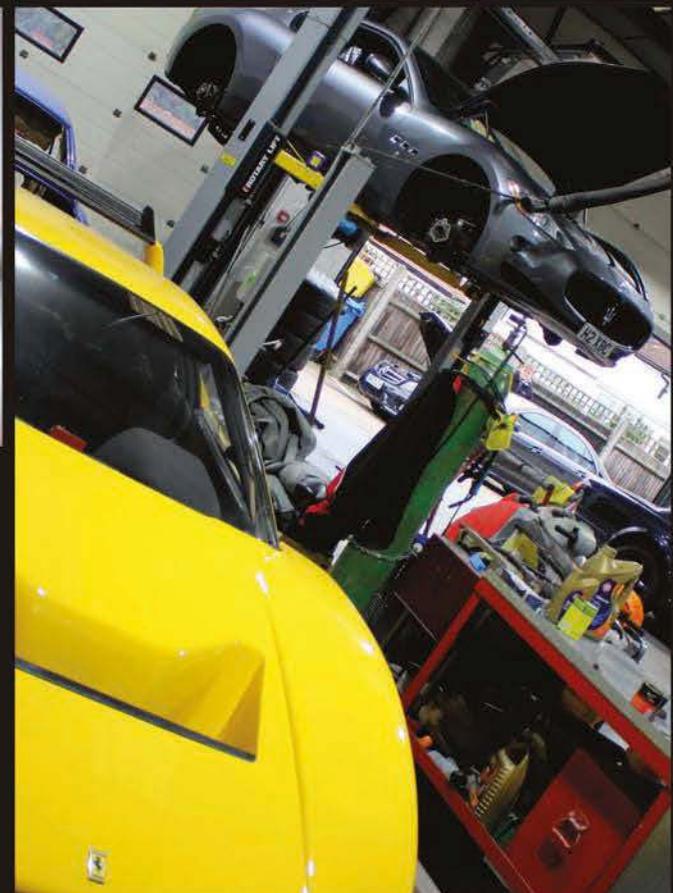
Let me finish by making a wish. Please, FCA, let Alfa Romeo flourish on Abarth's coat-tails. There's surely a case for joining the dots in FCA's ranges and launching some Alfa Romeos to which Abarth enthusiasts can graduate. Where are the modern-day Alfasud and Giulia GTA, for instance? Alfa's next compact car, the Tonale SUV, can't come soon enough.

Chris Rees
Editor

chrisrees@auto-italia.net

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ITALIAN CAR NEWS

MASERATI PREVIEWS NEW GT MODELS



Replacements for Maserati's GranTurismo and GranCabrio models have been confirmed by the Modena-based car maker. Announcing its future plans, the GT and GC will return for a second generation. Maserati says the new pair will be electrified, although they will also be available with petrol power. The coupe is due to be released in 2021, the convertible (*previous model pictured below right*) following in 2022.

Before then, in 2020, will come a heavily updated Ghibli, the first ever hybrid electric Maserati, using a plug-in system and boasting the capability of electric-only travel. The revised Ghibli, which is due to be produced in Turin, will also introduce autonomous driving technology.

Later in 2020 will come the first all-new Maserati since the 2015 Levante: the Alfieri supercar. This will be made at Maserati's Modena factory, which is currently being upgraded to accommodate the model's all-electric powertrain, but again conventional petrol options will be offered. An Alfieri convertible will follow in 2021.

Next up, in 2021, comes a new compact SUV, slotting in below the Levante. All-new Levante and Quattroporte models are also due to be launched in 2023. Finally, Maserati is setting up a new customisation programme in a dedicated workshop within the Modena plant.



NEW 'TI' TOPS ALFA STELVIO RANGE



A new Ti model has arrived in Alfa Romeo's UK Stelvio line-up. Carrying the historic 'Turismo Internazionale' badge, the Stelvio Ti replaces the Milano Edizione at the top of the range.

Features include carbonfibre accents and sports suspension. A carbon 'V' grille and door mirrors are complemented by dark badges,

red brake callipers and exclusive 20-inch alloy wheels. Inside there's a leather dashboard, laminated glass for better soundproofing, hands-free tailgate and active cruise control.

The Ti is available with a choice of two powerplants: 280hp petrol or 210hp diesel.

Both come with a carbonfibre driveshaft and Q4 all-wheel drive as standard. Frequency Selective Dampers (FSD) improve handling while retaining comfort, while active suspension is an extra-cost option. The Stelvio Ti arrived in UK showrooms in September, and is priced from £47,345.



PANDA TRUSSARDI SWOOSHES IN

Fiat has launched what it calls "the first luxury Panda". Italian fashion house, Trussardi, has put its name to a new limited edition model. The 'Panda Trussardi' includes the brand's famous greyhound symbol on the rear quarter lights, wheels and side mouldings. Details include black roof bars, mirror caps, 15-inch alloy wheels and skid plate.

The colour scheme is Caffè Italiano Brown, with either a matt or metallic finish (other colours are available). Inside, Trussardi branding features on the steering wheel, mats, seatbelts, doors and seats (which are black techno-leather with brown stitching). The dashboard is finished in brown.

The Panda Trussardi features a 69hp 1.2-litre petrol engine and manual gearbox. Priced at £14,060, it's available in showrooms now.

FIAT CENTOVENTI SCOOPS DESIGN AWARD

Fiat's Concept Centoventi has won the 'Design Concept' category of the Red Dot Design competition. Awarded by an international jury of design professionals and academics, the prize was given to Fiat above more than 5500 entries received from 55 countries.

The Centoventi is an electric concept designed to be fully customisable. Many interior parts can be swapped around, from the instrument cluster to the seats. The exterior can be wrapped in a choice of colours, while various types of roof are available. Battery packs can be exchanged to give a range from 62 to 310 miles.



LAMBORGHINI 350 GT TRIUMPHS AT DESIGN CONCORSO

An early 350 GT has won top prize at the recent Lamborghini & Design Concorso d'Eleganza. Some 36 classic Lamborghinis took part in the event, organized by Lamborghini Polo Storico and held at Portopiccolo, near Trieste.

Best in Show went to a 1964 Lamborghini 350 GT owned by a Swiss collector, which also won the 'Front Engine Dawn' class. This 350 GT, chassis 102, is the oldest existing Lamborghini production model.

The various winners were:

Class A Front Engine Dawn: 1964 350 GT
 Class B Rear Engine Revolution: 1971 Miura P400 S
 Class C Longitudinale Posteriore: 1974 Countach 'Walter Wolf'
 Class D Towards the Future: 1999 Diablo SV
 Class E Modern Dreams: 2016 Centenario Prototype
 Class F New Frontiers: 1987 LM002
 Preservation: 1990 Countach 25th Anniversary
 Movie Star: 1968 Miura P400 'The Italian Job'
 Longest Journey: 1974 Urraco P250 S (1278 kilometres)
 Longest Ownership: 1969 Islero S (40 years by the same family)
 Milestone: 1974 Countach 'Walter Wolf'



HURACÁN OUTSELLS GALLARDO

The Huracán has officially become Lamborghini's most successful model of all time, surpassing the Gallardo's total of 14,022 units. It has taken the Huracán only five years to reach this landmark, half the time taken by the Gallardo (which was made from 2003 to 2013). Chassis number 14,022 was a Huracán Evo coupe destined for the Korean market. In the first half of 2019, Lamborghini delivered 4553 new cars, an increase of 96% over the same period in 2018.

CHRYSLER 'WANTED TO MAKE A LAMBORGHINI SALOON'

When Lee Iacocca of Chrysler bought Lamborghini in 1987, he was planning a Lamborghini-branded Chrysler luxury saloon, according to a story revealed by former Chrysler executive Bob Lutz in *Road & Track* magazine.

Lutz said: "All it would require was more expensive leather, rampaging-bull badges, and the Lamborghini script displayed prominently inside and out. The few real car guys and gals in the company were appalled. My advice was to enact what I call 'malicious obedience' – give the chairman that Lamborghini Edition he craved, but make it so over-the-top that even he could see the folly of his request."

Chrysler took its Imperial model (*pic above right*), lowered the chassis, painted it bright red and fitted Lamborghini wheels and badges. Said Lutz: "It was sacrilege, but I had to admit it was the best-looking K-car I had ever seen. Thankfully, the idea never made it to production." Chrysler sold Lamborghini in 1994.



ALFA SPIDER SETS AUCTION RECORD

Classic car auctioneer *The Market* is claiming a new UK record auction price for a 1975 Alfa Romeo Spider S2 2000 Veloce. Described as "possibly the best example in the country", the original right-hand drive Spider S2 had been stripped back to bare metal and rebuilt to "better than new" condition. The car sold for £29,000 on the online auction platform, £12,000 above its lower estimate.

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LAMBO VENENO SELLS FOR RECORD £6.7M



A new record auction price has been achieved for a Lamborghini. A rare 2014 Veneno Roadster recently sold for £6,768,709 – a world-beating value for a Lamborghini at auction, according to auctioneer Bonhams. The figure was 50 per cent higher than the pre-sale estimate.

The Veneno was launched to celebrate Lamborghini's 50th anniversary. Only five coupes and nine roadsters were made, priced at more than £3 million each when new. It uses a tuned 750hp version of the Aventador V12 engine and can reach 220mph.

The car was part of a collection of 25 supercars confiscated from the son of Equatorial Guinea's president and auctioned in Switzerland. Other cars at the sale included a Ferrari Enzo (£2.5 million), Ferrari F12tdf (£705,073) and Ferrari 550 Barchetta (£244,425). The sale raised £21.9m, most of which will benefit social projects in Equatorial Guinea.



ATS LAUNCHES RACER

Italian supercar maker, ATS, has revealed a new racing model called the RR Turbo. It uses a chromoly spaceframe chassis weighing only 40kg, formed of tubes welded to form a central tub with an FIA-homologated rollcage. The engine and transmission are joined via a monoblock bellhousing that supports the suspension, wing and exhaust.

Power comes from a Honda 2.0-litre turbocharged four-cylinder unit with a closed-deck construction. Using forged pistons, bespoke intake and exhaust manifolds and Garrett turbo, it produces 600hp at 8500rpm and 530Nm of torque. A six-speed sequential transmission includes limited slip differential. The whole car weighs 780kg (1720lb).

You can specify carbon-ceramic brake discs and lightweight monoblock callipers, pushrod suspension with electronic adjustable damping via a touchscreen display, AIM data logger and tablet console linked to in-car cameras.

Suitable for track days and racing in events such as Challenge, GT Cup and hillclimbs, prices start at around £100,000 plus tax, with the first deliveries expected in spring 2020.



Photo by Myles Webb

FIAT 750 VIGNALE TAKES CONCOURS PRIZE

A rare Fiat 750 Vignale Coupe has won the Founders Cup at the recent Kop Hill concours event. The little Vignale-built coupe, owned by Mike Kason and featured in the July 2018 of *Auto Italia*, scored a total of 379 points out of 400.

Mike commented: "Kop hillclimb was a ball and I was more surprised than anyone to win the Founders Cup. I think the judges liked the styling – basically Vignale downsized its Maserati 3500 GT for the Fiat-based 750. The car also has a new 1050cc 70hp Autobianchi A112 Abarth engine, located via Tony Berni."



FERRARI CHALLENGE UK RESULTS

The inaugural season of the Ferrari Challenge UK series has been wrapped up at Silverstone. After four rounds, eight races and 20 Challenge racers on the grid, Jamie Clarke won the Trofeo Pirelli title, while Toby Flannagan won the Coppa Shell title.

Jamie Clarke led Race 1 at Silverstone from start to finish and leapfrogged Jason Baker, who was unable to attend Race 1, in the title race. Clarke then held off Baker in a wet Race 2 to seal both the race win and the Trofeo Pirelli title.

In the first Coppa Shell race, Toby Flannagan emerged victorious. Even though Stuart Willson took his second victory of the year in Race 2 (the only driver to win more than one race in class), Flannagan crossed the line to claim the overall title.

Ferrari Challenge UK returns for a new season next year with a prologue scheduled for Donington on 17-18 March 2020.



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LAMBO WINS BRITISH GT CHAMPIONSHIP

By Mike Rysiecki
Images by Leigh Jones

The 2019 British GT Championship drew to a close at the 'Donington Decider' in September. Barwell Motorsport led the way with Adam Balon and Phil Keen arriving as championship leaders in the Lamborghini Huracán GT3 Evo (72), with teammates Sam De Haan and Jonny Cocker also in contention in car number 69.

Barwell arrived on the back of a win at the Creventic 24H at Barcelona – a landmark first ever outright 24-hour race win for a Lamborghini. Barwell's engineers kept Lamborghini Squadra Corse driver Dennis Lind informed of a low fuel situation, and he pulled off the win in the repurposed 69 De Haan/Cocker British GT car, which only two weeks later had to be race-fit again with a refreshed drivetrain and new running gear.

At Donington Park two weeks later, the car was seventh on the grid, while Balon and Keen secured a front row start next to Balfe Motorsport's McLaren 720S. Shaun Balfe and Rob Bell claimed the race victory but the 2019 GT3 championship was settled in a much more dramatic way. Sadly, it was heartbreak for Balon and Keen, who led the standings heading into the race but had contact with a GT4 car whilst going through traffic. Damaged rear suspension ended their championship hopes.

Attention then shifted to the other Barwell Lamborghini, which by the latter stages of the race was in a championship-winning position. Aston Martin driver Jonny Adam had been battling with the Lamborghini. At the chequered flag, Cocker and De Haan initially secured the title, provisionally, by half a point. But Lind was penalised post-race for making contact with Adam, a penalty which gave the title back to Adam and Davidson.

The story doesn't end there. Davidson and Adam's Aston Martin competes in the Silver all-Pro driver class, and the much harder fought Pro/Am and Team championships deservedly went to De Haan, Cocker and Barwell. While the overall Drivers' title eluded

them, Barwell Motorsport reclaimed the British GT3 Team title, beating Aston Martin TF Sport by 47 points. De Haan was also crowned Blancpain Driver of the Year. Balon and Keen finished fourth overall while WPI's part-season participation earned Michael Igoe and Dennis Lind seventh and ninth respectively in the Pro/Am championship.

FERRARI WEC VICTORY

By Mike Rysiecki
Images by Leigh Jones

The new World Endurance Championship (WEC) season began just a few months after the 2018-2019 Super Season finale at Le Mans (which was won by the Ferrari 488 GTE of AF Corse piloted by James Calado, Alessandro Pier Guidi and Daniel Serra). Six Ferraris – two in the LMGTE Pro class and four in LMGTE Am – competed in the opening race of the new 2019-2020 season at Silverstone in September.

LMGTE cars are derived from production vehicles and have manufacturer-supported entries. Ferrari, Porsche and Aston Martin continue in both the Pro and Am classes, while Ford's factory-backed GT WEC programme came to an end at Le Mans in 2019.

Six Ferrari 488 GTE Evos compete in the Pro and Am LMGTE classes. Even without the added spice of a Ferrari v Ford battle, AF Corse (Ferrari's GT partner) hopes to reclaim the two world series titles from Porsche. In GTE Pro, Calado and Pier Guidi continue their Anglo-Italian partnership in

car 51 alongside Davide Rigon and Miguel Molina in the sister car (71).

Calado told us: "Alessandro is extremely fast. In my opinion, we work very well together, we have a good relationship off the track but what matters most is our agreement over the choices of set-up. What we use is very similar. We have a very similar driving style, so I think the package is strong."

In GTE Am, there are four Ferrari entries with 11 drivers. Meanwhile ex-Formula 1 drivers Olivier Beretta and Giancarlo Fisichella add some Pro colour and experience, alongside WEC and Le Mans class victor Emmanuel Collard and endurance specialist Johnny Mowlem.

At the opening round in Silverstone, qualifying yielded an all-Ferrari GTE front row with the No 51 488 GTE flanked by the No 71 car, just a tenth of a second adrift. Unfortunately in the race, things didn't unfold as planned. The No 51 Ferrari led the race from pole position but was forced to make an unscheduled pit stop due to a puncture. Calado and Pier Guidi fought back heroically, staying out on dry tyres during a shower, but were later hit with a harshly administered pitlane drive-through penalty. Despite having made up much of the lost ground, Pier Guidi finished fourth. The No 71 entry of Davide Rigon and Miguel Molina was in contention until the third hour when an on-track incident with an LMP1 car ended its race.

In the GTE Am class, Emmanuel Collard, François Perrodo and Nicklas Nielsen secured a well-deserved win. Their victory was thanks largely to Nielsen's skill and Collard's wet weather experience. Motoaki Ishikawa, Olivier Beretta and Kei Cozzolino topped up the Ferrari silverware with a podium place for MR Racing.

WEC SEASON 2020
Silverstone - 1 September
Fuji - 6 October
Shanghai - 10 November
Bahrain - 14 December
Sao Paulo - 1 February
Sebring - 20 March
Spa - 25 April
Le Mans - 13-14 June



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Heir Apparent

Alfa's legendary 'TI' badge has been revived for the latest rear-drive Giulia Veloce TI. How does it compare with its immediate forebear, the front-drive 159 TI 1750 TBi turbo?

Story by Simon Charlesworth
Photography by Michael Ward





Turismo Internazionale is one of motoring's oldest performance badges. Since the original Alfa Romeo 1900 TI of 1952, the two letters have graced many generations of go-faster Alfa *berline*. It's a bloodline that blends saloon car practicality with fizzing performance and sleek looks – and did so long before anyone had heard of hot hatches.

The Giulietta TI, for instance, sufficiently impressed *The Motor* magazine in its 1958 road test that it declared it had, “the best combination of utility, running economy, safety and speed in the world today”. High praise indeed and a big legacy to fill.

Today is about the newly launched Giulia Veloce TI, and its most recent incarnation before that – namely the 159 TI of 2007. It's also a test of my memory, for a decade ago, I was really rather taken with the 159 TI. Just as long as it came with a specific engine...

Which wasn't one of 159 TI's launch powerplants: 2.2 JTS and 3.2-litre GM-based V6 petrols, or 1.9 and 2.4 JTDM diesels. Lowered suspension, subtle sideskirts, silver door mirrors and 19-inch alloy wheels not only

differentiated the TI from lesser 159s but also perfected its looks. No longer would the 159 look under-wheeled and its ride height seem too lanky, for here was a master-class in subtle cosmetic surgery.

In 2009, the 159 got the engine it deserved with Alfa's new 1742cc TBi four-cylinder petrol turbo. With variable valve timing, it was capable of 236lb ft from just 2000rpm on its way to serving up 200hp at 5000rpm. At last, here was a smooth, punchy engine that acted on the promise made by the 159 TI's sharp dress sense, tight chassis and nimble handling. But customers had to be quick because 159 production ceased in 2011 – frustrating since this was the car the 159 always should have been.

Hopefully, a similar fate will not befall its successor, the Giulia Veloce TI. Launched earlier this year (see Issue 281), the TI fills the gap between existing four-pot models and the bi-turbo V6 Quadrifoglio. It runs the same 280hp 2.0-litre engine as the regular Veloce, but the TI's Quadrifoglio-inspired outfit invokes more of its big V6 brother's posture. 'Our' Veloce TI has also been graced with the Performance Pack, which includes a

Q2 limited-slip differential.

To my eyes, the 159 TI still aces the beauty contest. To this day, there hasn't been a prettier saloon built, and sadly, witnessing the rise of the faux-by-four and sports tractor, this looks unlikely to change. It is beautifully proportioned, distinctive and very Alfa. It has an incredibly bold and good-looking frontal aspect, yet there is also simplicity and restraint in its surface detailing, which still has me applauding its co-designers, Giorgetto Giugiaro and Alfa Centro Stile. The Giulia, in contrast, sails much closer to the harsh Bavarian wind, in my view, although its long bonnet and rearward cab do underline the Giulia's forte, as Alfa's first rear-wheel drive saloon for over 25 years.

Just as there is a considerable difference between the location of their driven wheels, the same is true of these TIs' dynamics. Belonging to Robin Dawson and with a mere 33,000 miles on the clock, the 159 TI feels as if it has just broken free from the showroom. The driving position is straightforward and comfortable. The pedals are well positioned, permitting heel-and-toeing if desired. The instruments are clear and legible; the tach's





redline starts at 5750rpm and goes up to 8000rpm and is accompanied by a 160mph speedo. Everything is stylishly presented and feels solid.

Once we're reacquainted, the 159 is everything I remember – grippy, tractable, adjustable and entertaining. Eibach springs are this car's main detour from originality, engendering it with a firm, slightly nuggety ride. The hydraulic power steering could do with more feel but it's perfectly weighted, unlike many of today's electric systems which tend to be numb, over-assisted and blighted with a nery inconsistency.

Watching the 159's boost gauge twitch, full welly is served at 1500rpm, with peak torque running from a very linear 2000rpm to 4500rpm; only then does it taper off – delivery is more diesel than petrol. The turbo spins up early and the flywheel is light, so revs quickly multiply. The straight-through exhaust on this 159 helps ensure it sounds lovely, too. Lag is really only experienced when being lazy with the six-speed gearbox, which has a good spread of ratios and a swift, meaty, tactile gearchange. It's very positive across the gate, up or down the ratios, the gears engaging cleanly and without baulking. Should idiocy gatecrash your view of the road ahead, the Brembo brakes are also highly effective and easy to modulate. Indeed, once my feet have brokered a treaty with the dual-mass flywheel, the 159 is as easy to drive as drumsticks are to use. Cabin noise is low and the trim doesn't squeak or chatter.

The steering is quick and its gearing is beautifully calibrated, allied to a keen front end which responds willingly and with minimal roll. There isn't much to dislike. Beneath this *berlina's* glamorous *quattroporte* body is a fun-loving chassis. Lift off the throttle and it will playfully wag its tail, the safety systems permitting discretion rather than blanket nannying. It may be many years since my first 159 experience – a V6 Q4 Lusso – but the contrast between that car's disappointing dynamics and this one burns brightly.

Brightness isn't your first impression of the Giulia's interior. As moody, slick and sophisticated as the cabin is, it's also rather dark. Perhaps I've been doing too many miles in classics, but visibility is restricted, as is roominess and airiness. The rotund A-pillars aren't merely wide, they poke into the cabin like something abnormally large and intimidating lurking in a male stripper's trousers. Claustrophobia is further emphasised by the large all-encompassing dash, wide centre console and reverse-rake headrests that insist



ALFA ROMEO GIULIA VELOCE TI VS 159 TI

on keeping your head bolt upright.

The rev counter's redline stretches from 5500 to 7500rpm. The hooded tachometer is kept company by an equally hooded 160mph speedometer in a retro binnacle which sits behind a wonderfully styled and tactile wheel. The clutch pedal and trio of auxiliary dials have eloped, and in their places there are an eight-speed automatic gearbox with alloy gearchange paddles and a touchscreen. Unlike some Alfas, the driving position is superb, but the lack of a manual gearbox and the presence of the 'DNA' gadget niggles like a stone stowaway in your shoe. Surely an Alfa should always be 'Dynamic'?

At parking speeds the electric steering feels over-light, gaining precious ounces with more speed, but it never has the consistent weighting of the 159. The good points return with the drivetrain. The turbocharged MultiAir four-cylinder and gearbox are faultless. The delivery of power and torque are as flat as an East Anglian pancake. The gearchange quality is as deft and smooth as a Las Vegas conjuror – both sleek and avoiding the blurring of dual-clutch transmissions. In manual mode, though, the gearbox automatically changes up unless you're in 'Dynamic', in which mode the throttle and gearbox responses become fresher and funkier, the ride firms up and the steering increases in weight. Meanwhile the Giulia also benefits from a degree of razzle-dazzle showmanship via Engine Sound Management, which pumps the cabin with exhaust muzak, making the Giulia sound more *con forza* than the 159.

In 'Normal' mode, the Giulia's ride quality is comfortable – better than the 159's – but it doesn't engage the driver emotionally. The big tyres can be easily distracted by imperfections, which is masked from the steering but picked up by an alert backside.

Flicking to 'Dynamic' transforms things and again makes me wonder why this isn't the Giulia's default setting. The revs howl higher as gears are held for longer. Any suggestion of straight-line dithering is gone. Fangs have been sharpened. The steering is incredibly quick-gear and piles on further weight. There is zero inertia from the front end: it just goes where you point it, doing a convincing impression of a talented sports car. Only with a wild degree of cavalier throttle – and a Bill Gates-like appreciation of how to disengage the necessary black box gubbins – would you encounter either under or oversteer. Even the bonging driver aids aren't enough to rain on the



TECHNICAL SPECIFICATIONS

ALFA ROMEO 159 TBI

ENGINE:	1742cc 4-cyl DOHC turbo
POWER:	200hp at 5000rpm
TORQUE:	320Nm (236lb ft) at 2000rpm
TRANSMISSION:	6-speed manual, front-wheel drive
TYRES:	235/40 R19
DIMENSIONS:	4660mm (L), 1828mm (W), 1422mm (H)
WEIGHT:	1430kg
MAX SPEED:	147mph
0-62MPH:	7.7sec
PRICE:	£26,616 (2010)

GIULIA VELOCE TI

ENGINE:	1995cc 4-cyl DOHC turbo
POWER:	280hp at 5250rpm
TORQUE:	400Nm (295lb ft) at 1750rpm
TRANSMISSION:	8-speed auto, rear-wheel drive
TYRES:	245/35 ZR19 (fr), 285/30 ZR19 (r)
DIMENSIONS:	4643mm (L), 1860mm (W), 1436mm (H)
WEIGHT:	1429kg
MAX SPEED:	149mph
0-62MPH:	5.7sec
PRICE:	£46,005



Veloce TI's parade. It is wonderfully balanced, eager and adjustable.

Admittedly, a lot of my criticisms of the Giulia are equally levelled at its contemporaries; given more time I would probably adapt to its new-fangled ways. Given its £46k price tag, 280hp is perhaps lacking when compared with the outputs of some rivals (which have up to 350hp) but in the real world, the Giulia Veloce TI has plenty enough poke and pace.

What heartens most, though, is that here we have two incredibly strong TI specimens. I'm not backward in coming forward with criticisms of the Giulia Veloce TI, but I have

to admit that for its price it is by far the best car of its type I've driven for some time. Would I have one, if I had the money? Yes. Do I have the money? Not unless there's a D-list personality at my door with a giant colourful cheque.

Serious drivers may dismiss the 159 as being 'wrong-wheel drive' but the truth is that the 159 manages to engage tremendously well, and at lower road speeds than the Giulia. To quote owner Rob, "The 159 TI is just one of those cars which does everything well. It looks good, goes where you point it and it's fast enough." I really can't argue with that. 🇮🇹



Many thanks to Robin Dawson and Chris MacDonald for their help with this feature



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500 by 500

Dream drives don't come any dreamier than Scotland's epic North Coast 500 loop. So why did we choose a Fiat 500 loaded up with three bikes to do the NC500? Come with us now...

Story by Chris Rees
Photography by Vaidas Gerikas



Call me crazy. Never having driven Scotland's North Coast 500 route before – the legendary 500-mile loop that qualifies as one of the most epic drives on the planet – I decided to do it in a Fiat 500. Yes, dear reader, just so I could use this headline: 500 by 500.

Perhaps you're right. Maybe I *am* crazy for piloting a small, 69hp, £12,600 Fiat painted in 'Smooth Mint', considering what I might have chosen to do the route in. But I don't think so. The NC500 is often very narrow and its sheep-strewn route rarely allows high speeds. A small car is actually preferable. Anyway, the NC500 really isn't about going

fast, it's about appreciating the incredible landscape through which the almost deserted roads wind. The diminutive Fiat proved perfect for the job.

OK, so the long motorway slog to reach the start point at Inverness isn't a highlight of the trip, but as soon as you're on the NC500 loop, you enter tarmac heaven. That starts with the westward hop across a surprisingly wasp-waisted part of Scotland to the opposite coast, where the main action lies. And that begins almost straightaway with the legendary Applecross pass in Wester Ross. Cyclists swarm here because it's the closest Britain gets to an Alpine

summit climb, and we saw plenty of two-wheeled heroes slogging up what is the third highest road in Scotland (at 626 metres). Swooping down the other side, the road around the peninsula is so remote that you wonder if you might have mistakenly taken a turn marked 'Moon'.

The NC500 works its way up to Ullapool, north of which is arguably the best section on the whole loop. The population here thins to almost zero. It's absolutely worth taking the detour off the A894 alongside Loch Assynt towards Lochinver, and follow the coast road via Drumbeg. There are views along here overlooking the islands in



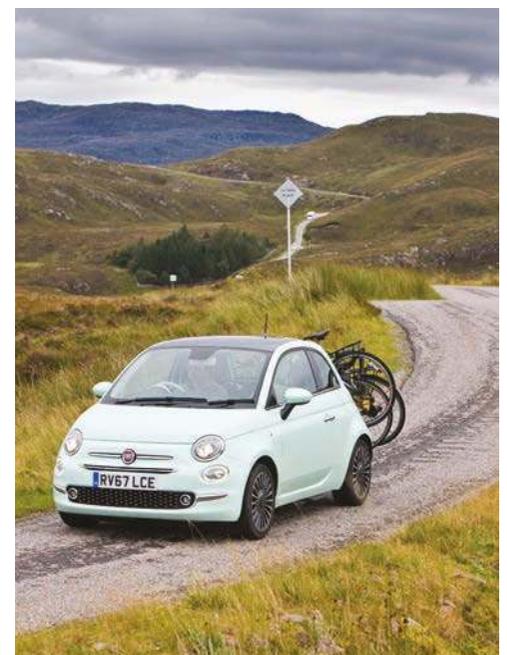
“ I’ve driven these roads in a Ferrari, and I can tell you, I definitely had more fun in the Fiat ”

Eddrachillis Bay that defy description. Just watch out for fellow NC500 travellers coming in the opposite direction – it’s ultra-narrow here.

The northwest stretch of the A838 is among the remotest roads in Britain, cutting through utterly uninhabited landscapes of epic proportion. It’s single track for mile after mile, so naturally here’s where we met a rally-load of NC500 drivers coming the opposite way. There are times when you’re grateful for a small car, and snicking into Scottish passing places is one of those. I’ve driven these roads in a Ferrari, and I can tell you, I definitely had more fun in the Fiat here.

As you can see, we strapped three bikes to the back of the wee 500. Three chaps, three bikes and their camping gear equal a fair bit of weight for a 1.2 non-turbo engine with 69hp to haul, you might think. Not so; only on uphill motorway sections was there ever an issue. The free-revving little powerplant proved brilliant.

At Durness we decided to take the bikes off and catch the tiny passenger ferry over to Cape Wrath, where there’s a track to the old lighthouse that you can cycle. Be warned: it’s so broken up that you really need mountain bikes to tackle it; on road





tyres we had to abandon the attempt after our third puncture.

Durness offers a splendid campsite on the cliffs with brilliantly white sandy beaches beneath and a pub attached – utterly fabulous. Under perfect starry skies, we were told the Northern Lights had been visible in recent days. We didn't see them with our own eyes, but when we looked at our photos of the night sky the next day, the camera had picked up what we couldn't see – glorious green lights in the sky. Absolutely magical. Other treats near Durness include probably the best beach in mainland Britain (at Balnakeil – two miles of

white sand and clear surf) and the splendid Cocoa Mountain cafe.

The A838 undulates east along Scotland's magnificent north coast to John o'Groats. Here are wider, more sweeping roads on which you can have a lot of fun, as well as visiting yet more jaw-dropping (and deserted) beaches, as well as homely hosteleries such as Bettyhill Cafe.

If you've got the time, it's always worth exploring local areas that a little bit off piste. We did a magnificent detour to Skye and took our bikes over to the Outer Hebrides via the Uig-Tarbert ferry. If you're not fussed about reaching John o'Groats and want to

avoid the A9 along the east coast (not exactly dull but certainly the least interesting bit of the trip for me), then try taking the B871 south to Altanaharra and then the A836 via the otherworldly (and highly recommended) Crask Inn to Lairg.

It takes a good three days to drive the NC500, but I'd recommend spending even more time than this. It can be exhausting, but it is so exhilarating that you don't want it to end. We had tremendous fun doing it in a 500 – and we averaged over 42mpg overall, which I don't think is bad. Should you do the NC500 by 500? There really is only one answer to that. 🇮🇹



Even three up with bikes on the back, the 500 coped perfectly. Narrow roads really suit the Fiat's size

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RALLY RUNAWAYS

This pair of special edition Fulvias celebrated some of Lancia's best racing successes. Rare and evocative, they're both period delights, but which one's the perfect limited edition?

Story by Peter Nunn
Photography by Michael Ward

Life can be full of surprises. You wait for a long time for the chance to drive a Lancia Fulvia coupe – then like London buses, two arrive at the same time. The two rare, delectable Lancia Fulvias you see here are both special edition models from the 1970s built to celebrate Lancia's many rallying successes of that era. Both also have evocative, if slightly perplexing, names.

In the blue corner, we have a prime 1973 Fulvia Montecarlo. This is not to be confused with the Lancia (Beta) Montecarlo, the car that usually springs to mind when 'Lancia' and 'Montecarlo' are bracketed together in the same sentence. The later Montecarlo was, of course, a sleek, mid-engined coupe and a completely different machine. Yes, it just happens to have the same name but then Lancia wouldn't be the first (or last) manufacturer to revive a classic name from the past when it suits (how about Fiat 500, Ferrari Testarossa and Alfa Romeo 1750 to name but a few).

Let's switch now to yellow and here we're looking at a 1977 Lancia Fulvia Safari, another car that's immaculate and on the button. Just like the Fulvia Montecarlo, it's a limited-run special built for the Italian home market to spice up the sales action. It's super-rare today.

More than 40 years later, these delicate, perfectly proportioned Fulvia coupes still absolutely catch the eye. Evocative black bonnets and well-proven 1.3-litre V4 engines are also shared features, along with the Fulvia's trademark front-wheel drive and high-level engineering. Desirable? Just a bit.

Mike Jones of specialist seller, Belle Epoca, based in



Camberley, is the lucky man who has these two Fulvias for sale. At the time of writing, the Fulvia Safari is up for £23,995 and the Fulvia Montecarlo at £24,995. Anyone who knows Lancias will know you can find Fulvias for much less than that; conversely at the top of the tree, a good 'Holy Grail' Fulvia 1600 HF will command significantly more of the folding stuff. Given their rarity, spec and condition, our Fulvia Montecarlo and Safari paring very much sit in between: special enough to slot in above the standard Fulvia but not quite as prime as a 1600 HF.

Let's start with the 1973 Montecarlo. This special edition, based on the Fulvia 1.3S, was built to commemorate Lancia's glorious win in the 1972 Monte Carlo Rally. The Monte then was a huge blue riband event in the motoring calendar, one Lancia had been trying to win with the Fulvia ever since 1966. Finally, the factory pairing of Sandro Munari and Mario Mannucci brought home the win for Turin's HF Squadra Corse. Lancia also clinched the World Rally Championship in 1972, so there was plenty to celebrate.

Lacking bumpers, with a matt black bonnet and flared wheelarches inherited from the 1600 HF Lusso, the Fulvia Montecarlo echoed the look of the works rally car. Visually it was absolutely on the money. Front and back, it wore small Rallye Monte Carlo plaques, while Carello front fog lights were also part of the spec.

This particular Montecarlo is quite rare in that it has

all its original accoutrements and correct parts, says Mike Jones, extending right down to the car's Vitaloni 300g wing mirror and wooden gearknob. Mike also cites the vehicle-specific Veglia Borletti rev counter and fixed front quarter-lights. Inside, meanwhile, it has correct Lusso-style bucket seats and Ferrero steering wheel. It's left-hand drive, of course, and has only 87,273km on the clock.

While Lancia offered the Montecarlo in both second and third Fulvia generations, the Safari only came as a spin-off from the Coupe 3. Lancia never won the Safari Rally with the Fulvia – the car, while quick, was fundamentally too fragile for the harsh African conditions – but the marketeers nevertheless saw an opportunity for a commemorative special to boost sales as the Fulvia was nearing its production end.

Rare, the Fulvia Safari most certainly is. Only 900 were made, far less than the Montecarlo (4440 second series cars, and 2599 third-generation), and you really have to hunt to find one. Rally ace Miki Biasion reputedly spent two years finding his, which you can see it in its glory (also gaining its valued Lancia Classiche certificate) on YouTube.

The Safari provided by Mike Jones is number 577 of 900. Oddly, the dashboard plaques were numbered from 1000 to 1900, so this is number 1577. It's a three-owner car and the 33,760km figure on the clock is reckoned to be genuine. Four years ago, it underwent a complete engine out/glass out respray. Underneath, it's the best Mike has seen – and with over 40 years'

Montecarlo edition celebrated Lancia's win in the 1972 Monte Carlo Rally. Bumperless look is great

LANCIA FULVIA MONTECARLO & SAFARI

experience with Fulvias, he has seen a lot! During restoration, the Fulvia's bonnet, boot lid and doors were switched for lightweight alloy panels, but the original door shells, sprayed in Giallo Maya, are still around and will go with the car.

Spec-wise, the Fulvia Safari came with a bumper delete option with black covers, optional HF interior

PHH carbs, with power quoted at 90hp at 6200 rpm and torque of 84lb ft peaking at 5000rpm. The engine, five-speed transmission and double wishbone front suspension are packaged all together on a neat subframe. As an engineering solution, it was fabulous, but at the same time, as Lancia doyen Wim Oude Weernink comments wryly on why Lancia

“ Rare, the Fulvia Safari most certainly is. You really have to hunt hard to find one ”

and Safari graphics on the bonnet and boot. One novel feature was the denim-finish front seats (the trim was quick to fade, alas). This car wears also optional (and exquisite) Cromodora magnesium wheels, plus a rare and very expensive Sandro Munari steering wheel.

Mechanically, both Montecarlo and Safari were based on the Fulvia 1.3S, which means the classic 1298cc V4 up front, fed by two twin-choke Solex C35

eventually ran into trouble, “It was too much, too nice and too expensive”.

No question, you can spend a long time simply admiring the Fulvia, marvelling at its mechanical sophistication (just lift the bonnet) and, not least, its superb, perfectly proportioned thin-pillared two-door design, a true masterpiece by Lancia's Pietro Castagnero. There's not a single line out of place.





Inside, the elegant wood dash with those lovely Veglia Borletti gauges is another period delight. We might say the same for the Fulvias' bucket seats, except in reality they are not that easy to adjust, so finding a comfortable driving position is not necessarily straightforward.

Driving the Fulvias is both wonderful and frustrating. Frustrating because we weren't able to go far, but wonderful because, well, it's a Fulvia with all that style, history and charisma. The Fulvia is, well, *different*. That intricate narrow-angle V4 loves to rev, which is just as well as it's a pretty top-endy little unit, with not much punch low down. But it's smooth and crisp and in the lightweight Fulvia (just 970kg), it feels quick and responsive, even on our short urban loop.

The Montecarlo has an advantage because it's fitted with a Group 4 sports exhaust. It therefore sounds throatier, more eager and deliciously fruity when you're blipping the throttle on changing down. The idiosyncrasies keep coming, including a five-speed gearchange with odd dogleg first. When first driving a Fulvia, it's easy to fluff the upchange from third to fourth. The clutch action feels a mite soft in the case of the Safari, but you learn that's pretty much how it was when new.

The more time you spend in the Fulvia, the better acquainted you become with its ways. After all, the likes of Sandro Munari and Harry Kallström worked their magic with the Fulvia pretty well when it was new.

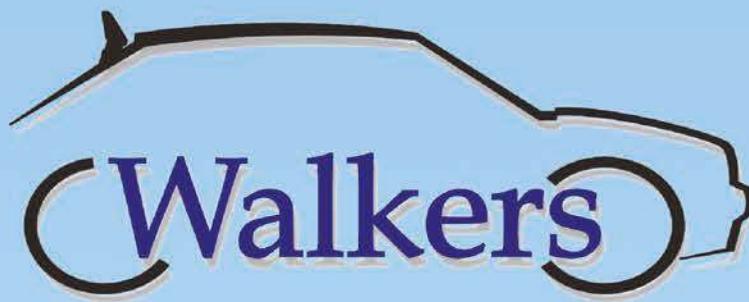
Some will recall Kallström winning both the 1969 and 1970 RAC rallies with the Fulvia as it became one of the rally cars to beat in that era.

Here, today, it's the Montecarlo that feels better set up and more incisive, with keener steering, but we are talking fine degrees here with Italian coupes that are over 40 years old. In any case, the Fulvia has always been an automotive jewel, likened by *Autocar* magazine to an exclusive, expensive watch, and that sense of quality has absolutely not gone away.

How fast? Contemporary tests cite 0-60 mph in 13.1 seconds with a 106mph top end, yet subjectively both Fulvias feel quicker than that. They also feel inherently well balanced. With the V4 engine mounted well forward and drive going to the front wheels, the Fulvia is naturally nose-heavy and understeer is its natural characteristic when pushed. Miki Biasion has a neat solution for that: he recommends throttle down with left foot braking on entering a corner to balance the car out and control the slide. Through the steep mountain hairpins and rough asphalt of downtown Farnborough (we jest), somehow that solution wasn't quite available. Still, you get the idea.

For many of this parish, to encounter a Fulvia – any Fulvia – is something special. Here we have two collectors' Fulvias that are truly extra-special, thanks to their rarity and standout presentation. So here's a question: Fulvia Montecarlo or Fulvia Safari – which would you choose? 🇮🇹

Yellow Safari is far rarer than the Monte but spec shares many similarities. Handling is fun, balanced



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Lost at Lancia

Lancia designed this 21st century Fulvia in 2003 – and it came agonisingly close to production. We shed a rueful tear as we get up close and personal with a missed opportunity

Story by Chris Rees
Images by Michael Ward





Of the hundreds of historic cars gathered in Fiat's magnificent Heritage Hub in Turin, this car is the one that really stands out for me. But why should a humble Lancia-badged coupe – just one of many show cars on display at the Mirafiori Hub – be such a draw? Because it represents the moment that the Lancia marque could have been reborn, when enthusiasts might have been able to buy a car that truly justified the grand old badge. And because it did come very, very close to production, but fell tragically short.

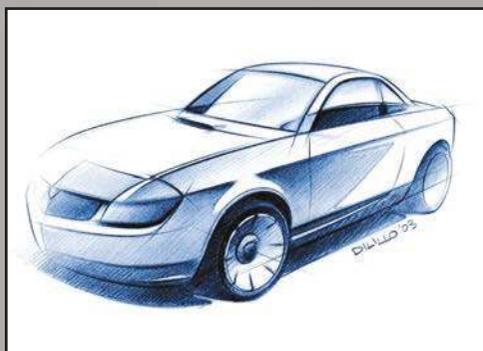
Then there's the fact that the Lancia Fulvia concept (widely referred to in-house as the 'Fulvietta') looks sensational. It was fantastic when it was first shown in 2003, and if anything it looks even better now, almost 17 years later.

The Fulvietta was conceived at a time when Lancia looked like it was on the up. A formidable team had been convened to steer Lancia in a new direction, including Luca de Meo, Fabrizio Longo, Giovanni Perosino, Flavio Manzoni and Alberto Dilillo. New and exciting models were being mooted. For instance, one project under discussion was a reborn Stratos (quickly rejected as too costly to develop) while another was a new Delta integrale (which sadly never saw the light of day). One that did materialise was a reimagined, modern interpretation of Lancia's 1965 Fulvia coupe, which management approved as a show car ready for a debut in 2003.

The plan was simply: to create a new car as if the original 1960s Fulvia had simply evolved continuously over time. The new coupe would not, therefore, be a nostalgic indulgence but a contemporary reinterpretation of the original concept. The new Fulvietta was an in-house effort by Lancia Centro Stile, notably the talented handiwork of Flavio Mazoni (now head of design at Ferrari) and Alberto Dilillo. The pair drew on Piero Castagnero's classic 1965 original as their inspiration, but they gave the new car an absolutely modern form.

The dimensions were surprisingly close to the original Fulvia coupe's, except for a much wider track. The 1965 car's characteristic design lightness was kept intact but with a definite extra muscularity. The front end, for instance, featured a bevelled bonnet, perforated grille and headlights made up of projector 'modules' with a distinctive 'eyelids' above. The wheelarches were aggressively flared, too. The tail very much picked out the scalloped rear end of the 1965 Fulvia, as did the vertically stacked rectangular lights (also incorporating a single round light).

The show car, painted in striking pearlescent triple-coat ivory livery, still looks fresh today as we give it a good look-over. Opening the elegant door handles reveals a strict two-seat cabin. The seats are sportily supportive and prove surprisingly





comfortable, and have definite echoes of the 1960s originals. The brown leather-and-Alcantara interior is dubbed 'Testa di Moro', while the light wood trim is 'Tanganyika Frisé'. The evocatively simple dashboard is formed of two leather-trimmed shells embracing a central wooden strip. The instrumentation is wonderfully retro-analogue: three white-faced dials and a centre console formed of a beautifully crafted metal panel housing all the audio and climate control functions. The triple-spoked metal steering wheel has a brown leather rim and an airbag, while an elegantly raised wood-trimmed centre tunnel houses the gear lever, handbrake and some minor switches.

Opening the flat bootlid reveals a deep but rather small boot. A delightful surprise

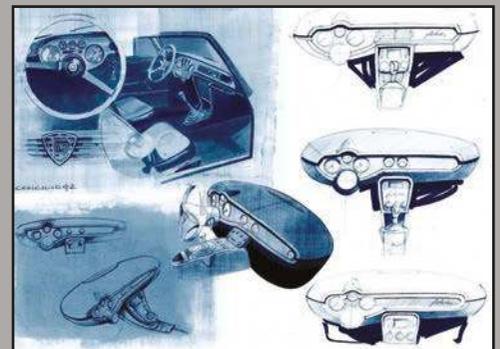
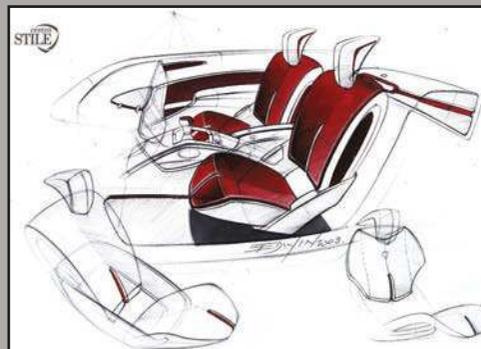
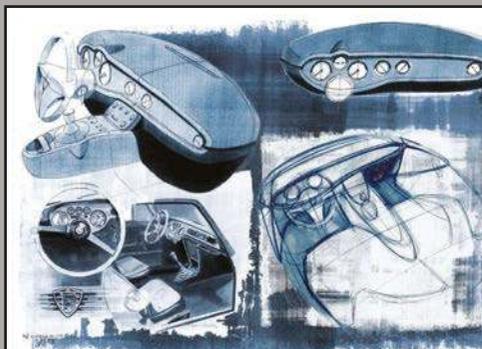
awaits behind the seats, though: there's an additional luggage compartment under the rear parcel shelf. Apparently Trussardi designed a set of brown leather bags specifically for this car – where are they now, I wonder?

The Fulvietta was no 'show queen' concept car, but was carefully conceived with future production in mind. It was built in collaboration with an independent company called Cecomp, and was based on a Fiat Barchetta platform (itself derived from the Fiat Punto Mk2). Therefore it had a MacPherson front end, longitudinal rear arms, anti-roll bars, four disc brakes (ventilated up front) and ABS. There were no other electronic assistance systems, as Lancia wanted a classically pure driving

experience. Nine-spoke Toora 17-inch alloy wheels were shod with Pirelli PZero Nero 215/45 ZR17 tyres.

Lightness was assured by using all-aluminium bodywork, and the car weighed a mere 990kg. The prototype was fitted with a Lancia-branded 1.8-litre 16-valve VVT engine. Developing 140hp at 6400rpm, that was enough for a top speed of 132mph, a 0-62mph acceleration figure of 8.6 seconds and a quoted 36mpg overall fuel consumption. Fabrizio Longo, head of the Lancia at the time, later admitted that he would like to have used a more powerful engine.

The Fulvia Coupe made its debut at the September 2003 Frankfurt Show, where the Lancia stand was swamped by onlookers.





Design experts heaped praise on it; the press gave it huge publicity; and the public asked when they could buy one.

Which is where we come to the nub of our story, for this was a car that came agonisingly close to reaching the showroom. You can see plenty of evidence for that in this prototype. All the external details look production-ready. All the aerodynamics are clearly carefully considered. The bonnet is pleated on its underside and the engine bay looks finished. And the interior doesn't suffer from any concept car fantasism – it's ergonomically all ready to go. Lancia described it as a "pilot model" and reports suggested that the new Fulvia Coupe could be in production by 2006, churned out at a rate of 2000 a year.

So what stopped it? Timing more than anything. In 2003, Fiat was losing almost £2 million a day, and when Sergio Marchionne became CEO of the company in 2004, he adopted slash-and-burn techniques to turn the company around. Despite Marchionne declaring in 2006 that, "a model will appear like the Fulvia – stay tuned, you will be pleasantly surprised", ultimately, he stamped on the new Lancia sports car because it would have cost too much to tool up for.

Another victim was the relaunch of the Lancia brand in the UK, which was due to take place in 2008 but never happened because of the world financial crash that year. I well remember visiting a Fiat Group dealer who showed me the flagpoles he'd

installed ready to raise the Lancia flags he'd been supplied with – that's how close it came. Instead Britain received the new Lancia range badged as Chryslers.

The Fulvietta, meanwhile, remains one of the greatest lost causes of modern times. It's frankly desperately sad to see it languishing in a static museum setting – we should be lauding it as a modern classic on our roads instead. It still looks great and feels so good to sit in. The Fulvietta could so easily have ushered in a new sports car era for Lancia. Instead, Lancia chose to rebadge the Chrysler 200 as the Flavia – truly a nadir for the badge. Even today, people still say they'd buy a Fulvietta if it were being made. I'm going to put my hand up, too, and firmly declare that I'd be one of them. 🇮🇹



SIXTIES SIX

Even when new, Alfa Romeo's 2600 saloon was a rare and misunderstood creature. Little has changed over the years, but we end up being thoroughly charmed by Alfa's big 1960s six

Story by Richard Heseltine
Photography by Michael Ward

As the speedo needle nudges the gomp mark, the mobile phone app indicates that it isn't a faulty reading. And it's still pulling, the straight-six up front sounding strident with it. We're all laughing like loons, the driver proving beyond all doubt that he hasn't been exaggerating all this time. Despite what the outer wrapper might suggest, the Alfa 2600 Berlina really is a hoot. That, and more rapid than preconceptions might have you believe.

As risky as it is to judge a book by its cover, in this instance it's hard not to. You see, the 2600 Berlina isn't one of your – how to put it – *sexier* Alfas, the pedestrian outline suggesting 'Italian Wolseley'. In a perverse way, therein lies the appeal. If you 'get' it, this is a car to savour. It has rarity on its side (only 2092 were made from 1962-1968) and exclusivity as a classic buy (only two are currently known to reside in the UK). It also has bags of room inside, a cavernous boot and a level of refinement you won't find in many rivals from the period.

To understand this model's place in marque lore, first you need to





appreciate the reasoning behind its birth. Scroll back to the 1950s and a new Italian middle class was beginning to enjoy something approaching prosperity. According to dry textbooks, this was the era of the 'economic miracle'. Closer to home, it was referred to as *il boom*. Alfa Romeo attempted to cash in with the 1900 range, which however never sold in the numbers envisaged by the suits in Arese. Instead, it was left to the Giulietta to make hay from 1955.

The desire to produce a 'big' Alfa never went away, though. Witness the arrival of the 'Tipo 102' 2000 Berlina in 1958. Essentially a long-wheelbase variation on the 1900 theme, complete with square-rigged body and an iron-block four-banger with an aluminium head, it wasn't a rousing hit to its end in 1962. Then the Tipo 106 2600 variant came online. Packing an all-alloy, 2582cc straight-six twin-cam with twin carbs, it was good for 130hp at 5900rpm and 148lb ft of torque at 3400rpm. It also had a five-speed 'box and Girling disc brakes up front, with own-brand light alloy drums at the rear, not to mention a top speed of 108mph (independently verified by more than motoring publication).

The 2600 Berlina was sold in the UK in period, even if you could be forgiven for believing otherwise. *Autocar* magazine tested a 2600 TI in 1963: "While this is essentially a family vehicle with no competitive aspirations, it is yet so much a driver's car that, in this country at least, the keener type of motorist would be

the one to gravitate towards it... As for road behaviour, the 2600 does everything very nicely and safely without deserving the adjective *outstanding* in any respect... Overall, however, it is a splendid machine which anyone would be glad to own."

Unfortunately, there was a significant barrier to UK sales: cost. Due to import taxes, it wasn't exactly cheap. At the time of *Autocar*'s test, a 2600 Berlina was £2271; around £47,500 in new money. Given that a considerably faster Jaguar Mk2 3.8 could have been yours for considerably less, you *really* had to want the Alfa. Few punters did, it seems. And not just in Blighty, either, as the Berlina sold in smaller numbers than Bertone's 2600 Sprint coupe and Touring's convertible variants. Fewer than 500 saloons were made in right-hand drive form.

'Our' car arrived in the UK in 2016, the buying process devolving into what you might euphemistically call an 'adventure' for owner Jeremy Wilson. "I wanted something that could carry all four members of the family – if I could persuade them – and in which we could drive 100 miles without being crippled or deafened; in essence, a four-seater saloon, coupe or estate. I like cars that are rare and attractive and I had never seen a 2600 Berlina in the metal before. I was looking for a Lancia Flaminia, but also considered a Citroën CX, Peugeot 504 Coupe, Gamma Coupe and so on. This caught my eye on a website. It was in South Africa, in apparently excellent,

This was a very luxurious space by 1960s standards. Incongruous carphone is very much not period!



unrestored condition, and at a sensible price.

"Having made contact with the owner and agreed a price, I then had to give the owner the money, technically receive the car from him, ship it from Jo'burg to Durban, get approval from the South African police to export it, ship the car from Durban to Felixstowe and then finally from Felixstowe to Oxford. You have to decide whether to use a British shipper with a South African agent or vice versa. I used the former. You also need a single shipper who is willing to buy the car and deliver it to your door. Several do some elements of that journey, but few do them all. Then you give lots of money to the British shipper and hope you receive a car about three to four months later.

"The process was made complicated because the seller took a strong dislike to the South African agent so there were lots of placatory phone calls all round. Then there was the issue of the roundabout shipping route via Cape Town, Kuala Lumpur, Singapore, Rotterdam and Felixstowe. The toolbox that the seller talked about pre-sale was absent when the car arrived. Finally, there was the issue that the car was basically unroadworthy. What did I get right? I got a car! It sounds basic but it is not guaranteed. I had a copy of the seller's ID card and the ownership documents for the car. I also chose a British carrier on the basis that I would have a better chance of getting either car or my money back if there was a problem."

The car wasn't quite as described, mind. "I

understand that South Africa doesn't have the equivalent of an MOT test. Few of the electrical systems worked, the front suspension was very worn, the front seats were each attached by one screw, all four tyres were perished and some were flat, but the car had little rust, which is the big advantage with a car from South Africa. However, it had received an average paint job, even though the seller said it had not been restored. It also had a poor quality interior, the propshaft was horrendously out of balance... well, the list goes on."

Fast-forward to the present and the Alfa is now robust and reliable. Wilson has covered around 4000 miles in the car, having systematically rebuilt and refined it mechanically. The body, meanwhile, is sound and presentable. It's also a joy to behold as you rarely see 2600 Berlins, even in their homeland. Up close, it appears large by contemporary standards, but predictably smaller than modern day cars. It may not be beautiful, but the Berlina is stylish in its own sharp-edged way. While the nose is adorned with plenty of chrome tinsel, the centre section and wraparound rear window are redolent of 105 Giulia saloons.

Inside, it's typical of flagships saloons from the period. The large, thin-rimmed steering wheel fronts a largely metal dash, with a ribbon speedo and circular rev-counter housed in a binnacle. There are umpteen warning lights and such niceties as a hand throttle and fan motors front and rear to demist the screens.

To drive, the 2600 feels stable and solid, if not overly sporty. Ride quality and brakes are good, too





The in-car phone is somewhat incongruous, the size of which makes you smile until you consider the enormity and heft of the accompanying equipment sited in the boot.

Fire up and the 2600 is that bit louder than you might imagine. As with its 1900 predecessor, there are floor-hinged pedals plus a lightish clutch. To use motoring journalist parlance of yesteryear, the gear lever falls easily to hand, and slides between planes cleanly enough without snatching. That said, first is so low geared that you're obliged to move up to second almost immediately. It revs harder and longer than many sixes, the red line being just shy of 6000rpm, and the Weber carbs in place of the original Solexes ensure that it sounds positively racy. So much so, the engine note seems at odds with your surroundings. It serves to make you want to try that bit harder. It has plenty of torque so you can leave it in fourth or top pretty much all day and it will respond effortlessly when pressed.

According to factory figures, the Berlina could sprint to 60mph from a standstill in 13 seconds – hardly electrifying in 2019, but that isn't really the point. The Berlina certainly doesn't dawdle. Given the throaty backbeat, it probably sounds faster than it actually is. While patently not a backroad tearaway, it is easy to guide at relatively enthusiastic speeds. The worm-and-roller steering arrangement is a bit slow-witted, and heavy at pottering speeds, but there are no dead spots. It lightens appreciably the faster you go, too.

You approach the Berlina expecting it to be hard work and a heavy old tugger, but it is no such thing. While in no way wieldy, it's far from ponderous. It feels stable at all times, and quite happy cornering on its skinny rubber without threatening to spill. Predictably, body roll is pronounced but that's par for the course. The ride quality is supple, too, if only by latter-day standards where 'rock hard' has become a synonym for 'sporting'. The brakes are powerful for a car of this vintage, but perhaps lacking a little in pedal feel. They certainly work, though, as evinced during the test drive when an errant Audi driver decided to change lanes on a dual carriageway to make his exit, only to perform a virtual emergency stop when he realised he wasn't going to make it. The Alfa stopped four square without squirming. The driver, not so much...

What you take away from driving the Berlina is that it is greatly misunderstood. You cannot throw it around like, say, a Giulia Super, but you can still have fun. It was targeted at the sort of clientele who wanted a car to glide along the autostrada in absolute comfort, and in that sense it succeeds. The 2600 Berlina will always be a curio, though; an acquired taste that those of us who like the leftfield stuff would love to acquire. It is far from perfect, but its flaws only reinforce the positives. What's more, it is every inch a proper Alfa Romeo, and there can be no higher praise than that. Accordingly, it deserves to be remembered, forgotten though it may be. 🇮🇹

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TIME MACHINES

Ray Hutton recalls how, 45 years ago, he rode with test pilot Bob Wallace in one of the very first Lamborghini Countachs – and then drove an Espada back to Britain

Story by Ray Hutton
Images by Ray Hutton/Lamborghini



Sitting, or more accurately, reclining in a Lamborghini Countach en route to the Silverstone Classic brought back memories of the very first time I ever encountered this road-going missile, the all-time poster boy of supercars. It was 45 years ago, in 1974, and instead of the by-ways of Northamptonshire, we were blasting through the flatlands of the Po plain in northern Italy.

The Countach was brand new back then and I was in Italy to accompany Lamborghini's celebrated test driver Bob Wallace on an evaluation run in the second Countach prototype. He was flat-out from the moment of leaving the factory gates. Villagers stood back, smiled and waved as Wallace went about his daily business, the V12 screaming up to maximum revs in every gear and cornering on the very edge of tyre adhesion.

It was a thrilling ride. Wallace, a taciturn New Zealander who had worked as a mechanic for race teams around Modena, wore racing overalls to go to work.

He alone was responsible for fine-tuning the chassis that Paolo Stanzani had designed for the Countach. He figured that a road car with the performance of a racer ought to handle like one. And in those days before anyone paid much attention to aerodynamics, it was Wallace who had to prove Lamborghini's claims and ensure the car's stability at maximum speeds higher than any of its rivals.

Ferruccio Lamborghini and his sales manager and general factotum, Ubaldo Sguarzi, wanted the Countach to be the world's first 200mph road car. At the time of my visit, Wallace confided that it would not be; the best he had achieved was 180.2mph on a 5km stretch of Fiat's private autostrada. He knew it could go faster (at least to 300km/h – or 186.4mph) but there was the problem of finding a longer straight road or track suitable for timed runs; the super-high speed proving ground at Nardo was still in the future.

Besides, in early 1974, a fuel crisis had brought a blanket speed limit to most of Europe. Wallace reckoned this signalled that the days of ultra-fast road cars were over and that he would be better employed concentrating on acceleration and cornering behaviour. He could not imagine that there would ever be another car like the Countach. In his view, the supercar had come to the end of the line. He said: "We figured that if this is the last car of its type we should build it as best we possibly can."

Of course, he was quickly proved wrong. Rather than being the last of its kind, the Countach became the first of a new generation of supercars, a line that has continued unbroken to this day. Perhaps that makes it hard to appreciate what an extraordinary machine the Countach was in the early 1970s.

When it first appeared on the Bertone stand at the 1971 Geneva Motor Show, commentators could not believe it was intended for production. Clearly, the inspiration was Bertone's spectacular Alfa 33-based Carabo concept car. Lamborghini had already produced the Miura, the original supercar and glamorous symbol of the jet-set. Although successful – it put certainly Lamborghini on the map – the Miura was not without problems. Stanzani and Wallace proposed a completely different configuration for its successor. Instead of having the V12 engine mounted transversely amidships with the gearbox beneath, as in the Miura, the engine would now be mounted longitudinally behind the driver with the gearbox ahead of it, protruding into cockpit, with a driveshaft to the rear



wheels running in a tube through the sump. It was a radical idea, one used by Lamborghini ever since and even adopted for the Bugatti Veyron.

The prototype was called LP500 for *Longitudinale Posteriore* and 5.0-litre engine. The new car reputedly got the name Countach after the exclamation made by Nuccio Bertone when first shown the wedgy, futuristic shape by his chief designer, Marcello Gandini.

'Countach' is Piedmontese dialect and, according to some interpreters, very rude indeed. Ferruccio Lamborghini, still regarded as an upstart rival for Ferrari, liked that, so it was adopted.

The Countach took until 1974 to reach production but that was partly because Lamborghini was in disarray; strikes were rife in Communist-controlled Emilia Romagna and Ferruccio was losing enthusiasm (as well as money) for his supercar venture. The first production car, codenamed LP400 for its 3.9-litre engine, had not yet been completed when I visited in March 1974.

By that time, prototype number 2, painted vivid green, was more or less to production specification. Just getting into it was an event: lifting the pivoted scissor door and clambering over the wide sill to slide into a fixed seat formed by blocks of plastic foam.



Six-foot Hutton struggled to squeeze into prototype Countach. Similar-sized Bob Wallace fitted his own lower-slung racing seat

LAMBORGHINI COUNTACH & ESPADA



Once installed, the surroundings were different from anything else on the road. First of all, the Countach is only 42 inches high – below the belt-line of normal cars, which makes for a rather different view of traffic. The base of my spine seemed to be the lowest point in the car. My knees were raised by the front edge of seat and I was so far forward that my feet seemed to be overhanging the front of the car – which I could not see through the steeply-angled windscreen. As a six-footer, my head touched the roof. Bob Wallace, of similar stature, had fitted his own smaller and even lower racing-style seat with a full harness. There was no seatbelt on the passenger side.

Speed limits and company problems were forgotten as we tore through the Italian countryside at speeds up to 130mph. Wallace explained how and why the Countach had a race car feel. Although the first prototype's chassis had a sheet-steel centre section, the production cars used a complex, multi-tubular spaceframe chassis that followed 1960s racing practice. The gearshift, with the lever close to hand, just above the five-speed gearbox, demanded hard, positive action. The clutch and brake pedals both required a hefty push; not so surprising when I learned that the alloy-plate clutch was similar to that used in the Porsche 917 and the brakes were the latest Girling ventilated racing discs and four-piston callipers. The suspension (double wishbones front and rear with twin coil spring/damper units at the rear) used race car metal ball joints instead of rubber bushes. Furthermore, a lot of the components, including the engine block, oil pan, gearbox housing and suspension uprights, were made from magnesium alloy. That prototype, with 375bhp from its 3.8-litre engine (which shared little other than the basic layout with the V12 in other Lamborghinis) and thin aluminium bodywork, weighed little more than 1000kg.

In truth, I was exhilarated but not all that comfortable in that hour's testing with Wallace. An extended drive in a Countach a few years later showed me that, while the brutality and startling performance of that prototype had been retained, creature comforts did improve: proper adjustable seats, a bit more headroom, and a (slightly) more compliant ride. But some of Wallace's favourite racing bits were gone; underbody parts in magnesium don't last well in winter weather.

The reason for my visit to Sant'Agata Bolognese in the dark days of 1974 was almost forgotten in the excitement of sampling the Countach. I had gone to pick up the very first right-hand drive Espada with automatic transmission (it had just 108 miles on the clock) and bring it back to England on roads where more petrol stations were closed than open and the 'emergency' speed limit was 50mph.

My log showed that I averaged rather more than that when I was on the move but it still turned out to be a long journey home. The factory had loaded the Espada, which had a UK trade numberplate, with parts needed for the Countach crash test at MIRA (for which, controversially, it submitted the original monocoque show car rather than a production prototype). Needless to say, the accompanying paperwork was not in order. When I crossed the French border and was asked if I had anything to declare, I confidently replied 'non' as I always did, only for the customs officials to

say 'what about the car?' and wave me into a side road for interrogation. I didn't have the right papers for the Espada or the spare parts. It took a long time to sort out, both in France and at Dover.

I had driven Espadas before and wanted to like the automatic but this car was clearly in need of more development. The Chrysler three-speed transmission was not matched to the torque curve of a high-revving V12 and so its shifts were jerky and response from low speeds was desperately slow. Then, when I tried to hurry it along by manually selecting second gear on an Alpine pass, it locked up the front brakes at every hairpin. I gave up and let myself be overtaken by the locals in little Renaults and Simcas. Back in England I reported the problem to the Lamborghini concessionaire, who passed no comment, but sometime later introduced me to someone, saying, "He was the guy who brought back an Espada from Italy with the rear brakes disconnected..." As I said, Lamborghini was in disarray in the early 1970s.

Amazingly, the company survived, the Countach was still available 17 years later, and it still turns heads today, even among the cognoscenti at the Silverstone Classic. 🇮🇹



WHAT HAPPENED NEXT?

Bob Wallace left Lamborghini the year after my visit, following Ferruccio Lamborghini's sale of the business to the Swiss businessmen, George-Henri Rossetti and Henri Leimer. By 1978 and a second oil crisis, the company was in receivership. In 1981 it was acquired by the French/Swiss Mimran brothers who brought it back to life, but by 1987 they were open to an offer from Chrysler of America. Chrysler soon tired of chasing Ferrari and sold Lamborghini to an Indonesian investment group but their ownership was half-hearted and lasted only four years, to 1998, when a white knight appeared in the shape of Audi; Lamborghini became part of the Volkswagen Group, its current owner. Bob Wallace moved to Phoenix, Arizona and ran a Ferrari and Lamborghini restoration shop until he died in 2013, aged 75.



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Sleeper Sell

Far cooler and rarer than a VW, the Fiat 850T is among the smallest campers ever made. We take 40 winks inside a superb, ultra-low mileage example

Story by Martin Buckley
Photography by James Mann

For some reason I have a pathological dislike of VW camper vans. Not so much aimed at the vehicle itself but at the 'lifestyle' pretensions that go with them: for the way they have become a sort of national obsession, linked to half-formed ideas about free-wheeling pseudo-hippy activities, the supposed escape vehicle of choice for trips to the seaside, festivals (they seem to call almost anything a festival these days) and the like.

I sometimes wonder how many actually complete their journeys. It seems that no mid-summer trip on a UK motorway is complete without the sight of a becalmed VW Bay Window on the hard shoulder, its weekend raver owner scratching his head at the pool of oil underneath.

And no longer are they an 'everyman' classic. I was well aware that rare versions – like the sought-after '23 window' – command huge money but I was shocked to hear that the most perfect example on the planet

(spotted at Monterey car week events this summer) is valued at one million dollars.

For a lot less (maybe £12,000) you could instead have this 1973 Fiat 850T Fiesta. It is not only rare, fun to drive and 100 per cent complete – with all its awnings and associated paraphernalia – but has less than 9200 miles recorded from new. The standard of preservation (apart from some scabs on the roof) lives up to this low mileage.

What is an 850T? Essentially it's the direct descendent of the highly collectable Fiat 600 Multipla, the world's first people carrier. Produced between 1964 and 1976, the 850T was originally launched as a six-seater '*Familiare*' for prolific Italian families requiring mass transit. Based on the 850, Fiat's 1960s rear-engined saloon, the original ones had just 34hp, while later types with the 903cc unit (as fitted to the basic Fiat 127) boasted an earth-shattering 45hp.

In the UK, delivery van and dropside pick-ups were



the Fiat 850T body styles most widely encountered. It is hard to think of a comparable sub-1.0-litre forward control commercial vehicle. The design lent itself well to camper van conversions, and throughout the 1970s Fiat did quite good business with these. It teamed up with a Bedfordshire specialist called Motor Caravan Conversions Ltd to offer a successful range of models with names like Farina, Fiesta and Fargo, all based on the 850T.

This one is a Fiesta, the biggest advantage of which

was its split bulkhead, which folded flat to allow up to seven feet of double bed space. It came with a basin, grill, stove, wardrobe, laminated wooden tables, fully elevating roof (accommodating two sleeping hammocks) and seating for six people who, presumably, get on well with each other.

Quite how this camper has remained in such original, unmolested order, given the rusty reputation of anything Italian in the 1970s, is unclear. What we do know is that it was first registered in August 1973 in

Front seats cleverly fold to form a double bed, with hammocks above. Spare wheel sits up front





Dudley, West Midlands, and used for very occasional UK vacations and outings throughout the 1970s, '80s and '90s. The second keeper, based in Walsall, bought the camper in 1998 and had the vehicle MOT'd the month after his purchase, at which time it was showing 8692 miles. This owner continued to keep it entirely original and under dry cover, apart for a few local day trips. During the second owner's tenure of circa 18 years, the mileage crept up to only 9141.

The 850T was perhaps the smallest-engined motor caravan you could buy in the UK; rival Bedford and Ford based conversions had engines of well over 1.0

enjoy the additional protection of the spare wheel jammed against their shins, presumably to free up space in the living quarters.

The instrumentation is ultra-basic and the backrest of the front seat seems to come up only just above your waist, hardly a relaxing feature for a long trip. The front seat forms part of the bed when folded down, hence the compromise. It's hard to say if the camper has ever actually been slept in, given the remarkably original condition of the bagged apparatus and the neatly labelled canopy attachments.

The little Fiat retains all of its original fabrics,

“ Stepping through the side door is to take a lesson in 1970s colour schemes: brown, orange and avocado ”

litre and rather less sleeping accommodation than the Fiat. To drive, it does feel slow but also willing and smooth, although six-up the acceleration must be glacial and in any event it's flat-out at 65mph. Driving in public, all dignity goes out of the window; you feel slightly comical behind the wheel, trying not to look like you've just pinched Matthew Corbett's Sooty & Sweep van. On the plus side, it has light controls and the sort of manoeuvrability that only comes with sitting over the front wheels. Where your knees end is pretty much where the nose of the vehicle finishes – not perhaps a nice thought in a head-on accident situation, but a boon when parking. Front passengers

fixtures and fittings. Stepping in through the large side door is to take a lesson in 1970s colour schemes, from the bold brown-and-white plaid American golf trouser trim on the seating (I'm sure my mum had a three-piece suite in the same material) to the fancy avocado plastic floor tiles.

The dinky fittings take you back to a junior school Wendy house, with plastic condiments containers on the rear shelf still patiently awaiting a holiday that never quite happened. From curtains, rails and storage containers to an 'Isabella' three-berth awning, roof rack, separate 'sanitary module' tent and original ground sheet (all in original linen storage bags), the



level of preservation is almost spooky.

The camper was dry-stored and unused between 2003 and 2016, at which time Dr Brian Paul (originally from the East Midlands) bought it. His intention was to export it to California, where he now lives. Sadly, Brian has not been able to overcome the state's smog law restrictions that prevent the Fiat 850T camper from being granted a licence. Although currently looking at

buying property in Nevada (which may allow him to import the camper), Brian is somewhat resigned to the reality that he may have to part with the Fiat and allow somebody else to preserve and enjoy it in the UK, where it remains in incubation.

Maybe it's for the best. Somehow the idea of this baby camper van being jostled and intimidated among giant SUVs in California doesn't quite feel right anyway. As ever, the ultra-low mileage is a double-edged sword that tends to suggest it needs to go to a collector who will use it sparingly, smug in the knowledge that they are driving something much rarer, and a lot more imaginative, than a VW. 🇮🇹

Tiny Fiat 850 engine delivers 'relaxed' progress. Camper feels spookily new: only 9k miles on the clock



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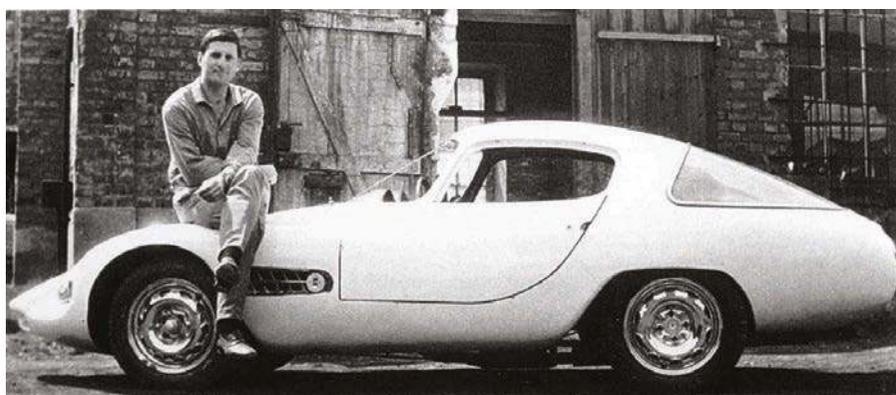
MOUSTACHIOED MAVERICK



One of the most extreme car designers ever to have lived, Luigi Colani sadly died in September. We pay tribute to his extraordinary work on Italian cars

Story by Richard Heseltine





He was the agent provocateur of the design world. Either that, or a savvy huckster. It all rather depends on whose estimates you credit. That, and your aesthetic sensibilities. Self-styled stylist Luigi Colani was a man apart in his chosen field, a perennial outlier who preferred it that way. With his Zapata moustache and perma-white garb, this castle-dwelling German of Kurdish and Polish descent, but with Italianate proclivities, had designer affectation down pat. He believed what he was selling, even if he rarely told the same story the same way twice.

Colani, who died in September 2019, packed a lot into his 91 years, that's for sure. He designed everything from spatulas to aeroplanes, but cars were his great love. What's more, he wasn't above tailoring them to his own particular – some might say peculiar – wants and needs. Several Italian cars went under the knife in his pursuit of physical perfection, with varying degrees of success.

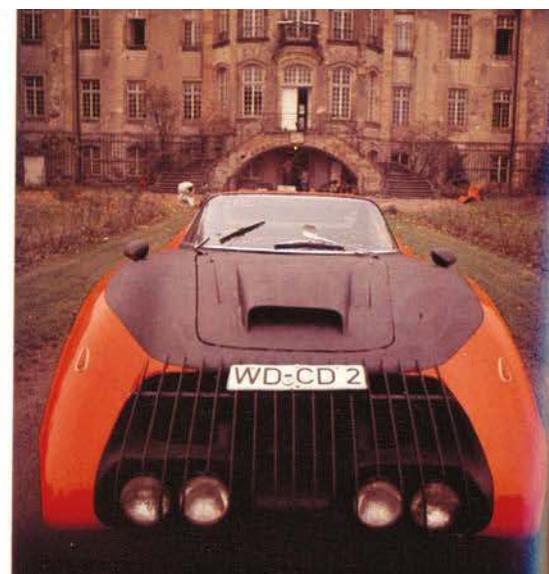
Berlin-born Colani originally trained to be an artist in Paris. However, he cut short his studies and returned to Germany to become an industrial designer. Wild renderings soon began to appear in newspapers and magazines before he landed a position with coachbuilder Rometsch, before moving to Erdmann & Rossi. In his spare time, he created his own car based on a Fiat 1100 TV platform which reputedly won the

“ Colani's Abarth Alfa Romeo one-off continues to antagonise historians ”

'Golden Rose' prize at the 1954 Geneva Motor Show. Three years later, he changed his name from Lutz to the Italian form 'Luigi' (he never explained exactly why), and by the end of the decade was making glassfibre bodyshells that could be draped over VW bodyshells (Colani claimed to have been the first man to have sold kit cars in volume). One of these shells was adapted to fit a Lancia Aurelia chassis in 1962, although it remains unrecorded if it ever ran under its own steam.

One car that did was the Colani-Abarth-Alfa Romeo, even if this one-off device continues to antagonise historians. The precise narrative behind this shapely machine is mired in conjecture. What is clear is that it began life as an Abarth project. While Abarth was inextricably linked with Fiat, the 1950s witnessed a couple of Alfa Romeo-powered machines wearing the famous scorpion logo. The first was a small-displacement sports racer built to contest the Mille Miglia, which remains shrouded in mystery. The second was a 750-series Giulietta Sprint Veloce-engined single-seater record car which averaged 192.098kph for 1000km in early 1957.

One year later, Abarth followed through with a Bertone-designed coupe which appeared at the Turin Motor Show. This bulbous, Franco Scaglione-penned



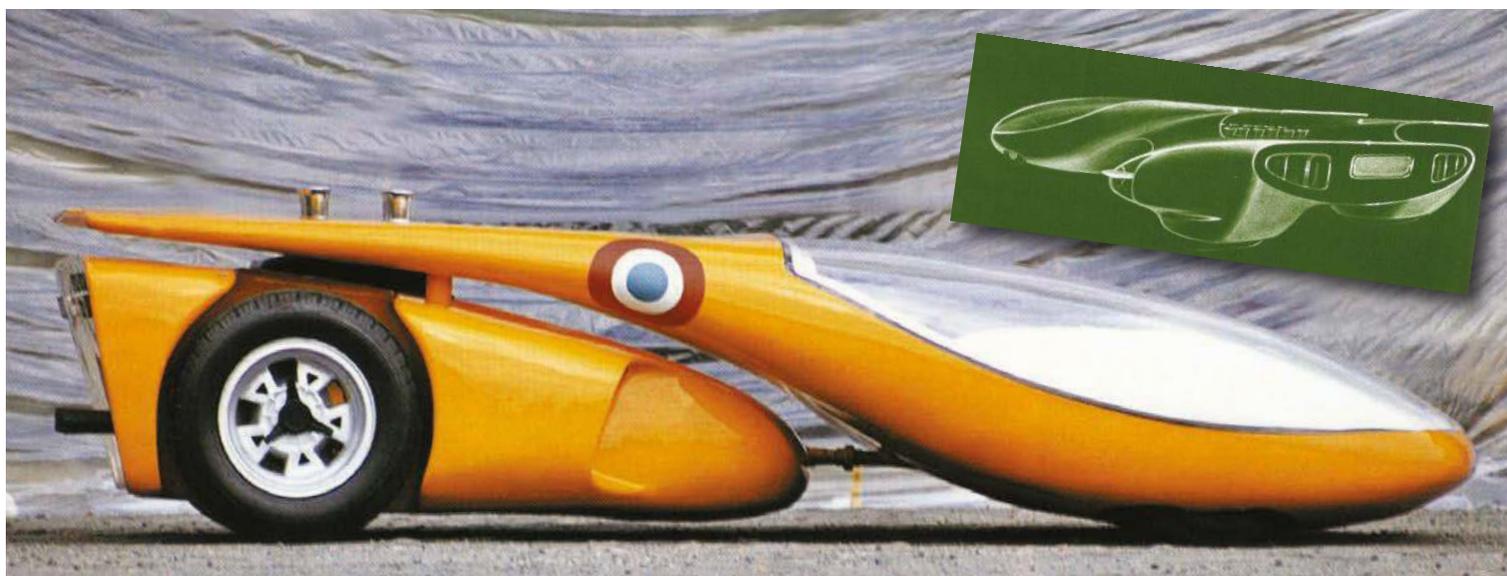
machine was based on a multi-tubular chassis with a central backbone designed by Mario Colucci, which weighed just 51kg and predated the Giulia TZ's ostensibly similar set-up by four years. The really novel part, however, was the engine: a special short-stroke Giulietta twin-cam four-banger which displaced 998cc. Abarth talked of making 100 replicas, and some sources claim there were to be 1.3 and 1.5-litre variants. Except the 'Alfa Romeo derivazione Abarth 1000', as it was originally dubbed, remained unique.

Following the big reveal, the prototype was put through its paces at Monza. It's at this juncture that it becomes increasingly difficult to differentiate between the actual and the apocryphal. Legend has it that the car was tested at the Avus circuit in Berlin. Why, precisely, it was put through its paces in Germany is one of countless questions surrounding this curio. The car was purportedly shunted following a blow-out, marque instigator Carlo Abarth simultaneously having a falling out with Alfa Romeo technicians, hence no further examples were made. What is known is that the damaged test mule was acquired by Berlin Alfa dealer Herbert Schulze who reposed in Colani to reclothe the chassis/running gear.

All that was carried over from Bertone's offering was the vast rear screen. According to some texts, Schulze wanted the front end to resemble an earlier Colani project, a BMW 700-based sports car, which he claimed was the world's first vehicle of glassfibre monocoque construction. However, the Abarth/Colani/Alfa Romeo/whatever predated the German-engined machine, so... Nonetheless, the finished article was completed in 1959. According to one source, the Colani-Abarth gained a 1290cc Giulietta engine along the way and was capable of 143mph outright. The car was acquired by Peter Kaus in 1962 who in turn sold it shortly thereafter, only to buy it back in the late 1970s. This shapely oddball subsequently formed part of his famous Rosso Bianco collection. In recent years, it did the rounds at several auctions, one catalogue description insisting it was the first GT car to lap the Nordschleife in less than 10 minutes. However, no evidence exists to corroborate this assertion.

Then there was the Bizzarrini 5300 that Colani reworked (ruined is perhaps more apposite). Even by his own lofty standards, the story behind its creation is vague at best. Marque types have been unable to learn even its chassis number, let alone its fate.

TOP: Colani-modified Bizzarrinis. ABOVE: Under all those warped curves was a Ferrari Daytona



ABOVE: Extreme articulated GT was Lambo Miura-based.
BELOW: Ferrari Testarossa-based Testa d'Oro supercar

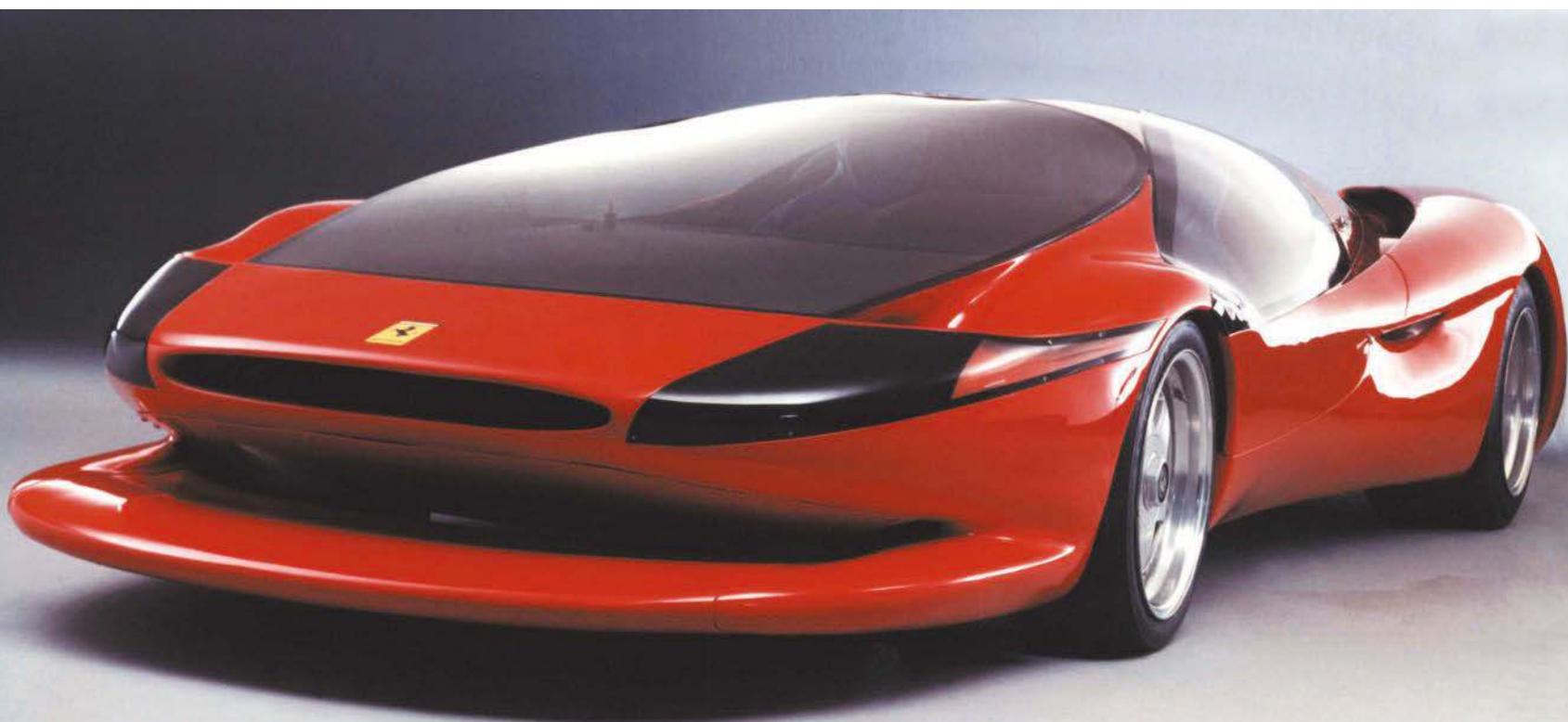
According to Colani, his records were lost in a fire. Then there was his Ferrari 365 GTB/4 'Daytona' which was restyled in 1974, the most significant changes being its priapic snout and bizarre-looking snorkel scoop. Several well-known historians attempted to pry information out of Colani about this car, and what happened to it, but without success.

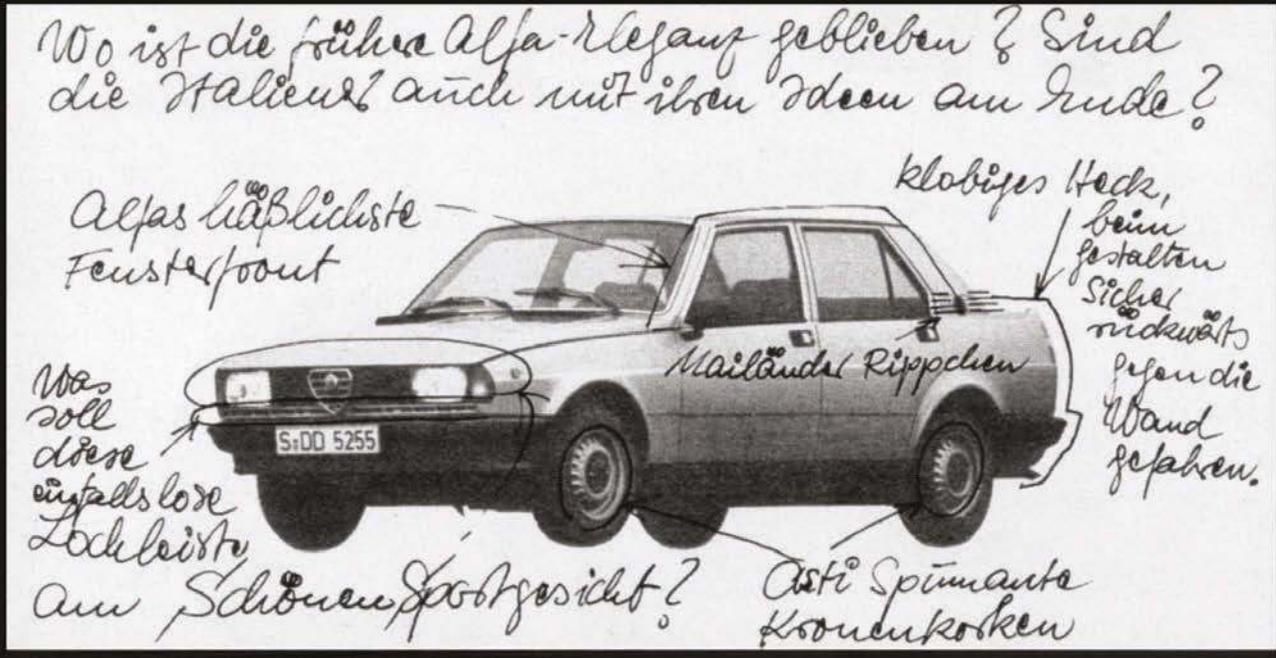
Perhaps the most extreme of the many Colani concept cars was a would-be Le Mans car which housed the engine, gearbox and suspension robbed from a Lamborghini Miura. There were, however, one or two slight hindrances to it ever being competitive: there was no space beneath the driver's 'pod' for the front wheels to move; instead they were attached rigidly to the frame. Colani insisted that since the front and rear parts of the car were connected by means of few mechanical parts, tie rods and cables, the 'Miura' could articulate like a bendy bus. That is how it would turn. Hardly surprisingly, it remains the only racing car to adopt this innovation. The prototype still exists, albeit denuded of all Lamborghini parts.

Colani wasn't quite done with the Sant'Agata marque, though. In 1978, he crashed his Countach and threatened to rework the car as another Le Mans challenger. Nicknamed 'Calambo', it never made it past the scale model stage. The design was, however, reheated for a proposed BMW M1 variant and later a Rondeau Group C car that similarly amounted to nothing.

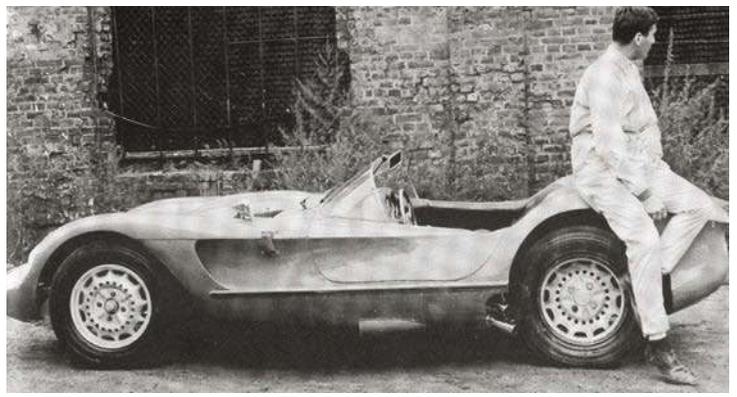
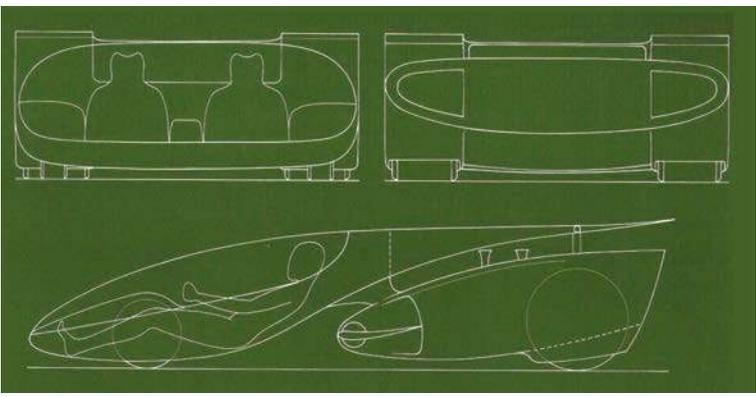
Our particular favourite Colani offering, however, is the Ferrari Testa d'Oro (Golden Head). Completed in 1991, and based on an 1989 Testarossa, this wild machine was built in conjunction with sometime hillclimb racer Kurt Lotterschmid whose Lotec Racing Team concern had form when it came to building small-series or one-off supercars.

Colani created a typically 'biodynamic' shape, which did away with the Testarossa's body in its entirety, although the contact points remained the same. The bodyshell was made of composite materials and, in true Colani style, it defied easy categorisation or description. It wasn't exactly pretty, but it was certainly





Alfa Romeo Giulietta:
 What has happened to Alfa's former elegance? Have the Italians run out of ideas, too? / Alfa's ugly wind-screen/ bulky rear section, probably the designers drove it backwards into a wall / What is all this stupid perforated sheet metal doing on a "nice" sporting front? / Asti Spumante bottle caps



noticeable. Colani created the outline by hand, proudly eschewing computational devices or wind tunnels during the design process – which, given that the aim was to break speed records at more than 200mph, may have put off lesser men.

The twin-turbo engine borrowed heavily from Lotec's experience with its TT1000 supercar, which was essentially a Testarossa with slightly wonky-looking bodywork that packed anywhere between 780hp and 1000hp, depending on how brave the customer was feeling. Unfortunately (some might say predictably), the TT1000 wasn't a great success because you could have bought three Ferrari F40s for the same money, and only three were made. The 5.0-litre unit in the back of the Testa d'Oro was reworked by Ferdinand Pietz of Lotec's long-time collaborator TTP Automotive to produce 750hp at 6400rpm and a whopping 663lb ft of torque at 5000rpm. Weighing in at 1650kg, the car emerged heavier than a regular Testarossa (1506kg).

Nonetheless, the car was super-quick, and the additional weight may have been of some benefit

given the car's intended purpose, with traction being at a premium on the Bonneville Salt Flats. Despite the car reputedly suffering from front-end lift, and the fat tyres skating over the white stuff, second-generation drag racer Mike Strasburg reached 218mph from a standing start in August 1991. Following the record attempt, the car was denuded of its decals and its rear parachute, and offered for sale. It could have been yours for a cool \$480,000 but there were no takers. Contrary to some internet reports, only one Testa d'Oro was built. The car received a new, even more amorphous outline in time for the 1996 Essen Motor Show, and Colani retained his Testa d'Oro until his death.

Say what you like about Luigi Colani, he certainly ploughed his own singular furrow. He was clearly not given to customer clinics or design by committee. He was a master showman whose like really will never be seen again. You might not like his work but you can never ignore it. That trumps rank ordinariness any day of the week. 🇮🇹

CLOCKWISE FROM TOP:
 No-holds barred critique of Alfa Giulietta; Colani with Lancia special; designs for Miura-based Le Mans car

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INDY INDUNGENCE

50 years ago, the last of the 'classic era' Maseratis was launched. Named after the Indianapolis circuit, the Indy is more of a GT than a sports car. It's superb value today but what's it like to own and what do you need to know when buying one?

Story by Andy Heywood
Photography by Michael Ward



Towards the end of the 1960s Maserati was enjoying one of its most prolific periods, with healthy sales and profits, plus no fewer than five models in production, including its first supercar, the Ghibli, which was being feted the world over. Yet behind the scenes, Adolfo Orsi – who had owned the company since 1937 and guided it through some very tough times – knew this era was about to end. Orsi was already beyond retirement age and with no obvious successor within the company, he concluded that Maserati must be sold.

Maserati had an agreement to design and build engines for the Citroen SM, and the French company was a natural choice. In 1968 it bought a majority share in Maserati, with the remainder to follow by the end of 1970. Orsi retained control in the short term, during which time he rationalised the model range. After much discussion with his son Omer, the company's sales director, and chief engineer Giulio Alfieri, it was agreed that they would commission a new four-seat GT car using the existing V8 engine. This would be a modern piece of design to replace the traditional Sebring and Quattroporte models but at the same time not compete with the more sporting Ghibli.

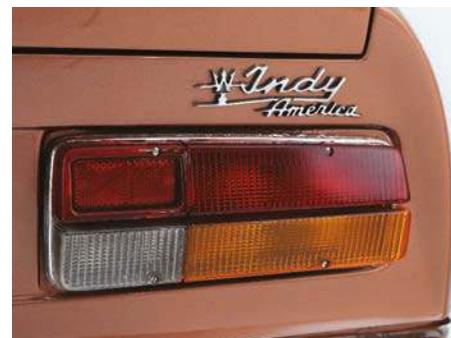
Unlike most Maserati models of that and previous eras, the Quattroporte chassis was not made from oval tube, but instead sheet steel unitary construction with a separate subframe for the engine, gearbox and front suspension. In shortened wheelbase form, this was the starting point for the new GT. The all-aluminium 4.2-litre quad-cam V8 with four Weber downdraft carburetors was connected to a ZF five-speed gearbox that drove the rear wheels through a Salisbury live axle. The front suspension was by double wishbones and coil springs and the rear was suspended by leaf springs with a single locating arm.

The coachbuilder for the series Sebring and Quattroporte models was Maserati's long-term partner, Alfredo Vignale. It was natural that his Turin firm should do the new car. Vignale entrusted the design of the all-steel body to his new young stylist, Delio Meinardo, overseen by chief designer Virginio Vairo. The result was a modern two-box design with great practicality, featuring large doors for easy access to the rear and a full-width tailgate. It also perfectly fitted the brief of being stylish but not as stunning as the Ghibli.

The new car debuted quietly on the Vignale stand at the 1968 Turin show. It would not be officially launched on the Maserati stand until Paris the following year, by which time it had a name. Adolfo Orsi's grandson, also called Adolfo, suggested the name 'Indy' as a reference to Maserati's victory in the Indianapolis 500 some 30 years before.

The Indy would stay in production for six years, during which time it was offered with three different engine sizes, four different gearboxes, two different wheel sizes and two different braking systems. Because Maserati was still a small volume producer, there was no hard-and-fast specification, but they fall into three broad categories.

The first series used the 4.2-litre engine and 'small' ZF gearbox previously seen in the Sebring and Quattroporte. The first examples had tailgate hinges that extended into the roof panel. This feature was deleted very early on, reverting to a squared off tailgate. The first series dashboard was a very unusual





design, owing some inspiration to the Lamborghini Marzal, with two dominant hexagonal pods.

In late 1970 came the second series with the externally identical but larger capacity 4.7-litre engine. This came with the heavy-duty ZF gearbox usually fitted to the Ghibli. Inside was a new version of the dashboard with a much more conventionally beautiful (though maybe a little more predictable) layout. This car was badged 'America' in some markets, which denoted the new engine and dashboard, and also standard ZF power steering, which had previously been an option.

Gradually Maserati started making Indys with 4.9-litre engines before, in 1973, the final version was launched with a new dog-leg ZF gearbox (as fitted to the Khamsin) and Citroen-derived LHM high-pressure brakes. This late version used a third design of dashboard incorporating a completely new heater and air conditioning system, though at the expense of ergonomics. Late cars were distinguishable externally by a third grille in the bonnet and 15-inch diameter wheels from the Khamsin (rather than the bi-metal 14-inch Borrani wheels of previous versions).

All cars featured air conditioning, electric windows and leather interiors, as one would expect. An automatic gearbox option was also available, using a three-speed Borg Warner transmission but this was not popular. In all, 1102 Indys were built: 436 with the 4.2 engine, 367 with the 4.7 and 299 with the 4.9. Right-hand drive versions accounted for 22, 50 and two of these respectively.

The Indy officially died when the new Khamsin arrived in 1974, although at Maserati there were always exceptions and the final cars were assembled up to one year later. The Indy was the very last car of the

Indy shares a lot of its DNA with the iconic Ghibli but represents exceptional value in comparison

Orsi era and also the last car made by Vignale under his own name. The world of coachbuilding was becoming increasingly challenging and Vignale had been struggling for some time. In 1969 he decided to sell a 90 per cent share in his company to Ghia, which was

really necessary, apart from the aural treat involved. It is more about latent intent.

Of the different specifications, this is a car that definitely improved with age. If you only ever drove a 4.2 you wouldn't be disappointed, for the engine is

“ Like most classic era Maseratis, the Indy has a laid-back, confident feel about how it delivers its performance ”

then owned by Alessandro De Tomaso. Like Orsi, Vignale was supposed to stay on as president of the company but a few days later he died in a car crash. Under the new regime, the Vignale plant built the Maserati Indy (with Vignale badging) alongside the De Tomaso Pantera (with Ghia badging). Vignale was finally swallowed up by Ford when De Tomaso sold Ghia.

ON THE ROAD

Like most of the classic era Maseratis, the Indy has a laid-back, confident feel about how it delivers its performance and most of that stems from the character of the V8. At idle, it has more in common with American V8s: slow and lugubrious. But blip the throttle and those four Webers immediately open the pipes. With torque aplenty throughout the range, there is little need to rev these engines; indeed, by Italian standards, the rev limits are low. Maserati recommended a red line of 5500rpm but with special dispensation to go to 6000 if required (I always assumed that meant if overtaking a Ferrari). Neither is

particularly smooth and the small gearbox delightfully delicate to use. But a 4.7 with power steering feels a lot faster and more disciplined on the road. The 4.9 is on another level again, with that later gearbox and the extra torque making a big difference to feel at high cruising speeds, but the sharpness of the Citroen brakes and the lack of right-hand drive examples make them something of an acquired taste.

The handling is very sure-footed in all but the worst of weathers and belies the weight of the car, but the live rear axle does date the experience to the 1960s. Slow in, fast out, it's old school fun, especially with the optional limited slip axle. Not that an Indy is really a sports car, more a grand tourer that's capable of crossing continents in a day carrying four people in comfort.

SPECIALIST VIEW

While just as popular when new, the Indy has long since lived in the shadow of its more glamorous sister, the Ghibli. The first owners would have been made up of





Indy started out with 4.2-litre engine, progressing to 4.7 and 4.9 in time. Feels like a proper old school classic to drive

the Maserati cognoscenti, for whom the Ghibli probably seemed a little ersatz. The Indy offered the last opportunity to buy into that traditional Maserati DNA of restrained, low-profile elegance.

Since both became classic cars and to some extent because they share the same basic mechanical specification, the two were constantly compared by buyers. The Indy always came second. The reasons for this were to do with the iconic power of the Ghibli – and let's face it, the classic car market is not fuelled by logic but by passion. An Indy was always half the value of a Ghibli and nowadays, that's a considerable difference. With Maserati values in general trailing those of Ferrari by another huge margin, that makes the Indy something of a bargain in the exotic car world.

RESTORATION GUIDE

The trouble with 'bargain' exotics is that they fall into a poverty trap, where restoration costs outweigh the value of the car and therefore in general, maintenance does not keep up with deterioration. Indys were caught

in this downward spiral for decades, which makes restoration even more of a challenge. As always, it's safer to buy a car post-restoration. With only 50 cars delivered new in the UK in the first place, there isn't ever going to be much choice. To get what you want, you might have to embark on a restoration anyway, but how bad can it get?

Vignale's bodywork was built to a high standard but in the traditional method, where panels are partly pressed and then fitted to the chassis and joined by hand, with lead covering the joints and detailing those sharp lines. It was skilled work then and the same applies today. There are no replacement body panels and therefore any corrosion repairs require a skilled panel maker. The outer body does corrode around its extremities, with the leading edge of the bonnet and bottoms of the doors being particularly susceptible. Underneath, a comprehensive layer of underseal did a remarkable job of protecting the structure, but where it has been damaged, the bare metal underneath soon



RECENT AUCTION RESULTS

- 1972 Indy 4.9, blue, £37,500
- 1971 Indy 4.7, green, £49,000
- 1971 Indy 4.9, silver, £68,000

deteriorates. It is not uncommon to need to replace inner and outer sills and floorpans during a comprehensive rebuild. Those sill covers can hide horrors.

While bodywork is the largest and most expensive factor in a restoration, costs for an engine rebuild should not be underestimated. It takes around 200 hours to do it properly and there aren't any shortcuts. Remember also that these engines require rebuilding more through lack of use than wear and tear, so that a barn find with a tiny reading on the odometer isn't necessarily a good thing.

Interiors were trimmed new in Connolly leather and require the services of a skilled trimmer to replicate. The original 'printed and crushed' style of leather and choice of colours is once again available from Connolly but beware, it takes five hides and 250 hours to retrim an Indy.

While the rest of the car is relatively simple and the parts supply is better than at any time in the last 30 years, it is a complicated exotic by the standards of its



TECHNICAL SPECIFICATIONS

MASERATI INDY

ENGINE:	4135cc/4709cc/4930cc V8
POWER:	260/290/335hp at 5500rpm
TRANSMISSION:	5-speed manual or 3-speed auto
BRAKES:	Discs all round
TYRES:	205/14 or 205/15
DIMENSIONS:	4740mm (L), 1760mm(W), 1220mm (H)
WEIGHT:	1500-1650kg
MAX SPEED:	155/165/174mph
0-62MPH:	7.7/7.4/6.8sec

day and it all adds up. It's definitely still a case of tread carefully on how to approach restoration but these cars have enjoyed something of a renaissance over the last few years and as more are restored, they will pull the rest out of the poverty trap.

COST AND VALUE ANALYSIS

Considering the restoration costs, one would expect the difference between 'project' and 'perfect' to be greater, but you will struggle now to find an Indy under £20k unless it's a basket case that's incomplete, and yet the best of the best might make only £120k. The cost of a complete restoration will be more than the difference. Most cars for sale will be somewhere in the middle of that, price-wise and condition-wise, but each should be assessed carefully because price is not always an indicator of condition.

While the factory's Maserati Classiche is still in its infancy, it's able to supply original build details and other documents and to check chassis and engine numbers. These should be matching and the importance of this is growing.

Left-hand drive cars are just as valuable today as the rarer right-hand drive, as the continental market is much larger and some of those left-hookers, especially ones coming directly from Italy, can still be the holy grail of time-warp original condition – Orsi's swansong as it was meant to be. 🇮🇹



Vignale's elegant, understated bodywork was made in classic coachbuilt fashion, so restoration can be expensive

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Ferrari Owners' Club Summer Garden Party

A stunning low-mileage F40 was Car of the Day at the FOC's concours event

Story by Gary Axon



The Ferrari Owners' Club Summer Garden Party, held at the tranquil Thames-side surroundings of Danesfield House, near Marlow in Buckinghamshire, saw over 200 Ferraris, old and new, in attendance.

Split over three immaculately-kept grass tiers, the Ferraris entered into the eleven EFG Concours classes ranged from an immaculate 1961 250 GTE, through to a 2018 488 Spider. An as-new, 1650-mile ex-Maranello Concessionaires-supplied F40 took the prestigious EFG Concours 'Car of the Day' trophy.

Other noteworthy concours entries included a mouthwatering 1967 330 GTC, a rare 1968 365 GT 2+2, a brace of Dino 246 GTs and their 308 GT4 and GTS successors, plus a 1990 Testarossa and a rare two-

tone 612 Sessanta from 2007.

Away from the neatly presented concours displays, a number of F355s marked the model's 25th anniversary. These were joined by many more 'entry' V6 and V8 mid-engined Ferraris, including Dinors, 308s, 348s, Mondials, 360 Modenas, F430s and 458 Italias.

Larger 12-cylinder mid-engined Ferraris were also out on force, with some stunning 365 and 512 Berlinetta Boxer and later Testarossa/512 M models in attendance. Classic front-engine GTs were not forgotten either, with a superb selection of 275 GTCs, 330 GTCs, 365 Daytonas and a GTC/4, 400s and a rare manual 412i, 550 Maranellos, 599 GTB Fioranos, F12s and new 812 Superfasts. One of the highlights for many was a special display of five F40s in a row.



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Abarth Days

A wild-spoilered new limited edition helped Abarth celebrate its 70th birthday in Italy. We were there

Story by Chris Rees
Images by Simon Thompson





Parcours acrobats and stunt cyclists, blapping exhausts and Eurobeats, rainbow paint schemes and smoking tyres. Welcome to Abarth Days, the monster party held in Milan for Abarth's 70th birthday. Following three years of country-specific Abarth Days, in 2019 it was Italy's turn to welcome thousands of international fans for the biggest Abarth gathering ever.

Held in Milan's vast 'Innovation District' on the outskirts of the city, this was absolutely not a 'past glories' event. To be brutally honest, 90% of the cars there were Abarth's wildly successful current 500/595/695. Yes, many 124 Spiders were there, as well as several Puntos, but classics were scarce. We spotted only two Ritmo 130 TCs, a Seicento or two and a solitary Stilo Abarth. As for even older cars, FCA Heritage Hub brought along three cars, with just three other pre-1970 classics huddled close by.

So this was very much an 'of the moment' event. Surely no other car brand boasts such a youthful bunch of owners, who flocked in from all corners of Europe to be here. 5000 people and almost 1000 cars, in fact. The furthest came from Ukraine, some 1400 miles away, but a close second was the big contingent of Abarths from the UK (see separate panel).

This was a riot of noise and colour. Noise from a stage maxing out the bpm, rally 124s doing doughnut demos and owners showing off their exhausts. The colour came from hundreds of personalised owners' cars, including tasty Martini and Alitalia colour schemes. Rarities included 695 Tributo Ferraris in rare Abu Dhabi Blue, Silver and Yellow; a 595 Cabrio Italia (never sold in the UK); a Tributo Maserati; and a Biposto Record. Probably the wildest car here was Bonetto's wide-bodied Bi-4WD with its 370hp Alfa Romeo 4C engine driving all four wheels.

It wasn't just static displays, either. Abarth had set up a two-mile track on site for owners to have a play on – we had a go, too, and found it very much like a kart track. Then there was a skidpan, plus an opportunity to drive the current Abarth model range on local roads.

We also got a ride with R-GT Cup race winner, Andrea Nucita, in the Abarth 124 R-GT rally car, demonstrating razor-sharp opposite-lock car control. But the highlight for me was meeting Marku Alen at the launch of the new 695 70th Anniversary special edition. "Carlo Abarth adopted me," he said. "I feel a bit Italian because I was with Abarth, Fiat and Lancia for so many years. I love Italian cars!"



BRITS ON TOUR



Enthusiasm among UK Abarth owners was high to attend, even after the reality check that Milan is 1000 miles away. Whilst the Abarth Days themselves were the highlight of the trip, the chance to spend a couple of days either side on a mix of roads in the company of fellow enthusiasts was irresistible. Organised by the Abarth Owners Club, the run had full support from Abarth UK, who brought three Abarths, a support van, lots of enthusiasm and more than a little banter!

The route took us to Zurich on the first day, then over the Alps on the Gotthard Pass on day two, despite forecasts of snow. As we neared the summit, we deviated onto the Old Pass, complete with its cobbled surface. Abarths seem made for roads like this, and unimpeded by holiday traffic, our group of 19 cars enjoyed the swooping bends on the long descent down towards Chiasso.

The UK group won the award for Best Scorpionship Country, while trophies were presented to each of the clubs from the UK present; several of the regional groups are enrolled in Abarth's 'Scorpionship' club in their own right, from as far afield as Scotland.

We enjoyed two evenings of great Italian food and hospitality in Milan, as well as the Abarth Days themselves. Traffic to get back through the Gotthard tunnel on Sunday was tedious but a highlight on our return was the remains of the old Grand Prix circuit in Reims. This was a fitting finale to a thoroughly enjoyable and memorable event. Road trips are addictive and already there are lots of ideas being generated for the Abarth Owners Club in 2020. – Colin Rear





695 70th ANNIVERSARIO

For once, '0 to 60' in my report isn't about miles per hour, it's about angle in degrees – specifically, the range of adjustment neatly marked on the chunky rear spoiler fitted to Abarth's latest special edition, the 695 70th Anniversario. When set to 60 degrees, it sticks up behind the car like an old Can-Am air brake, except it's designed (apparently) for high-speed stability: in its max attack position, it's claimed to improve high-speed grip. Adjustment is wonderfully old school: by hand using Allen keys.

During my brief road test in Milan, I can't say I really noticed the claimed 40% less steering correction needed with the spoiler, but then I wasn't doing the quoted 124mph at which max downforce is generated. At a more sedate pace, it's very much like a 595 esseesse to drive. No surprise, as mechanically it's very similar. It has the same 180hp powerplant (good for 0-62 in in 6.7 seconds and 139mph tops) and the same Koni FSD dampers, mechanical limited-

slip diff and Brembo brakes. Unfortunately, though, it lacks the esseesse's Akrapovic exhaust, sticking with the less fruity but still nice-sounding Record Monza system.

Our test car was painted in the new exclusive colour for this car, Monza 1958 Green (a tribute to the 1958 Fiat Abarth 500 record car), with contrasting Campovolo Grey bodykit and spoilers. To me, it looks something like an avocado dipped in Milky Bar. If that feels too gruesome, you can instead order the 70th in Circuit Grey, Gara White, Scorpione Black or Podium Blue. There are the inevitable decals and plaques, while inside you get unique Sabelt 'Tricolore' seats.

Reactions to the new edition's aesthetics have been mixed but there's no denying it looks unlike any previous Abarth. That spoiler is a bit cool, too. Production is limited to 1949 units, echoing the year that Abarth was founded. If you want one, head down to your dealer now, where they'll relieve you of £29,695. 🇮🇹

Bodykit and big adjustable rear spoiler are the major changes for the 695 70th. Livery recalls 1958 Fiat Abarth 500 record car





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SUPERCAR SUNDAY

Crowd-pleasing track action and up-close displays at Brooklands

Story by Chris Rees
Photos by Michael Ward

While *Auto Italia's* Italian Car Day at the historic Brooklands museum site in May always attracts hundreds of Italian supercars, our separate Supercar Sunday event during the summer entices not just thoroughbred Italian stallions but cars from international brands, too.

So it was again this year, with a huge variety of supercars arriving to be displayed on the old circuit, and to be shown off in action. Both modern and classic cars were here: not just Maserati, Ferrari, Alfa Romeo and Lamborghini, but McLaren, Mercedes AMG, Jaguar, Aston Martin, Porsche, Bentley and more. As ever, this was a unique opportunity for visitors to enjoy supercars at close quarters, from dreamy-eyed toddlers to seasoned pros. I lost count of the number of kids able to sit and have their photo taken in some of the world's most exclusive supercars.

Of course there were masses of Ferraris. A real highlight was John Collins' Ferrari SP3JC – one of two that Ferrari Special Projects built for him over a three-and-a-half year period (the first being finished in late 2018). Based on an F12tdf, its unique paint scheme evokes

Pop Art sensibilities. As well as the left-hand drive grey-and-red example on show, John has another SP3JC in white and yellow with its steering wheel on the right. He clearly loved driving around the Brooklands test track in a solo run with our Ferrari 812 Superfast pace car.

Without a doubt, the most talked about car at the show was the Koenigsegg Agera R, brought along by a passionate owner who has fully 70 cars in his collection! This mighty 5.0-litre V8 twin-turbo powered beast sounded incredible on track, and was clearly one of the quickest cars here. After all, it has a power output of 1300hp and one of the Swedish car maker's machines broke the speed record of 284mph. With its all-carbon wheels and dramatic extending-hinge doors, it was a real crowd-pleaser.

Classic Alfas on show included an Alfa Spider S2, an 8C and a 4C. Unusual cars included an Alfa 33-engined Nova kit car, new Alpine A110. A highlight of the day is always the demonstration laps around Mercedes-Benz World, adjacent to the Brooklands site. *Auto Italia* magazine was lucky enough to have a Ferrari 812 Superfast and a McLaren

720S Spider as 'control cars' setting the pace on the demonstration laps.

The first group out on track consisted of TVRs, including Cerbera, Griffith, Chimaera, S3 and Tuscan. Then came a group with Aston Martins, Jaguars and Maseratis. Next were Porsches (from Turbo S to GT3), AMG Mercedes and Nissan GT-Rs, plus a couple of classic Fords and a 'sleeper' Vauxhall Viva HB with turbo power.

The Ferrari group (led by 'our' 812) included Simon McGuigan's California, Paul Hammond's 488, Philip Colton's FF, Geoff Muge's 550, Nigel Carter's 360, Brian Ferris's 355 F1, Peter Jerram's F430, Mike Heaney's 456 GTA and Mark Blackwood's 360. A final group of supercars, led by our McLaren 720S Spider, included three Lamborghini Huracáns and a Murciélago, two McLaren 570S models, a Ferrari F12tdf, BMW i8, Honda NSX, Audi R8 and Alpine A110.

The 'Test Hill' runs in the afternoon – ascending Brooklands' famous built-in-1911 hill that reaches a 1-in-4 incline at the top – were equally fun. Again a huge variety of cars went up, including a Maserati 3200GT, Ferrari 360 Spider and Ferrari 812 Superfast.



SILVERSTONE CLASSIC

Panteras and Scorpions starred at a record-breaking classic race weekend

Story by Mike Rysiecki
Photos by Leigh Jones

Record grids, record club numbers and a record attendance of 109,000 people helped consolidate the Silverstone Classic as the biggest classic racing event in the world. It wasn't just the 21 action-packed retro races that made the 'Classic' so special: off-track, more than 10,000 privately owned classics meant there was always plenty to see.

A packed schedule of single-seater, sports car and touring car action kept the huge crowd entertained from dawn until dusk. These guys were not out for a weekend 'bimble'; the racing was fast and fierce.

This is a truly international event. Notable among overseas entries was American racer and Goodwood Revival star, Joe Colasacco from Connecticut. In a rare F3 Dallara 384, he scored top 10 finishes in each of his two HSCC Classic Formula 3 races. A second car had been shipped over from the private Fratelli Auriana collection for Joe to compete in the Gallet Trophy for Pre-1966 Grand Prix Cars. The 12-cylinder 1500cc Ferrari 1512 wailed its way round Silverstone with a tone that truly stirred the soul. In its day, this car had a reputation for fragility and its Lucas mechanical fuel injection for 'neediness' but engine builder Justin Dalton from Virkler & Bartlett has mastered the quirks of this jewel-like flat-12 engine. Colasacco drove the car to a class win and 10th overall on Saturday but sadly was side-lined by a gearbox issue on the warm up lap before the start of its second race on Sunday.

Other class wins for Italian cars included: Richard Wilson and Martin Stretton's Maserati 250S in the Stirling Moss Trophy race; Lukas and Niklas Halusa's Ferrari 250 GT 'breadvan' in the RAC Tourist Trophy; Niklas Halusa in an

Alfa Romeo 8C 2300 Zagato Spyder in the Bentley Centenary Trophy for pre-War Sports cars; and James Cottingham's Dallara SP1 in the Masters Endurance Legends race.

The line-up for the crowd-favourite Transatlantic Trophy for Pre-1966 Touring Cars was dominated by Mustangs and Cortinas. However, the race started with a fascinating grid in which Oliver Hart had put his Alfa Giulia Sprint GTA on the front row beside Rob Fenn's Mustang, reminiscent of that long-forgotten, very first Trans-Am race at Sebring in 1966 which was won by Jochen Rindt in a similar Alfa Romeo.

Abarth and Alfa Romeo were commercial "automotive partners" at this year's Silverstone Classic. Abarth owners were invited to celebrate the marque's 70th anniversary in the exclusive Abarth Club House. Those who were new to the brand were offered the chance to experience an Abarth 595 Autotest Challenge and take an Abarth or Alfa Romeo for a 'Drive Live' spin on the open roads around Silverstone. A limited-edition collection of six exclusive pieces of Abarth art, created by graphic designer Guy Allen, were on display on the Abarth stand, where visitors could collect a commemorative postcard set and a special anniversary keyring. The Abarth owners' groups, who are collectively united under Abarth's 'Scorpionship' programme, played their part, under Colin Rear's leadership, in a 48-car display and parade lap of modern Abarths to mark this significant anniversary.

The Ferrari, Lamborghini and Maserati Owners' Clubs also had beautifully presented displays and the Fiat Coupe Club chose the event to mark the 25th milestone for its favourite model's birthday.

It was an Italian supercar that took the



BELOW RIGHT: Ferrari F1 1512
BELOW: Number 15 is a Maserati 250S
BOTTOM: Abarth's 70th celebrated





De Tomasos were out in force (GT5 and early yellow examples pictured below). Maseratis, Alfas and Ferraris were all in action

Yokohama Supercar Legends 'Car of the Show' award. Geoff Peters' red Pantera GT5 was a very appropriate award winner, and the perfect representative of the Panteras gathered at Silverstone. The De Tomaso Pantera, timelessly styled by Tom Tjaarda while he was employed by Ghia in Turin, was celebrating the marque's 60th anniversary at Silverstone with the UK Owners' Club. Peter Penfold had rounded up an unprecedented display of 10 of the UK's finest examples, which were showcased across the De Tomaso Owners' Club, Pistonheads and Yokohama stands. Peter's own yellow

Pantera brightened the International Paddock and participated in the lunchtime supercar track demonstration.

With an incredible 10 decades of retro machinery on show, both on and off the track, the Silverstone Classic is truly right at the top of the historic and classic motor racing world. Event Director, Nick Wigley, accurately summed up this year's Classic: "Whether it's the wonderful racing, the dazzling car club displays, or the acres and acres of captivating off-track entertainment, every year the Classic just gets bigger and better."



Fiat FreakOut

This year's Fiat FreakOut, organised by Fiat Club America, saluted the Italian marque in style

Story & images by Philippe Defechereux

Every summer without exception since 1983, Fiat Club America has staged a multiple-day Italian Car Festival that quickly became known as the "Fiat FreakOut", or FFO. This year was thus the 36th FFO and took place in July on the vast, resplendent grounds of the Grandover Resort in Greensboro, North Carolina, near the leafy ridges of the Blue Mountains.

The event gathered over 350 members who drove a total of 138 cars of many types and vintages from several US states. Most were Fiats, but several attractive Lancias and Alfa Romeos also brought their own unique flavours.

A throng of dedicated Fiat Club America volunteers from across the country had worked extremely hard for weeks to put together a highly attractive programme for each day, under the innovative leadership of Club President, Doug Von Koenig. The diversity of entertainment was amazing, including a professionally run autocross (with members driving their own cars), a timed distance rally, a Go-Pro Go-Kart Challenge, and a visit to the nearby Richard Petty Museum. Friday evening was devoted to a nostalgic and exciting 'drive-in movie' experience under the moonlight, with the original *Italian Job* movie showing on a giant screen (with those incredible chase scenes throughout the city of Turin, birthplace of Fiat – not a coincidence!).

The highlight of each FFO is always the Big Saturday with its Concours d'Élégance ('Concorso') of members' cars beautifully lined up on a perfect lawn for the votes. The afternoon started with a festive cocktail hour, followed by a spectacular Awards Banquet in the ballroom, with many personalised plaques awarded, plus cheers and applause. Two highly inspiring speeches were made by president Doug Von Koenig and original club founder Bobb Rayner. By the end of the banquet, everybody went their own way smiling, many towards the various bars of the large main floor of the resort.

Sunday is for goodbyes and the trip home for most, but all participants drove off full of fabulous memories and plenty of rousing tales to tell family and friends once they get home. It was the first FreakOut attendance for this author, and I can honestly say that I was blown away.





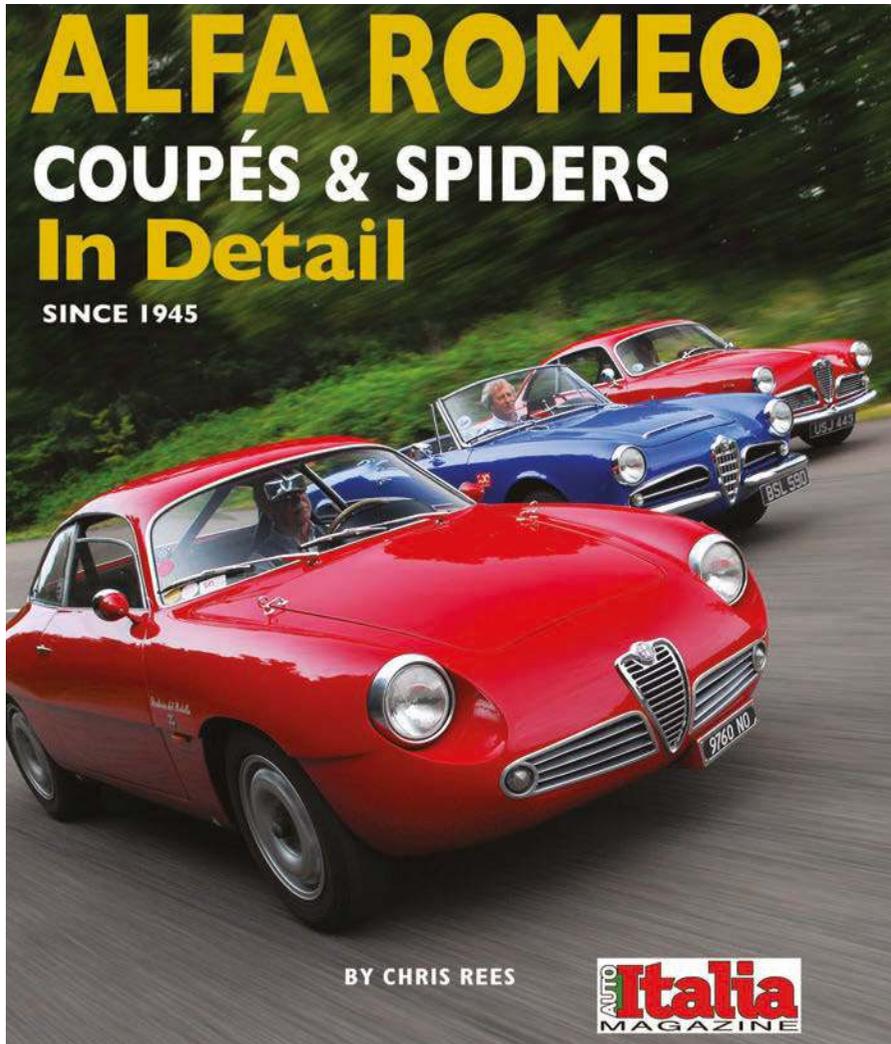
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ALFA ROMEO COUPES & SPIDERS In Detail Since 1945
By Chris Rees
Herridge & Sons
£40

This book celebrates Alfa Romeo's most iconic sporting machinery. From the earliest sports cars of its formative years right up to the present day, every Alfa coupe and spider is described in detail. Included are

exotics like the 6C 2500 Freccia d'Oro, Montreal and 8C Competizione. Classic collectors' cars include the Giulietta Sprint Veloce, Giulia GTA, 2600 Spider and Giulia GTC. The more accessible, iconic sports cars are also covered, including the Giulia Spider, Alfetta GTV and Alfesud Sprint.

It's good to see information on the 916 GTV and Spiders and the 4C, too. No Alfa sports

car book would complete without the enigmatic SZ ES-30 and the coachbuilt cars, might-have-been official concepts and glamorous show cars.

While the title suggests the ranges covered are from 1945, there is actually an early section on pre-war cars. This information has already been covered in several previous books but on this occasion the reader does benefit from some excellent, rare images from Alfa Romeo's historic archive. The majority of the images from the 1950s onwards are from *Auto Italia's* archives and the choice of colourful cars gives a vibrant appearance to the book, enhanced by the excellent paper quality. Many *Auto Italia* readers will be delighted to see their cars included.

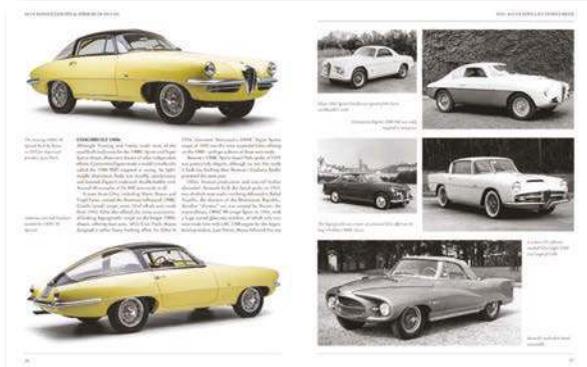


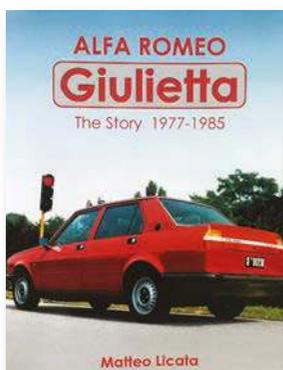
What is clear from Alfa Romeo's catalogue of models in this book is that the brand has been affected in the last two decades by a confused model range and blind alleys. But an Alfa is an Alfa, so whatever your opinion is on some recent Alfas, there will be something in this book for all tastes.

Given the broad model

range covered, the text is necessarily brief yet concise, ideal for an entry-level enthusiast of the marque. Driving impressions are limited to quotes from contemporary road tests. The timely release of this excellent quality publication will no doubt make it an attractive choice in the gift market.

Phil Ward





Alfa Romeo Giulietta: The Story 1977-1985
By Matteo Licata
Self-published
£26

Following Matteo Licata's unique recent book on the Alfa 6, here's another tome dedicated to an often-overlooked model from Alfa Romeo. This is the only book about the Giulietta Tipo 116 produced from 1977 to 1985 – and it's surely the definitive one.

While the Alfetta on which the Giulietta is based has achieved recognition and appreciation – certainly in GT/GTV form – the Giulietta hasn't always had the same love. But to our eyes, the 'Nuova Giulietta' still looks strikingly modern. This volume is actually an update. Licata's original (2018) edition had 60 pages; the new (2019) edition is almost doubled to 111. There's even more to entice the reader, including details of the genesis of the car, its launch, technical details, press reaction and evolution. Special editions such as the Vivace and South African Group One are included, too.

It's very well researched using period documents and first-hand accounts of former Alfa Romeo employees. Odd tidbits abound, too. Did you know the Giulietta broke endurance records with a turbodiesel engine? That pick-ups were used as

fire tenders at Alfa's Balocco test track? Or that Moretti made an estate version?

Since the author is also a car designer by profession, unsurprisingly the book is cleanly laid out and benefits from lots of technical illustrations. The only downsides are that it's a paperback and that repro quality is sometimes patchy.



Formula 1 Technical Analysis 2016 / 2018
By Giorgio Piola
Giorgio Nada Editore
£49

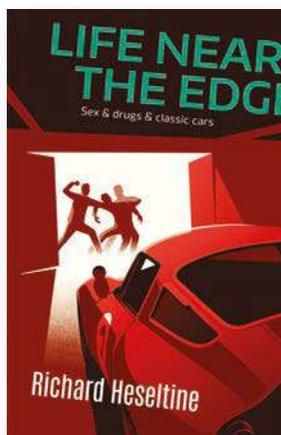
The Formula 1 World Championship Yearbook has been running for 25 years. The latest edition is sadly also the last, for Giorgio Piola has decided to let the curtain fall on his long-running series. Why? Partly because of the difficulty in obtaining access to modern F1 cars, which are increasingly shrouded in secrecy.

This volume details three seasons (2016 to 2018), reviewing the major technical innovations in terms of chassis, drivetrain and aerodynamics. As ever, the illustrations are superb technical drawings



by the hand of a master draughtsman. As well as wonderful detail, there is lots of refreshingly frank analysis of developments.

A lovely bonus at the end is a retrospective of some of Piola's best drawings from his 50-year career, including the Ferrari 312 B3, Ferrari 312 T and Ferrari 640. Highly recommended if you're into the minutiae of F1.



Life Near The Edge
By Richard Heseltine
Performance Publishing
£12.99

We'd heard rumours that *Auto Italia* contributor, Richard Heseltine, had turned to writing fiction. Having read *Life Near The Edge*, we certainly hope it's fiction – for it would be easy to presume it might be an autobiography. After all, the protagonist, Miles Furlong, is a motoring journalist and many of the book's characters, drawn from the classic car world, seem instantly recognisable as archetypes of their profession.

The main reason we hope that this is the stuff of fiction is that Richard's anti-hero lurches through a drug-fuelled, fisticuffs-strewn plot, punctuated by car-crash romances and op-ed vignettes on trash TV (from *Diagnosis Murder* to *Big Brother*). Oh, and an arrest for streaking.

Italian classic cars feature famously, with a (possibly) cloned Alfa Romeo TZ1 central to the plot (a TZ even appears on the cover), while there are cameos from the likes of Alfa Giulias and Fiat Spiders.

The style is fast-paced and hilarious. Pithily short, staccato sentences fire at you like a gonzo machine gun. How best to sum up *Life Near The Edge*? Let's say Richard is the Hunter S Thompson of classic car fiction; this book could so easily be subtitled *Fear & Loathing in Middlesex*.

The Sound of Supercars
By A C Pinnington & C S Buckingham
Cobalt Fortress
£12.99

Now, who doesn't love an interactive book? *The*



Sound of Supercars is a high-quality board book for kids that's full of great photographs. It contains brief descriptions of 12 supercars from different manufacturers, along with a list of stats (think *Top Trumps*). The unique thing about the book is that each car has an accompanying 'starter button' that, once pressed, plays an audio clip of the engine being driven at high speed.

Thomas (aged four) says that the LaFerrari is the best-sounding car (well done, Thomas!) but he's disappointed by the Tesla (well, who isn't?). This would make a great Christmas present for a child in the family – of any age.



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membership@fiatmotorclubgb.co.uk;

editor@fiatmotorclubgb.co.uk;

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Sporting Fiats Club

www.sportingfiatsclub.com

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www.fiatbarchetta.com

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www.italianmadecarsclub.org.au

Scuderia Italian Car Club South Australia

www.scuderiaitaliancarclub.asn.au

DIARY DATES 2019/2020



November 8-10

Lancaster Classic Motor Show

NEC, Birmingham

www.necclassicmotorshow.com

November 15-17

InterClassics Show

Brussels, Belgium

www.interclassics.be

November 22-24

Milan AutoClassica

www.milanoautoclassica.com

2020

January 1

New Years Day Gathering

www.brooklandsmuseum.com

January 9-12

Autosport International

NEC, Birmingham

www.autosportinternational.com

January 30-February 2

Automotoretro

Lingotto, Turin

www.automotoretro.it

February 20-23

London Classic Car Show

Excel London

www.thelondonclassiccarshow.co.uk

February 21-23

Race Retro

Stoneleigh Park, Warks

www.raceretro.com

March 25-29

Techno-Classica Essen

Essen, Germany

www.siha.de

March 27-29

Restoration & Classic Car Show

NEC Birmingham

www.necrestorationshow.com

April 6-7

Goodwood Members' Meeting

Goodwood Circuit, Sussex

www.goodwood.com

April 24-26

Lancia Motor Club GNW 2020

Lancashire

www.lancia.myzen.co.uk

May 22-24

Concorso d'Eleganza Villa d'Este

Lake Como, Italy

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May 30

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Allemano 2400 and 2200	500 Abarth Trofeo GB Roundup	181	1900 Pinin Farina x 2	236	Alfa INDY car	207	146 1.6 Junior	32
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Alfa Romeo Giulia Spider RHD (101.19 version). One of just 404 right-hand drive examples according to the Alfa Romeo Automobilmismo Storico Centro Documentazione (letter on file), manufactured 5/2/1964 and sold to Alfa Romeo UK London on 19/2/1965. 2 previous owners, present since 1980, registered Historic so no tax or MOT required (although put through a MOT 30/5/19 for peace of mind), mileage 54,600, Redcastle Classics have carried out all works which include major mechanical overhaul including engine rebuild/full body restoration and upholstery (all invoices available). Original hardtop available with sale of car but does need TLC, please contact me to arrange viewing, more photographs available on request. Fabulous condition, must be seen, almost concours, sensible offers over £70,000, this vehicle is also advertised elsewhere. Email: csmitho7050@gmail.com (Stoke on Trent). A286/012



1990 Alfa Romeo S4 Spider. Rosso Red, 2 litre, five speed, alloy wheels, electric windows, power steering, Alcantara leather seats, wooden Nardi steering wheel, MOT to May 2020. Rust free body, excellent black hood, summer use only, covered/ garaged, £9995. Tel: 020 8997 2039. Email: donegantonny38@gmail.com. A286/030



Alfa Romeo GTV SE 2000 2.0. 1973, 72,500 miles, fully refurbished with original white, engine rebuild, clutch 10K ago and new MOT. 1 previous owner, matching numbers, excellent condition inside and out, dry stored inside and started occasionally. 72,500 miles on clock, runs perfect, complete history with purchase document, driven over from Italy to UK. Air con removed but included along with spare windscreen and keys, £26,500. Tel: Giles, 07732 336185 (located Chichester). A286/022

Alfa Romeo S4 Spider. 1990, Rosso Red, 2 litre, five speed, alloy wheels, electric windows, power steering, Alcantara leather seats, wooden Nardi steering wheel, MOT to May 2020. Rust free body, excellent black hood, summer use only, covered/ garaged, £9995. Tel: 020 8997 2039. Email: donegantonny38@gmail.com. A286/017



Alfa Romeo Giulia Sprint GTV Step nose. 1967, blue, recent restoration, stunning, mostly done last 6 months, garages DTR + Jim Stokes. Engine, electronic ignition, new Weber carbs, heavy duty engine mounts, new complete rebuild. Prop shaft modified to heavy duty centre bearing, new prop shaft, balanced. Brakes, new front and rear brake calipers, front upgraded to larger calipers and pads, new braided lines, new master cylinder. New rear lights, new front lights and chrome surrounds. New correct fuel tank and sender, gearbox rebuilt, new heavy duty gearbox mount. Wipers, new linkage, new wiper arms and blades. New wiring harness, new alternator, new heated front and rear screens. New radiator and electric fan, new water pump, inside new recovered seats, new carpet, inertia seat belts. Clutch new uprated to hydraulic, new flywheel, new clutch. Resprayed, lots of invoices. Email: barryweir100@gmail.com. A286/020



1987 Alfa 75 Turbo Evoluzione. 168,000k, red, 341/500, LHD. Extremely well maintained, all wear parts replaced, like a new car, improvements for more than £15,000. Package with spare parts including hard to get parts and extra set of all the specific Evoluzione parts worth more than £10,000, most parts included to rebuild to original. Never driven in the winter, no welding, write for complete description and photos. Peter Dyrelund, Denmark, editor of the DK Alfa Romeo Owners magazine, £48,000. Tel: +45 4058 6870. Email: redaktoer@alfaklub.dk. A286/032



1978 Alfasud 1.3 Super. 68,500 miles, brown (terracotta), lovely condition inside and out. Classic 70s brown vinyl seats, fun to drive, sounds great, rustproofed. Owned for last 16 years, AROC member, full MOT, some history, no one should go through life without owning a Sud, oiro £3750. Tel: Paul, 07793 804311. A286/028

1993 Alfa Romeo RZ ES-30. 16,218 miles, yellow, serial no.211. Black interior, Compomotive split rim wheels, excellent condition, MOT and tax, £60,000 ono. Please contact Dave Weavers: 01502 569698. A286/035



1999 Alfa Romeo 146 Ti. 127,500 miles, red, rare quirky 146Ti, owned 10 years, always garaged, 125K miles but has been properly maintained. Recent belts, wheels, tyres, rear suspension, battery and other bits for new MOT. Rarely ever welded, body is in great condition and the interior is also excellent. The glove box is now too small for all the history, this is not your average 146 as you can probably tell, £2795. Tel: 07809 221500. Email: mrmarmarkt@hotmail.co.uk. A286/031



1999 (T) Alfa Romeo 156 2.5 V6 4dr. In Alfa Red (130) with Black Momo leather and black carpets. Sport Pack 3 that includes unmarked 16-inch teledial alloy wheels, carbon effect console and instruments, Momo leather steering wheel and gear knob, painted side skirts and rear boot spoiler. Air conditioning, two keys, serviced at Peak Alfa at 61,537 miles including new cambelt, tensioner, idlers, water pump, filter and plugs. Exhaust manifolds rechromed, MOT'd until Oct 2020, 61,630 miles, two registered keepers £8000, contact for further details or images. Tel: 01743 350288. Email: pottspeelplace@hotmail.co.uk. A286/014



2009 Alfa Romeo 159Ti 2.4 diesel. 44,000 miles, Champagne. Advertising on behalf of a fellow Alfisti (not an AROC member) who is the second owner. Very recent MOT, the car has a full service history and is in overall good to excellent condition and is located in the NE30 area, £5950. Please contact Mr Richard Smith for further information and photographs. Email: rich-s@bigpond.com.au. A286/034



Alfa Romeo GTV Lusso V6 24V. 2001, 42,500 miles, one owner from new. Always garaged, excellent condition for age and low mileage (42,500), silver exterior and black leather interior, £8500 ono. Tel: Simon, 07815 738560. Email: oldsailingggirl@aol.com (Nottingham area). A286/019



Alfa Romeo 159 2.4 diesel. 2007, 55,000 miles, silver, service history, new cambelt and water pump fitted February 2018, 4 new springs, Michelin tyres all round, air conditioning service June 2019, last service February 2019, MOT until February 2020, digital radio and CD with Bluetooth. Full leather interior, full set of 19-inch Ti alloys refurbed with new badges, new Hancoor tyres included in sale, £3250 ovno, private registration plates not for sale. Please contact me at: paolopmori@outlook.com. A286/018



Alfa Romeo GTV Cup. 36,000 miles, red GTV Cup number 58 for sale, owned for 5 years, spent 7K on getting it to the best I can (mostly at Autolusso). It now has done 36K miles, new MOT new tyres/cambelt/service/air con reboot. All usual Alfa issues sorted, in truly superb condition, all receipts, reason for sale 'downsizing' and need 1 less car, £18,000. Tel: 01327 340463 evenings (not Thursdays). A286/027



1999 Alfa Romeo 2.5 V6. Desirable specification (SP3), 99,688 miles, spares or repair, engine runs well but car has been off road for several years. To recommission it requires new cambelt, discs and pads, welding to NS rear floor pan, new tyres and MOT. Good engine and gearbox, low miles on clutch. Stainless rear silencer and GTA intake. Paint ok, some areas need tidying, lacquer peel on NS rear door, needs bonnet cable and side grilles, reasonable offers to Jon. Tel: 07534 139807. A286/033



Alfa Romeo 159 3.2 Q4 Lusso. 2006, 73,000 miles, grey, well maintained very tidy Alfa, £5000, contact me if interested. Email: anthonymorton7@yahoo.com. A286/015



2006 Alfa Romeo GT JTD diesel Bertone Coupe six speed. Silver grey, red leather, air con. Three owners, the last since 2013. MOT until May 2020, 112,000 miles, extensive service history and all handbooks etc. Cambelt changed at 78,804 miles and various front suspension and brake work since by Alfa specialists, new battery this year, two keys. Lovely interior but slightly scruffy body with very poorly matched touch ups on the rear bumper and minor parking marks on every panel, surface rust on one lower quarter. Very fast, superb handling and does 44mpg. Somewhat anal MOT man gave it a huge list of advisories mostly of an entirely minor nature but I have replaced the front number plate! My only comment on the car is that the clutch is heavy but I'm going to try and improve this. These are rare, pretty cars which will doubtless be collectable in the future: perhaps they already are? £2250. Tel: 07798 797262. Email: martinbuckley130@gmail.com. A286/001

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Beautiful Alfa Romeo 1.9

Sportwagon 1.9 JTDM. Rosso Red in full leather Lusso trim (black), rear luggage cover, automatic headlights, automatic windscreen washers (they are very mad), 6 speed, hill start assist, Blue & Me bluetooth handsfree, radio/CD player, USB connector in glovebox for music, 17" 5 spoke alloys (almost unmarked), 3 very good Pirellis, one other new this year. 60/40 rear seat split with opening box to park long items in the boot (like skis or rolls of fabric), 2 keys, both work, full a/c, spare tyre used once, tyre changing kit and most importantly locking wheel nut still in situ. Under-sealed and waxed, no advisories on MOT, FSH that goes back to initial sale. We've owned it 6 years and the only reason it is going is we've found a newer low mileage replacement. Just under 118K miles, MOT till May 2020, economical, over 50mpg on a run and even 44 locally. No dents to bodywork but stone chips to front and sides, we resprayed the rear and top end last year due to corrosive bird-poo that took the lacquer off. Condition better than the mileage would indicate and still a head-turner, runs well, stops well and stable through bends and bumps, a real wolf in sheep's clothing with great reliability. £3250 ovno, will haggle but offer needs to be close to asking price, please note personal plate not included in the sale. Tel: 07785 557474. Email: james.phillips@partfindermarine.com (West Sussex). A286/011

916 Alfa Romeo GTV 3.0 V6 Busso. 114,000 miles, W-reg, Proteo Red with gold decals on bonnet etc, excellent runner with nice tan leather interior. Owned for 4 years and has had new radiator, tyres and regular maintenance, contact for photos. Tel: 07442 349505. Email: ferraripete@hotmail.co.uk. A286/036



Alfa Romeo GT 3.2 V6 24V. 2005, 76,000 miles, black metallic, beige leather, a highly original car in fantastic condition throughout. Quaife LSD and Eibach anti-roll bars, high specification including both winter and climate packs, 18" Jet Fin wheels, Xenon lights, stainless door kicks, factory sat nav and parking sensors. FSH with new clutch, OEM exhaust, battery, air flow meter, rear shocks and Brembo discs and pads all round, cambelt and head gasket replaced 2015, MOT May 2020, £6995. Tel: 07412 579160 (Bristol). A286/023



Alfa Romeo GTV Cup 3.0 V6. 124,000 miles, MOT to March 2020. CAT C for minor front end damage, repair to very high standard by restoration specialist with full respray. Ltd Ed no. 149 of 155. Car is in very good condition, owned since 2012 and used as weekend car. Interior signed by Nigel Mansell. Q2 diff, single mass flywheel, lowered springs and stainless steel sports exhaust all fitted. Dyno tested at 235.1HP, very quick, brilliant handling car. History file from 2011. Radio/CD player. Private plate H13GTV Included, viewing and any inspection at the workshop who have looked after it since I bought it, with ramp available upon request, £5250. Contact Graham or Glenn at Osney Lodge Workshops, 01342 892216. A286/003

Next issue on sale 5 Dec



Alfa Romeo Mito Cloverleaf 170bhp. 2012, 61,700 miles, 3 owners. Tornado Blue with the desirable 18" alloys on nearly new Pirelli PZero Nero tyres. Used as second car and very well and regularly maintained with notable Alfa specialists, full service history. Car comes with a full size spare 18" alloy. Totally standard and not been remapped or modified. Alcantara seats with leather gear gaiter and green stitching. Cruise control, alloy pedals, rear parking sensors etc, £5500 ono. Tel: 07789 967128 for more info (located in Bedfordshire). A286/026



Alfa Romeo Giulietta Exclusive. 2014, 45,300 miles, Etna Black, full Alfa main dealer service history, MOT till August 2020 (no advisories). New Pirelli tyres all round, 1.4 MultiAir, manual, petrol, hill hold, stop/start, electric lumbar support, cruise control and a/c climate control, 2 owners from new, £8000 ono. Tel: 07753 333500 (located North Buckinghamshire). A286/024



Alfa Romeo MiTo Cloverleaf 170. 2010, 74,000 miles, white, immaculate inside and out, full Mangoletsi service history, timing belt and tensioner just changed amongst many other things. Sat nav, full leather, contrasting black roof, dual climate control, park assist, carbon dash, auto lights and wipers etc, etc... the list is endless, £4195, any questions, please don't hesitate to contact Dave: 07711 778369 (located in Kearsley, Greater Manchester BL4). A286/016

FERRARI

Ferrari 308 GTS 1978 carbs. Argento Augteil Silver 308 GTS with every receipt and invoice from new with staggering history files covering full history. Purchased by myself in 2011 and bought back to life after 7 years storage by Paul Hargreaves Ferrari. In 2015 I decided a total body and mechanical restoration would be a good idea so contracted GTB Engineering in Suffolk to undertake an 18 month £42,000 restoration. Recent ignition, belts, service done by Paul Hargreaves, £69,000. Email: marchill355@msn.com. A286/037



2009 Ferrari California 4.3 2+2 Convertible. Bodywork and interior exquisite, serviced last month and 11 months MOT, Rosso/Cream leather interior. Loaded with an impressive list of optional extras including, diamond cut 20" wheels, Red brake calipers, Yellow speedo fully electric front seats. 17,000 miles with full service history. Complete with 2 original keys, all the factory supplied books, tool kits. I also have genuine Ferrari wind breaker, red California branded garage cover and winter trickle charger. For more information email: dean.ambridge2@gmail.com. Tel: 07860 255046. A286/056



White Ferrari 308 GTBi. Reluctant sale of my cherished 1983 308 GTBi Ferrari due to ill health, the car has been dry stored for 11 years. Swiss car originally, LHD c/w Ferrari manuals, 2 factory tool rolls and new Michelin TRX period tyres. Genuine 63,081 kilometres (39,425 miles) and has had no issues whilst in my ownership. If you're a genuine enthusiast and want to own a Ferrari then make me a sensible offer and take on this classic. But please, no time wasters! Email: jeremyc2it@yahoo.co.uk (NW England). A286/054



Ferrari 1989 328GTS. Argento, red and black interior. I bought this car new and driven only occasionally on summer sunny days hence, 9699 miles. Last MOT in 2008 with 9632 miles! Garaged, since, with her big brother, the 355! I could say the price to be negotiated, but I won't. The asking price is £200,000. A Ferrarista for over 50 years and a FOC member for circa 25, 30 years ago a well-known dealership paid £120,000 before passing the deeds to me! Email: orzaben@aol.com. A286/057



Ferrari 458 Challenge. Gary Culver offers for sale his immaculate 458 Challenge Race Car. Upgraded Aero by FF Corse, CCM discs, fully prepared and presented by RnR Performance Cars. Includes two spare tyres/wheel sets with fresh Dunlop slicks. Ready to race or a fantastic track day car, asking £145K, trailer also available. Tel: Gary, 07710 465518. A286/053



Ferrari Dino 246. Body off restoration by Mike Osgood who worked for Ferrari Maranello for 20 years and was head of restorations. Full mechanical rebuild including the engine with new pistons which will need running in, new petrol tanks etc, photos of rebuild can be seen, the interior has been finished, but there is a small amount of work to complete to make the car perfect, under tray to fit and a few other parts which are all included, the price reflects this. Can be viewed in Leicestershire. Tel: Grant, 07941 114919. A286/055



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TDF Blu manual Ferrari 360 Spider 2002. Dark blue hood, Crema leather interior with blue stitching, Crema roll hoops, carbon fibre racing seats, refurbished 19-inch Challenge Stradale alloys fitted with Bridgestone Potenza, 360 Tubi factory exhaust, Red calipers, rare spare space saving wheel, fitted trickle charge point. 45,000 miles, cambelt service 2018, recent Brembo brake service- discs, EBC pads, fluid. All tools, books, service records, owned for over 6 years. Email: leightonhockin@gmail.com. A286/058



Ferrari 308GT4. December 1975, 11,854, owned since 1997. History file, recent glass out body restoration, very little mileage last 20 years. Heads checked, stainless system and manifolds, 4 pot calipers front, poly bushed, comes with some spares and private plate. Email: graham@waughandmusgrave.co.uk. A286/062



Nov 2003 Ferrari 360 F1 Spider. In Rosso/Crema, the classic combination. 45K miles. Great sounding and lightweight Nouvulari exhaust system. Rosso calipers, Rosso carpets, Challenge grille, F1 gearbox. Fully documented service history, cover, toolkit, battery conditioner, 2 keys and leather wallets included. Great value for a well maintained classic at £72,500. Leave a message for Franco on 07528 520564. Email: admin@inviso.org. A286/060



Ferrari F430 Spider F1. 2008, FFSH, Maranello service since new, 11K miles, 2 prior owners. Rosso Corsa, Nero carpet, carbon ceramics, red calipers, Giallo rev counter, Scuderia shields, Rosso stitching, aluminium dash inserts, parking sensors. Had major service/MOT inc belt changes this July. Ceramic coating to body inc engine bay, wheels, diffuser, Vodafone 'Connect & Protect S5+' (CAT5) to June 2020. Ferrari fire extinguisher and trickle charger. Cherished plate specific to the F430 optional. Email: aneelsharma@gmail.com. A286/061



Ferrari 360 F1 Spider. I am selling my much loved Ferrari F1 360. This car I have owned from new and has only done 9300 miles with all services carried out at Ferrari main dealer. The vehicle has just returned from main dealers having full service and cam belts, it has all receipts and MOTs from new. It comes with Ferrari shields, coloured calipers, front and rear Challenge grilles, 4 brand new Pirelli tyres, Daytona seats with Ferrari, £79,995 ovno. Please call me on 07767 611936 with any questions. A286/059



Ferrari 355GTS. 1995 RHD manual with 2.7 Motronic engine management. Extremely rare colour combination, verified as 1 of 2 by the Maranello Concessionaires archive. Stunning condition with huge history file and superb service history to match the care and attention this car has received whilst covering 63K in 24 years. A properly loved car, £69K, no timewasters, scammers or chancers please. Email: jj1231234@hotmail.com. A286/063

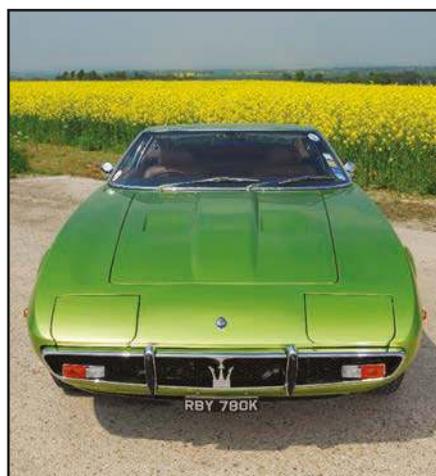
Show condition Ferrari 458 Spider. This stunning Ferrari has £51,852 of factory extras (20 in all). Colour Rosso Fuoco Red (factory £17,000 extra) with cream leather interior, too many extras to list here. If you are looking for an exceptional 458 Spider you will not be disappointed, I am asking £155,000, no offers. Tel: 01626 865990 or 07774 676964. A286/038

FIAT



Fiat Croma Super IE. 2lt, automatic, 1989, red, 52K miles, excellent condition, upholstery as new, towbar, offers. Tel: 07831 816771. Email: julieyoung222@btinternet.com (Fife). A286/025

Fiat 850/Abarth OT1000/1300 recreation. Bodyshell totally restored and reinforced, massive spec, tuned A112 motor, Wilwood front discs, X/19 discs at rear, strengthened suspension, front fuel tank and radiator c/w electric fans. Abarth suspension springs, and camber compensator, electric fuel pump, oil cooler, high torque starter motor, high output mini alternator. A unique highly modified Fiat Abarth tribute finished in Rosso Corsa paint no.322. Dozens of pics, detailed specification list on request, fresh MOT, £20,000. Email: roger.portman@gmail.com. A286/039



Maserati Ghibli SS. 1971, right hand drive 4.9litre SS manual gearbox. Immaculate in Verde Gemma with tan leather. Totally restored by McGrath Maserati to Concours winning condition. As good as they get and fantastic to drive as well. Available to view at McGrath Maserati. Please contact Andy Heywood for more details on 01438 832161 or email andy@mcgrathmaserati.co.uk.



Fiat 124 AC Sports. This car is in excellent condition, is right-hand drive, has never been welded, has low miles, please contact me for more details, £8500. Tel: 07970 960912. Email: armitti@outlook.com (Cardiff). A286/005

LANCIA



Lancia Integrale 16V. With Evo look, please contact me for more details, £20,000. Tel: 07970 960912 (Cardiff). A286/002



1976 Lancia Beta Spyder 1600. By Zagato, white with brown interior. True barn find, unused 35 years but requiring only light recommissioning. Starts and drives, mostly superficial corrosion, time warp example in many respects that was only ten years old when it was dry stored by Lancia enthusiast who moved on to other things. Comes with many spares, good interior with repairs only required to driver's seat, hood was new in 1986! 83,000 miles, £4250. Tel: 07798 797262. Email: martinbuckley130@gmail.com. A286/004

MASERATI



Maserati GranSport Spyder. 2007, the last GranSport Spyder of only 26 examples in the UK. One owner from new and full Maserati service history, 39,000 miles. Well known Maserati Club car and *Auto Italia* featured. Lovely specification and great condition, £38,500. Please contact Andy Heywood at McGrath Maserati, where the car can be viewed. Tel: 01438 832161. Email: andy@mcgrathmaserati.co.uk. A286/010



Maserati Quattroporte V. Delivered new in October 2007, 4.2 litres, featuring the ZF 6-speed automatic with optional paddles, tasteful in Blu Nettuno with light tan leather and dark blue carpet. Four owners in total, my own car for the last two years and thoroughly maintained. Full Maserati service history and having covered only 49,000 miles, recent tyres, top up service and new MOT included in sale. Lovely condition throughout and drives beautifully, just not getting used enough, priced to sell at £15,500. Please contact Andy Heywood at McGrath Maserati, where the car can be viewed. Tel: 01438 832161. Email: andy@mcgrathmaserati.co.uk. A286/009

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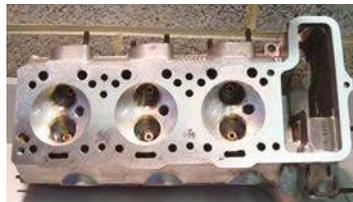
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PARTS

hose kit. In red for 595 Abarth, fitted gives extra bhp, red matches air filter cover. Tel: 07711 351375 (Leics). A286/006

Lancia Delta HF Turbo parts. From a 44,000 mile car, instrument cluster, PAS, rack, sill covers, lights, f&r mirrors, ECU, foglights, exhaust centre plus some other bits, £150. Tel: 07541 310419 (Lincs). A286/007

Ferrari 355 GT exhaust. Original, offers. Tel: 01869 242683 (Oxon).



Dino 24G cylinder head. Pressure tested, cert inc, with set of new studs, 135C000 4261132, £1800 ovno. Email: regrainehall@gmail.com (Durham). A286/013



Parts for sale. Alfa 7x17 alloy wheels and tyres, £80 ono; 156 tow bar, £30; boot spoiler, £25; Twin Spark starter motor, £25. Tel: 07541 310419 (PE12). A286/064

Spacesaver wheel and tyre. As new, 125x85x16, 5 stud, fit any modern Fiat, £35 if collected. Tel: 01271 831008 (north Devon). A286/041

Complete twin distributor ignition system Ferrari 308GT4. System includes two distributors, caps and leads, coils. The leads and coils approx 200 miles, car running perfectly when removed, £1500 ovno. Tel: Ian, 01726 890147. A286/042

Ferrari Sports exhausts. I have 2 used sports exhausts for sale for a 550/575 Novitec, and 430 Scuderia/16M titanium rear muffler, both in very good condition. £2250 each, collection only. Email: emilywhite1983@gmail.com. A286/043

F430 wheels. F430 complete set of wheels in excellent shape, contact John.



Ferrari F430 exhaust silencer box, removed due to sports system fitted, used condition, offers. Tel: Mario, 07979 378078. A286/065



Fiat 500 headlights. Pair, fit early models, genuine original Fiat parts, no damage, £19 each, excellent s/h condition, can post. Tel: 07989 951895. A286/067
Email: jcleve300@gmail.com. A286/044

MISCELLANEOUS

Auto Italia magazines. Issue 215 Jan 2014 to 272 Oct '18, offers welcome, to collect Leatherhead. Tel: Rob, 07802 180671 (Surrey). A286/045

Auto Italia magazines. Nos going back to 2004, offers. Tel: 01869 242683 (Oxon). A286/046

Alfa 166 inner rear light cluster wanted, preferably new or in unfaded



Hand made Alfa Romeo 3D stand off sign. Measuring 740mm x 230mm, all wood construction, the word Alfa Romeo stands off the base by 35mm. The sign is edged in the Italian flag colours ie green, white and red, £120, shipping extra. Tel: 07564 637636. A286/066 like new condition. Tel: Ray, 07778 499866. Email: goodmandadan@googlemail.com (Kent). A286/047

WANTED

Wtd car: Espada S3 prefer LHD. Swap 4 Merc 240TE estate, auto, 2 owners, 70,000 mls, many extras and new parts: g/box, rad, batt, exhaust, tyres etc, + pro and collection Nikon/Pentax camera items, ideal wildlife etc, + clothing etc, and/or Snap-On tools, new and collectables, please help. Tel: 01277 200530. A286/048

Wanted misc: 'Miura Bible', swap 4 'The Ford that beat Ferrari', also anything Lambo, and car mags, any language, swap 4 books, mags, brochures etc, USA trucks, 4x4, cars, limo/hearse, Mustang, Lotus, RR, GT40, Jag, classic and race m/cycles, MV, HRD, wildlife etc. Tel: 012772 00530. A286/049

Wanted anything Lambo, any language, also mags books, brochures etc, cars, tractors, speedboats, bikes, swap4 books, mags, collection mag articles, brochures etc, classic cars, USA trucks, cars, sports, classic bikes, Vincent/MV, badges, wildlife, Gibson etc. Tel: 01277 200530. A286/050

Alfa 75TS phase variator solenoid. The part number is 60513298, and I want to get the new part, please email me, I can pay by Visa, Mastercard or PayPal. Email: fenice@mecha.ne.jp. A286/051

Wanted Fiat Dino Spider 2000 2nd series/2400 Spider. I am looking for a centre console, a windscreen frame, a top linkage, and for new or used original body panels. Tel: 0043 676 9208124. Email: info@spidersport.at. A286/052

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DE TOMASO P70/5000 SPORT

THE NEWLY REVIVED DE TOMASO BRAND CITES THIS CAR AS ITS INSPIRATION: THE 5000 SPORT, OR P70, OR 70P...

Story by Richard Heseltine

The latest De Tomaso marque revival has been met with much hoopla, but also some mudslinging from forum dwellers. Many of the insults hurled in the direction of the new De Tomaso P72 (see *Auto Italia* October 2019) surround its alleged inspiration. Its makers insist it borrows design cues from the ill-starred P70 seen here, others that it bears a resemblance to the Pininfarina Ferrari P4/5 (itself a modernist take on the P4 sports-prototypes of old).

The thing is, the P70 isn't exactly immune from controversy itself. It doesn't help that the two men central to the narrative weren't above 'embellishing' the truth as they saw fit. Carroll Shelby, the PT Barnum of car manufacturers, and the ever-contrary Alessandro De Tomaso collaborated on the project, and it didn't end well. That said, the real brains behind the car was Peter Brock, a talented designer



and race team patron who resumé includes the Shelby Daytona Coupe. What became the P70 was conceived as a weapon to compete in the 1965 USRRC series (renamed Can-Am a year later). Shelby American needed a new car in order to remain a frontrunner, and teamed up with De Tomaso, who had already pitched a new backbone chassis and lightweight V8 engine. Plans called for five cars to be made, with Brock responsible for shaping the car. Helpfully, he already had a quarter-scale

model on the stocks.

Things got off to a bad start when De Tomaso ignored Brock's brief and did his own thing. Shelby was unhappy and dispatched Brock to Italy to take charge of the project. He had neglected to tell his designer that De Tomaso had rejected his design. Predictably, he wasn't met with much in the way of warmth on arrival. Nevertheless, Brock pressed on, forging a close relationship with the artisans at Carrozzeria Fantuzzi to realise his vision. Work on De Tomaso's 7.0-litre engine had fallen behind schedule, although it had reached the dyno-testing stage. Then Shelby abruptly called time on the project. At this juncture, one car was nearing competition and awaiting paint, while a second chassis had also been fabricated.

De Tomaso had by now acquired Ghia, and the completed prototype was displayed on the coachbuilder's stand at the 1965 Turin Motor Show. It was now rechristened 'Ghia De Tomaso Sport 5000', even though the historic *carrozzeria* had zero

input in the design or construction of the car. This example still exists and is referred to in most marque histories as the P70 (or sometimes 70P). Just to add to confusion, the second chassis was later built up into a complete car and has historically been known only as the Sport 5000. Long-time De Tomaso ally Roberto Bussilino drove it with Ford small-block power in the 1966 Mugello Grand Prix. He was the first retirement, the car failing to complete a lap.

And that was the end of that. De Tomaso later built V8s for Colin Chapman for a proposed Can-Am project (three engines were made, but they lacked horsepower). He also commissioned Giampaolo Dallara to design a De Tomaso Can-Am car to be powered by an own-brand V12, but it remained only a model. As for the vexed question of whether or not the P70/70P/Sport 5000/whatever inspired the P72, that rather depends on your aesthetic sensibilities.



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