

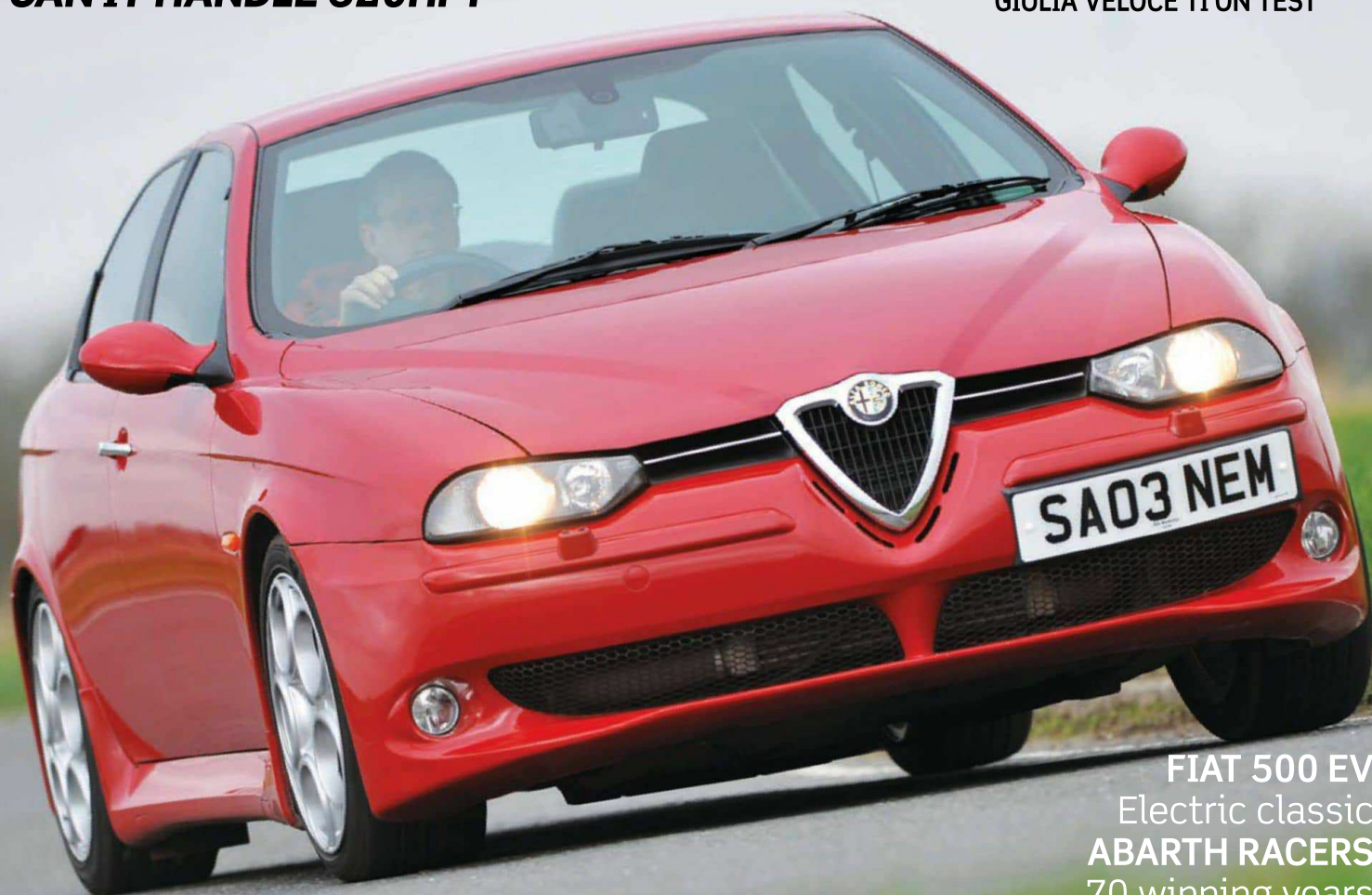
AUTO **Italia**

Issue 281 July 2019 £4.99

SUPERCHARGED 156 GTA **CAN IT HANDLE 320HP?**



ALFA 'TI' RETURNS
GIULIA VELOCE TI ON TEST



FIAT 500 EV
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ABARTH RACERS
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FERRARI 328 GTB
Racer restoration



JEAN TODT'S MIURA: WHY DID LAMBO REBUILD IT... TWICE?





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WELCOME



As I write this, I've just come back from Auto Italia's annual Italian Car Day at Brooklands. This is an always exhausting but always rewarding event; this year more than most. The weather played ball (mostly) and there was some great track action at the Mercedes-Benz World circuit. For me, though, it's wandering around and eyeballing cars I've never seen before that really gets my juices going. A Spidereuropa with 1200 miles on the clock; a Touring Maserati Bellagio estate; a Monteverdi 375; the list goes on and on.

I'm told that a remarkable 6000 visitors were there, so if I missed you on the day, apologies but at least you know why! Turn to page 70 for our full report on the show – and see if you can spot your car in the pics...

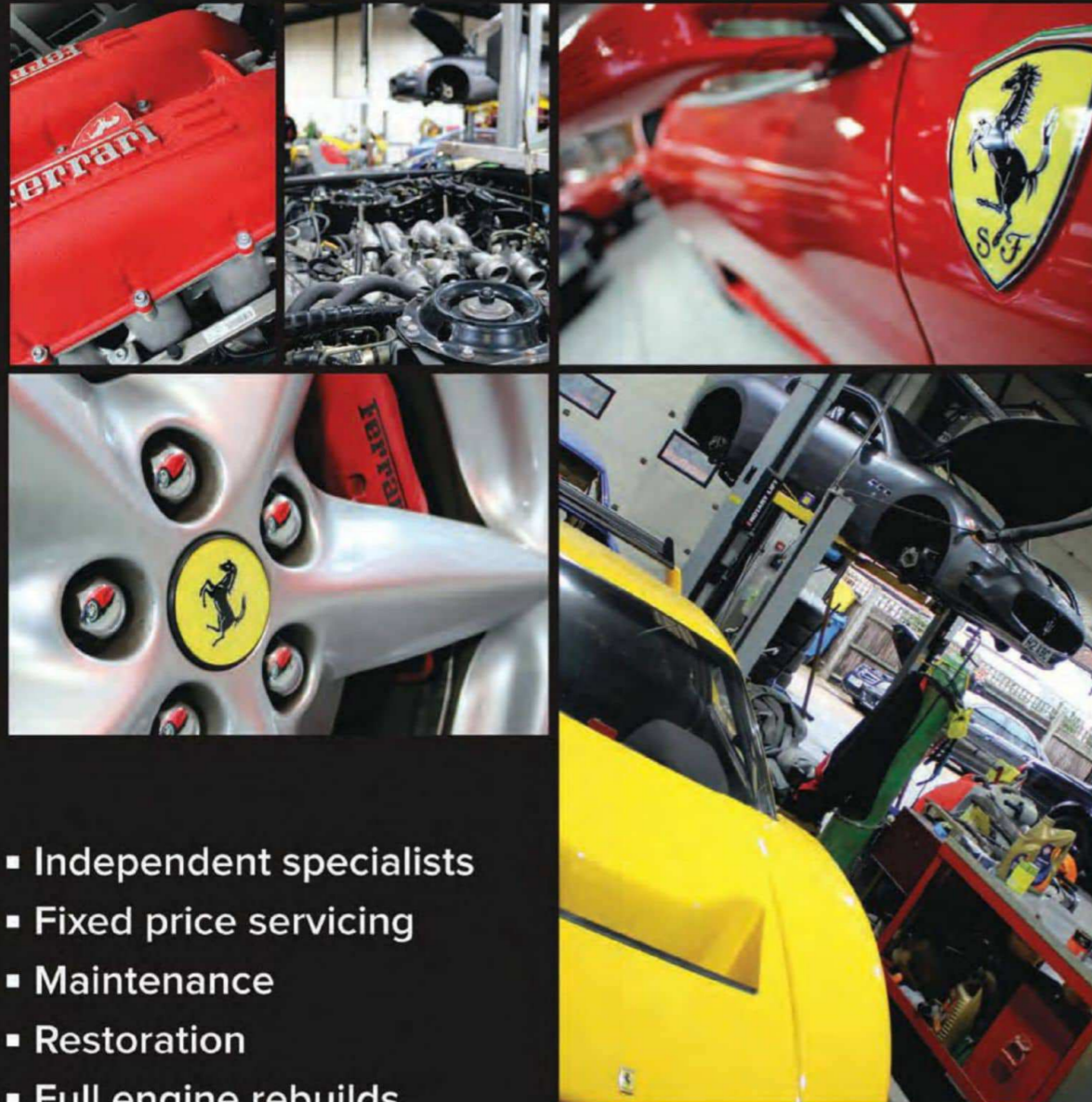
I always try and draw a theme out of each issue's contents. While it's not perhaps a dominant theme, there's a certain 'electrifying' thread this month, by which I mean of course electric cars. We've been driving a 1970 Fiat 500 converted to battery power and I can tell you, it works far better than I was expecting, as you can discover on page 34.

If classic electric Fiats work, Fiat will be very much hoping for the same in its future, since the new era will be defined by battery power. The next-generation Fiat 500, which will be launched exclusively in electric form, is now just nine months away. And Fiat has redoubled its commitment to battery power with the Centoventi concept car – effectively the next-gen Panda – which is intended to be the cheapest electric car on the market.

And it's prescient that we have a 450hp Tesla-powered electric Ferrari 308 in this issue, because by the time you read this, Ferrari will have launched its latest new model, a stunning petrol/electric hybrid supercar. There are so many innovations on it that I can't begin to list them; you'll just have to watch out for our full story next month.

Chris Rees
Editor

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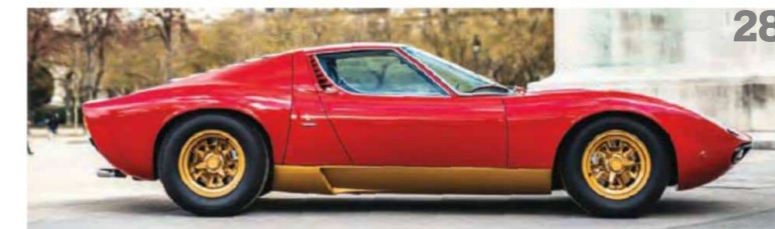
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ITALIAN CAR NEWS

ITALIAN JOB MIURA CERTIFIED



The Lamborghini Miura that starred in the classic film *The Italian Job* has been ID'd and certified by Lamborghini Polo Storico – just in time for the 50th anniversary of the movie.

The Miura P400, chassis #3586, is the original car used in the 1969 Paramount film, and is painted Arancio Miura with a white/black leather interior. Its appearance at the start of the film is iconic: it is driven over the Great St Bernard Pass, only to be destroyed in a tunnel and then pushed into a gorge by a tractor. However, the Miura that

was driven was never destroyed; instead, the wreck was an identical orange-colored Miura, which was already heavily damaged and therefore perfect for the accident scene.

The current owner of chassis #3586 is Fritz Kaiser of Vaduz, Liechtenstein, who sent it to Lamborghini's specialist historic department in Sant'Agata Bolognese.

A former Lamborghini employee, Enzo Moruzzi, was consulted, because he delivered the original car to the 1969 movie set and drove it in all the moving shots. Moruzzi said: "There was a Miura P400 almost

ready on the production line, in the right colour, left-hand drive and with white leather interior... aesthetically identical to the damaged one." Moruzzi asked for the car's white seats to be replaced with black ones for the shoot, but the headrests (attached to the glass separating the cabin from the engine bay) remained white.

Subsequently the Miura from the film was delivered to its first owner, an Italian from Rome, and has passed through the hands of many different enthusiasts in its 50-year life.

** Jean Todt's Miura restored – see page 28*



CLASSIC FERRARIS FUND LIFEBOAT

An RNLI lifeboat, bought with the proceeds of two Ferraris sold at a charity auction, has been officially launched. The boat was funded by the generous legacy of the late Richard Colton, who left the RNLI two classic Ferraris in his will. These were a 1960 Ferrari 250 GT SWB

Berlinetta (one of just 167 made) and a 1967 Ferrari 275 GTB/4. Sold by H&H Classics in October 2015, the 250 GT made £6.6 million, while the 275 GTB fetched £1.93 million. The Shannon-class lifeboat will be stationed at Hastings.



WORKS MASERATI A6GCS UP FOR AUCTION

RM Sotheby's has revealed that a works 1954 Maserati A6GCS racer will be sold at its upcoming Monterey auction. Chassis 2078 was campaigned by the Maserati factory team during the 1954 season, in the hands of Luigi Musso. It achieved third overall at the 1954 Mille Miglia and saw other good performances at the Targa Florio and at Imola. Shipped to South America, it finished third overall at the Buenos Aires 1000km.

Chassis 2078 has spent the last two decades in the ownership of a single enthusiast. In 2013, it was restored and won the Gran Turismo Award at the 2014 Pebble Beach Concours d'Elegance. It's estimated to make \$3,250,000 to \$3,750,000 at auction.

Also up for sale at the same auction is a 2014 Pagani Huayra Tempesta Scozia, the 97th of 100 Huayra coupes built. With 1460 miles from new, its auction estimate is \$1.9 to \$2.4 million.



EVERY ASTON MARTIN ZAGATO ON SHOW

This year's Concours of Elegance in London will feature a world-first display of every Aston Martin Zagato variant ever manufactured. From the 1960 DB4 GT Zagato to the current Vanquish Zagato Coupé, Volante, Speedster and Shooting Brake, visitors will be able to browse 16 examples from the famous partnership.

The display will include rare, and several unique, models, including the famous racing Aston Martin DB4 GT Zagato '1 VEV'. One-offs include the V12 Vanquish Roadster Zagato, DB9 Spyder Zagato Centennial and Virage Shooting Brake Zagato Centennial. All Zagato Astons are rare, with only 52 V8 Vantage Coupés, 100 DB7 Zagatos, 65 V12 Zagatos and 28 Vanquish Zagato Speedsters built.

The Aston Martin Zagato display can be seen at Hampton Court Palace for all three days of the Concours of Elegance, 6-8 September.

LAMBORGHINI GTZ WINS AT KYOTO

A Zagato-bodied Lamborghini has won the Concorso d'Eleganza Kyoto in Japan. The 'Best of the Show' trophy was unanimously awarded to the Lamborghini 350 GT Zagato. Designed by Ercole Spada and now owned by William Pope, it won its 'Race and Prototypes' class, as well as the 'Best Zagato' trophy.

In the year that Zagato celebrates its 100th anniversary, Zagato joined the event with 33 Zagato-bodied models. Lamborghini Polo Storico also joined the Concorso with 20 cars. The 'Best Lamborghini' trophy went to a 1971 Miura SV in Verde Miura with mustard yellow interior, owned by a Japanese collector.

A red 1930 Alfa Romeo 6C 1750 GS Zagato won the 'People's Choice' trophy, while another Alfa Romeo 6C 1750 GS Zagato from 1931 won the 'Best Alfa Romeo' and 'FIVA' Awards.



The Festival Italia at Brands Hatch on Sunday 18 August is this year proudly in association with *Auto Italia* magazine. We have teamed up with the MSVR circuit to complement the already extensive display of Italian machinery.

Auto Italia will have its own dedicated 'zone' with specially invited vehicles on display. If you feel you have a vehicle that should be part of our display, please email michaelward@auto-italia.net with full details. An exciting new feature is the *Auto Italia* Car of the Show award, chosen by our own judges, so make sure you've got the polish ready! Also look out for our HQ selling magazines and subscriptions.

Readers who pre-book tickets to this event can get a special discount by using the code ITALIA10. Go to www.festivalitalia.com for more information on the 2019 Festival Italia event.

PININFARINA UNVEILS NEW KARMA GT

Italian design house Pininfarina has unveiled a new hybrid car at the Shanghai Motor Show. Backed by Chinese finance and based on a platform originally developed by US car maker, Fisker, the 'Karma GT designed by Pininfarina' is a two-door coupe using a hybrid platform. Based on the Revero saloon, its body and interior have been designed by Pininfarina. Expect a hybrid powerplant with 530hp, an electric-only range of 80 miles and a price of around £100,000. It will be sold in Europe as well as the US.



MASTER MASERATI DRIVING COURSES

Maserati has launched its 2019 programme of Master Maserati Driving Courses. 11 events are scheduled at the Varano circuit in Italy, concluding on 7 November 2019.

It's 20 years since the first Master Maserati event, a two-day course featuring the 3200 GT coupe, which was run with former F1 driver Ivan Capelli as an instructor. Since then, more than 500 Master Maserati Driving Courses have been held, and over 7000 customers have taken part. For 2019, there are five different formats, most of these focusing on circuit driving in the Quattroporte, Ghibli, GranTurismo, GranCabrio and Levante.



SHARE YOUR GIULIETTA

The 2019 Alfa Romeo Giulietta is the first Alfa to be offered under a new 'car sharing' scheme. FCA's U-Go by Leasys offers the chance for customers to reduce their monthly rental fee by sharing their car. Your Giulietta will be available to U-Go users who need a car for a few hours or days, with pick-up and payment being made directly between the parties. U-Go recently launched in Italy and will arrive in the United Kingdom in September 2019.



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NEWS FROM EB SPARES

EB Spares are pleased to announce that Alfa Romeo GTV6 and 75 V6 stainless steel manifold kits are now in stock. Made in Italy they benefit from a recent upgrade with new flanges and pipe bends, and have been test fitted to make them a little easier to fit than previous versions. They can be used with both standard mild steel middle and tails, or their various stainless systems. For more info go to: www.ebspares.co.uk



FIAT OFFERS £199 THREE-YEAR SERVICE

Anyone buying a new Fiat can add a new fixed-price service plan for only £199. Called 'Easy Care', the plan covers all planned maintenance over a three-year period, includes parts, labour and fluids, and represents a saving of £200. It applies to any Fiat ordered up to 30 June 2019 and registered by 30 September 2019.

AURELIA B20 GT RESURRECTED

Thornley Kelham has restored a rusted-through wreck of a Lancia Aurelia B20 GT. The 1953 Lancia Aurelia B20 GT Series 3 was discovered in the USA, with "a staggering amount of rust", said the company. "Unearthed in a condition that most would class as beyond reasonable repair, it was returned to period correct specification by an expert team."

The full restoration took two-and-a-half years, using many new panels. Since the restored B20 GT is set to tackle the Mille Miglia race, it has been fitted with Rally De Corsa style seats, Nardi floor shift, Nardi bonnet scoop, Nardi twin carburettors and Borrani 'bi-metallic' wheels.



ALFA AID OPENS SZ SHOWROOM

Maidenhead-based independent Alfa Romeo specialist, Alfa Aid, has opened a new showroom to house its collection of Alfa SZ and RZ cars, as well as selected classic Alfas. When *Auto Italia* visited recently, Adrian Jardine's red Alfa RZ was rubbing shoulders with an SZ and an immaculate blue Alfa 147 GTA. More info at www.alfaaid.co.uk



FERRARI CHALLENGE UK SERIES IS GO!

The first 20 Ferrari Challenge UK 2019 racing cars have been delivered to entrants at a Brands Hatch 'Prologue' test event. Each driver got two 90-minute sessions on track ahead of the opening rounds of the 2019 season in May. The new UK Series is the only national championship operated by Ferrari, and complements the European, North American and Asia Pacific series.



FIAT AXES FULLBACK

Fiat's Fullback pick-up has been axed from the company's UK line-up. Poor sales and new emissions laws are to blame, says the head of Fiat Professional, Richard Chamberlain. While the model the Fullback is based on – Mitsubishi's L200 – will be updated later in 2019, Fiat has decided to discontinue its Fullback model.



GIRARDO EXPANDS INTO ITALY

London-based fine car dealer Girardo & Co has opened a new showroom in Bergamo, near Milan, Italy. Company founder, Max Girardo, said: "It was the next logical step to open a branch in Italy in order to better serve a growing Italian clientele". The company also manages restorations, which the new expansion will facilitate. Daniele Turrissi will manage the Italian branch, whose showroom stock includes a 1995 Bugatti EB110 SS, 1983 Lancia 037 Group B rally car, 1950 Alfa Romeo 6C 2500 Super Sport by Touring and 1957 Alfa Romeo 1900 C Super Sprint Cabriolet by Touring.



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STELVIO QV SETS SUV LAP RECORDS

Alfa Romeo's Stelvio Quadrifoglio has set new SUV lap records at three UK circuits. The unmodified 510hp Quadrifoglio, clocked inaugural lap times for an SUV around Brands Hatch Indy Circuit, Donington Park and Silverstone National Circuit.

Driver David Brise recorded 55.9s at Brands Hatch, 1m21.1s at Donington Park and 2m31.6s at Silverstone. It follows 2017's SUV record at the Nürburgring circuit – at 7m51.7s, a full eight seconds faster than the previous production SUV record.

Brise said: "The performance from this family SUV is astonishing, its handling characteristics were really confidence inspiring and totally at home on track. It gave me all the things I needed to extract the best possible lap times and establish the three records."



WINCHESTER CONCORSO SEEKS CARS

Hampshire-based Winchester College is looking for entries to its Concorso d'Eleganza Passione d'Italia, a motoring event run by the college's Car Society, on 15 June 2019. Examples from the following marques are being sought: Alfa Romeo, Bugatti, Ferrari, Lamborghini, Lancia, Maserati and Pagani, with the event aiming to raise money for charities. For more information, email carsoc@wincoll.ac.uk

HURACÁN GT3 EVOS TAKE LEAD

By Mike Rysiecki
Photos by Leigh Jones

The 2019 British GT campaign got off to a flying start at Oulton Park in Cheshire over the Easter weekend. Oulton Park's short straights favour the corner-exiting grunt of cars like the GT3 Bentley Continental but Barwell Motorsport's Lamborghinis have always done well at Oulton.

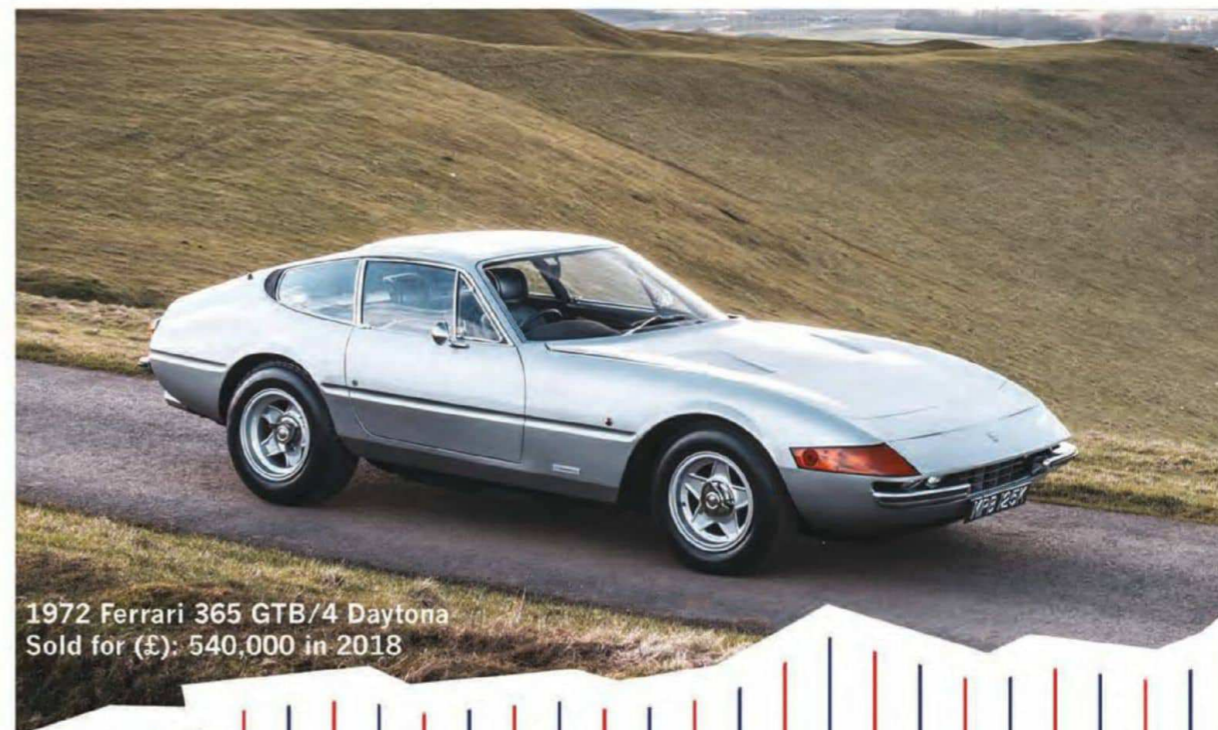
In the first of two races, Barwell's Adam Balon and Phil Keen finished second, despite the latter's best efforts to reel in the leading Bentley, with Sam De Haan and Jonny Cocker just missing out on a podium in fourth. In race two, De Haan prevailed during a frenetic final 10 minutes to claim victory with co-driver Cocker. The Lamborghini swept around the outside as the leading Mercedes-AMG ran wide, before bolting to a two-second victory. Balon and Keen claimed fourth.

This was De Haan's maiden British GT victory and Cocker's first since 2007 (at Thruxton). Adam Balon, who has only just stepped up to GT3, sits second in the points table, leaving Barwell Motorsport top of the Teams' Championship standings with a healthy lead. De Haan's performance over both races resulted in him being awarded the Blancpain Driver of the Weekend, while Keen won the Fastest Lap Trophy.

Barwell Motorsport may not have it all their own way, as WPI Motorsport drivers Michael Igoe and Adam Wilcox graduated to British GT's senior class from Round 2 at Snetterton, having switched from their GTC-spec Porsche 911 to the new-for-2019 Lamborghini Huracán GT3. WPI always regarded its GTC entry as a path towards a full-blown GT3 effort, something that happened in Norfolk in May when they became 2019's 15th full-season GT3 class entry. Italian car fans now have Lamborghinis in three different red, green and yellow liveries to support for the rest of the British GT Championship season.

CHOPARD'S ZAGATO MM TRIBUTE

Chopard has launched a new Mille Miglia Classic Chronograph Zagato 100th Anniversary Edition watch. It features a dial with a motif resembling Zagato's 'Z' logo at the 12 o'clock position. A limited edition of 100 pieces, the price is £5560.



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SPEEDY TURISMO

If you can't quite stretch to a Giulia Quadrifoglio, Alfa's new Veloce 'Turismo Internazionale' is the next best thing

Story by Chris Rees
Photography by Michael Ward



Could the freshly launched Veloce Ti be the new sweet spot in the Giulia range? Well, with its Quadrifoglio-inspired styling and carbon goodies, it most definitely looks the part. It's based on the nicest model in the range (this side of a Quadrifoglio, anyhow): the Veloce. And of course it revives the classic 'Turismo Internazionale' badge, last seen on a Giulia model back in 1972 (and latterly on the 159).

So what does the Veloce Ti offer? Despite Alfa UK strongly hinting that no model in the Giulia range would ever have the same wheels as the Quadrifoglio, that's exactly what the Ti has been given: the dark-finished 19-inch five-hole alloy wheels come straight from the Quadrifoglio. You also get a carbonfibre front grille insert, carbon mirror caps, privacy glass, bi-xenon headlamps, dark-finish badging and dark exhaust tips. That all adds to the Veloce's distinctively large side air intakes, bigger brakes and rear diffuser. If you want to up the carbon content, you can order an optional (£1650) Carbon Pack that includes the Quadrifoglio's carbonfibre boot lip spoiler, QV carbon-insert side skirts and a carbon gearshift insert.

Adding to the QV-alike theme, the Veloce Ti can be ordered in any Quadrifoglio paint colour, including the sensational Competizione Red and Trofeo White. Our

test car was in Misano Blue, which suits the car perfectly, I reckon. Also standard are red brake callipers; the yellow ones on our test car (£450 extra) also set the blue paintwork off perfectly.

Inside, the Ti adds the same seats as the Quadrifoglio's: leather-and-Alcantara heated items with eight-way adjustment. There's also a smattering of extra carbon, a leather-wrapped dashboard, ambient lighting, black headlining, illuminated carbon door sills and climate control. And like all 2019 Giulias, it has split/folding 40/20/40 rear seats.

The Ti only comes with the 280hp petrol powerplant. That's definitely no bad thing, since it's the best engine this side of the QV's 510hp monster lump. Once you've got past the cold-start grumble-rumble, the 2.0-litre turbo 'four' emerges as a fantastic powerplant. The redline may be set at a lowly 5500rpm but the engine has such effortless mid-range pull that you don't often need to rev it hard (peak torque of 400Nm (295lb ft) is delivered at a mere 2250rpm). But it'd be shame not to extend the engine on occasion, as it's super-sweet and sings superbly, especially in Dynamic mode. For the record, the 0-62mph sprint takes 5.7 seconds.

Handling? Grip from the 225/45 front and 255/40 rear rubber is excellent, helped by very direct, precise steering. Push too hard and ultimately the front end starts to squeal and you get a smidge of understeer. There's

very little body roll to speak of, inspiring plenty of confidence to push on. The optional Performance Pack (£1950) includes limited-slip differential and 'synaptic active' dampers that stiffen up when switch the DNA mode dial to Dynamic. Personally I'd like to see that fitted as standard at this level. As for the ride, it's firm but only ever unpleasant over speed humps.

As with all UK Giulias, the Ti comes with eight-speed semi-automatic only. Luckily the 'box matches the 280hp engine very well, even if I find myself using the chunky milled aluminium manual paddle shifters most of the time.

The Ti forms part of a refreshed Giulia range for 2019, in which all models now have an 8.8-inch touchscreen with navigation, Apple CarPlay and Android Auto. The Veloce Ti is priced at £46,005 which is definitely on the steep side – some £6315 more than the regular Veloce (which just ducks under £40k). On the other hand, it's still over £17,500 cheaper than the QV (currently retailing at £63,540). OK, you don't get that sublime 510hp V6 engine but you do get arguably the best look of any Giulia model, while the real world performance from the 280hp engine will be plenty enough for most people. Add in Alfa's current five-year warranty/three-year servicing package, and the Giulia Veloce Ti is looking terribly tempting. Sweet spot? Sugar overload, more like. 🇮🇹



TECHNICAL SPECIFICATIONS

ALFA ROMEO GIULIA VELOCE TI

ENGINE:	1995cc 4-cyl petrol
POWER:	280hp at 5250rpm
TORQUE:	400Nm (295lb ft) at 2250rpm
TRANSMISSION:	8-speed semi-automatic
BRAKES:	Vented discs all round
TYRES:	225/45 R18 (f), 255/40 R18 (r)
FUEL CONSUMPTION:	46.3mpg (claimed)
WEIGHT:	1429kg
MAX SPEED:	149mph
0-62MPH:	5.7 secs
CO2:	158g/km
PRICE:	£46,005

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*To be
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SS STINGER

Abarth's revised '70th Anniversary' 595 range has a new star:
the hardcore, reborn esseesse

Story by Chris Rees
Photography by Michael Ward



May whatever god it is that scorpions cleave to be praised: Abarth has relaunched its famous 'esseesse' (SS) badge. When the original Abarth 500 was launched 10 years ago, one of the most eye-catching options was the esseesse kit. Deliciously delivered in a branded wooden crate, the kit included an ECU upgrade to push power up to 160hp, beefier brakes, sportier springs and larger wheels, all fitted by your local dealer as an aftermarket add-on.

That option didn't last very long. I'm delighted to say, it's back. But there's one

big difference: the new esseesse is a regular factory-built model rather than an aftermarket kit. Sadly, that means the crate is gone (boohoo). But the esseesse remains every inch the hardcore choice. The new 'SS' forms part of the refreshed 2019 range (see separate panel), slotting in at the top of the 595 line-up.

The first thing the esseesse gives you is power. Well, OK, the same power as the 595 Competizione (180hp) – thanks to ECU changes and a high-performance BMC air filter – but that's plenty enough for some feisty figures. The esseesse will do 0-62mph in 6.7 seconds and reach 140mph.

It also sounds rather nice, too, courtesy of a specially developed Akrapovic exhaust, whose carbon tips stick menacingly out of the back. This is distinct from the Record Monza system on the Competizione, by the way. It really comes into its own when you press the Sport button on the dashboard and the exhaust valve opens up. As the colours and layout of the instrument display change to more searing tones, so too does the exhaust note. It's never so loud that it's anti-social but it is deeply fruity – and deeply satisfying. Pressing the Sport button, by the way, also boosts your torque, beefs up the power steering and makes the throttle response sharper.



TECHNICAL SPECIFICATIONS	
ABARTH 595 ESSEESSE	
ENGINE:	1368cc DOHC turbo
POWER:	180hp @ 5500rpm
TORQUE:	250Nm (184lb ft) @ 3000rpm
TRANSMISSION:	5-speed manual
SUSPENSION:	MacPherson strut, anti-roll bar (front), torsion beam, anti-roll bar (rear)
BRAKES:	Drilled and ventilated discs (front), drilled discs (rear)
DIMENSIONS:	3660mm (L), 1627mm (W), 1490mm (H)
FUEL CONSUMPTION:	36.7mpg
WEIGHT:	1045kg
MAX SPEED:	140mph
0-62MPH:	6.7sec
PRICE:	£25,295

2019 ABARTH 595 RANGE

The 2019 Abarth 595 range celebrates the company's 70th anniversary, as all versions are fitted with '70th' badging. The entry-level model (priced at £16,495) remains the base 595 with its 145hp engine, five-inch touchscreen, air con and electric windows. Move up to the 595 Turismo (£3200 extra), and you add things like a seven-inch sat nav touchscreen, leather seats and sports pedals, as well as 165hp from the 1.4 T-Jet engine. The 595 Competizione (priced from £21,795) has 180hp, hardcore Sabelt seats, Brembo brakes and a lairily loud Record Monza exhaust. That RM exhaust has a new feature, too: while the old system relied on exhaust gas pressure to open the 'loud' valve, it's now actively controlled by the driver pressing the Sport button. The 595's dashboard matches the exterior body colour, the Turismo's is Satin Grey and the Competizione's is Anthracite Grey, while each version has its own distinct bumper inserts. New on the options list are coloured seatbelts (red or yellow), while there's a new paint colour, too: the extremely lurid but rather lovely Adrenaline Green. The plush 695 Rivale remains in the line-up, too.

Another upgrade for the esseesse is Koni FSD (Frequency Selective Damping) suspension, fitted both front and rear. These dampers (non-adjustable, incidentally) definitely make the Abarth feel more planted. As you tackle corners, the rear end follows the front end rather more keenly than lesser 595s. That's not all: also standard is a Biposto-inspired mechanical limited slip differential, something that's only optional on the Competizione. You can feel this at work as soon as you start to thread the 595 through some bends, but it's at its most obvious when you're powering hard on the corner exits, when the LSD reins in movement at the front end. However, don't let me give you the impression that the esseesse is in any way a docile-handling machine. It's quite the opposite: this is a car that really makes you feel alive, if only because you've got to have your wits about you when you're pressing on. What happens on turn-in is frankly something of a lottery; the car sometimes feels pointy, sometimes soft, as you plot your course through to the apex of each bend. And if my wet weather experience of the mechanical LSD in the barking mad

Biposto is anything to go by, your knuckles will be whiter than snow by the end of your journey. I have no qualms about the brakes, though: the larger-than-standard 305mm Brembo perforated and ventilated discs up front (with natty red callipers) are mighty bitey. Car-spotters, here's how to ID an esseesse. Check out the 17-inch 'Supersport' alloys in a new 'Racing White' finish, plus the same white finish applied to the side stripes, mirror caps and bumper inserts. Inside, you get Sabelt '70' sports seats which have natty carbon shells. While these aren't the most comfortable seats I've ever sat in, I can't criticise the level of support they provide when cornering, while there's also a decent range of backrest adjustability. And since 2019 is Abarth's 70th birthday, the seats have smart '70' decals embroidered in. A smattering of carbon also adorns the steering wheel and pedals. The 595 esseesse isn't a cheap car, priced at £25,295 in hatchback form and £27,295 in 595C convertible guise, but it is massive fun. No other new car delivers anything like the drive experience: if you like your car energetic, feisty and verging on the uncontrollable, this is the new untamed frontier. Want to feel alive? Buy an esseesse.



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Arrivederci, 488

We take one last blast in Ferrari's departing 488 GTB at the Ascari circuit in Spain

Story by Chris Rees



A chance to drive a Ferrari 488 GTB on the Ascari circuit in Spain? That's not an offer you refuse any time soon – especially as it's also a chance to say goodbye to the 488 GTB in style, with the F8 Tributo now assuming its mantle.

I'm trying out Goodyear's new Eagle F1 SuperSport range, which is the US tyre maker's new entry to what it calls the "Ultra Ultra High Performance" segment, populated by cars like the 488 GTB – basically a competitor to the Michelin Pilot Sport 4 S and Cup 2/Cup 2R. We're testing the Ferrari 488 GTB on the least extreme of Goodyear's new three-strong range (SuperSport, SuperSport R and SuperSport RS). That may be surprising considering the SuperSport is intended for hot hatches (think Golf GTI) and high-performance saloons (Alfa Giulia), but in fact it's also ideal for 'everyday' supercars like the Ferrari.

The 488 GTB is built for tracks like Ascari. I'm tackling the fast, super-technical first section of the lap, where you can really build up some speed. It's rare that you can ever give the 670hp twin-turbo V8 full beans, but there's one straight where you're on the gas for a good 20 seconds, and it's intoxicating.


On Ascari's quick, often tightening turns, the 488 remains super-stable on its 245/35 ZR20 front and 305/30 ZR20 rear tyres, yet you can feel the edge of grip very progressively when it does arrive.

It's a beautifully sunny day in southern Spain – what a surprise, right? – and the dry conditions suit the car and tyres perfectly. Although the SuperSport was developed primarily for dry conditions, wet performance is quite feasible, as I discovered when I took an Alpine A110 around a freshly sprinkled section of the track; the tyres are certainly very forgiving when grip is lost.

Next up, Pascal Fabre, a Frenchman who raced in Formula 1 in the 1980s, takes me on some hot laps in the Ferrari. I can report that he's still got his mojo, demonstrating speed and smoothness in equal measure. What's the single most impressive thing about the new SuperSport tyre, I ask. "The fact that it's an excellent road tyre but it also performs very well on the track," replies Pascal. He also suggests that it's more forgiving on the limit than some rivals.

25 different sizes of Eagle F1 SuperSport tyre are now available, with fitments from 18in to 21in diameter, 205mm to 305mm width and 30 to 45 profile. The SuperSport R

is targeted at performance-focused vehicles (think Ferrari 488 Pista) and full range of 10 will come on stream by the end of the year. As for the SuperSport RS, that's a road-legal tyre but has racing-type compounds for track use in dry conditions only, with just two sizes available: 265/35 ZR20 and 325/30 ZR21.

Fact is, this is probably my last drive of a brand new 488 GTB. It's already been withdrawn from sale ahead of the launch of its successor, the F8 Tributo (which we'll be testing later this summer). You can still buy a 488 Spider, though, and of course the 488 Pista. I'd love to try the latter on Goodyear's more focused SuperSport R, or indeed the SuperSport RS. Maybe later... 



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GTAgression

Story by Chris Rees
Photography by Michael Ward

As if the power and torque of Alfa's 3.2-litre Busso weren't already generous, this 156 GTA adds a stonking supercharger into the mix. And after a test drive, we're feeling pretty charged up ourselves...

Yes, it's no shame to admit it: I love the Alfa Romeo 156 GTA. Glorious Busso V6 soundtrack, 250hp of delicious power, one of the most handsome shapes of any saloon, and relatively rare – it's got a lot going on. But I'm certainly not blind to the GTA's foibles. When it was launched, it was widely criticised – and I include myself here – for its suspension, which was clearly set up for smooth racetracks, not potholed British B-roads. Early cars' brakes really weren't up to much. And the GTA loved to torque-steer with the sort of manic zeal that few cars, before or since, ever have.

So the notion of shoehorning a supercharger into a 156 GTA may seem like utter overkill. After all, the GTA already enjoys plenty of power (250hp out of the box), and it already struggles to put that much down through the front wheels. Adding even more power by 'charging the engine' – we're talking around 320hp here – looks pretty bonkers. But let's face it: being bonkers is almost a prerequisite for GTA ownership, so why not? It fits.

Jamie Porter at the Alfa Workshop has just handed me the keys to this supercharged 156 GTA so I can find out myself how it goes. It's really not long before I'll discover that... well, it's bonkers. Good, I think we've established that!

But first, let's get a bit of background on what the 156 GTA is, and why it's so special, even without a supercharger. In many ways, the choice of 'GTA' badging for Alfa's hottest ever 156 was an odd one. When it was launched in 2001, this was the first time in 26 years that Alfa's iconic three-letter moniker had been used, but the 'A' in the badge didn't stand for its original meaning of 'Alleggerita' (or 'lightened'). No, the 156 GTA was 55kg *heavier* than the existing 156 2.5-litre V6 model. No, I'd say the 'A' more fittingly stood for 'Aggressiva' because Alfa's sensational 3.2-litre Busso V6 delivered fully 250hp. That was about as much as any front-wheel drive car of the time ever had.

The 156 GTA was always a rare beast. Of a total of 4651 examples built (see panel for the full breakdown of versions), it's thought that a mere 350 were imported to the UK. The owner of this GTA saloon – who's had it from new, incidentally – also has a supercharged Ford Focus RS, so he's clearly a 'fully charged' sort of chap. Good man!

The people behind the supercharger conversion on this 156 GTA are the legendary Alfa specialist, Autodelta. No, not Alfa's long-dead racing division, but the London-based tuner run by Jano Djelalian, the



Straight-line speed is astonishing, accompanied by an ever-present whistling sound

GTA looks pretty much standard but its power output of 320hp puts it in a different league



acknowledged expert on supercharging Alfas. Not only does it have a slinky supercharger (neatly tucked away in the bumper area) but larger fuel injectors and an ECU remap, too. As an aside, Alfa Workshop informs me that ECUs for 3.2-litre Alfas are no longer obtainable, but it's got a workaround for it. Phew!

This car has been on the dyno and, as a result, we can confirm that its power output fully matches Autodelta's original claim for the engine: 320hp. To

tiring on longer journeys.

This is a great 'Q' car because it looks just like a standard GTA. Well, almost. There's a non-standard bee-sting aerial on the roof and an aftermarket array of reversing sensors on the back bumper (both of which look a bit odd, I reckon). Far more likeable is the non-standard quad-pipe exhaust by Ragazzon, which sounds lovely without being excessively noisy; fruity but civilised.

“Torque delivery is lusciously linear. The higher up the rev band you go, the more you get. Lovely!”

drive, it certainly feels like it's got every one of those 320 horses. However, it's not really the outright power that impresses – it's the torque. The supercharger simply adds torque *everywhere*. Unlike a turbocharger, whose effects come in only after a delay and only above a certain rev threshold, the supercharger is at work all the time, at all rev ranges, and suffers from no 'lag' whatsoever. Its torque delivery is lusciously linear: always there, and the higher up the rev band you go, the more you get. Lovely!

All you hear is a whistle – yes a whistle (rather like a turbo in fact), and quite unlike the whine you get from, say, a Mini Cooper S. There's even a bit of chatter on the overrun, a bit like a turbo wastegate. The supercharger's persistent, ever-present noise is not unpleasant, but I can see that it might become a little

With 75,000 miles on the clock, this car feels tight – not too surprising since it's been mechanically very well cared for (it has an extensive history with the Alfa Workshop from 2010 to date) and has recently had a new cambelt fitted (vital for any Busso engine owner's peace of mind).

This is a six-speed manual GTA, and the gearbox works very well indeed. New you could order Selespeed semi-automatic, but very few people did in the UK. I'm not sure how well Selespeed and a supercharger might work, either...

Thankfully, this car has the larger 330mm front brake conversion, something that the Alfa Workshop did. This is an improvement that Alfa itself actually rolled out on the GTA after a while; the GTV-type 305mm discs fitted to early cars were definitely below par, so the 330mm

156 GTA PRODUCTION NUMBERS

156 GTA: 2625
156 GTA Selespeed: 348
156 GTA SW: 1174
156 GTA SW Selespeed: 504
TOTAL: 4651

UK imports: Approx 350

disc retro-fit is a must-have if you're a GTA owner: they just work much better.

You know I said earlier that the supercharger adds torque everywhere? Well, that includes the steering. If you've got any lock on the steering wheel at all when you press the accelerator, you'll know all about it, because the front end leaps wildly in that direction. Modern high-power front-drive hatchbacks have uniformly dialled out this effect, through the extensive use of electronic diffs, ingenious suspension knuckle joints and all sorts of electronic aids. Not so the GTA, which predated all such interventions. It's just you, your hands and your right foot.

OK, not quite just you; this car has an Alfa Q2 limited slip differential fitted. The Q2 is pretty much the first port of call for any GTA owner, because the original Alfa diff not only suffers torque steer and feels somewhat

'numb', but it also has a worrying propensity to explode. The Q2 diff lets you put the power down more easily and more reliably, increasing grip levels on corner exits, and also improving turn-in. Not that torque steer is by any means eliminated, you understand.

The suspension on this car is completely standard. It's better than some GTAs I've driven but it's not as incisive as a car fitted with coilover suspension, which a lot of GTA owners do opt for. It's not hard to see why: the standard GTA's set-up can feel compromised on UK roads. The considerable weight over the front end means Alfa chose damper and spring settings that seem at odds with a car of this performance level. The main issues are crashiness over bumpy surfaces and a sense of 'float' over undulating roads – added to which the GTA bottoms out even more willingly than regular 156s. On standard-size (225/45 R17) Goodyear Eagles, there's plenty of grip but the handling sometimes has an edge to it. As we've seen in several articles in *Auto Italia* over the years, there are ways of sorting out the GTA's handling, and I'd definitely want to have a crack with this car.

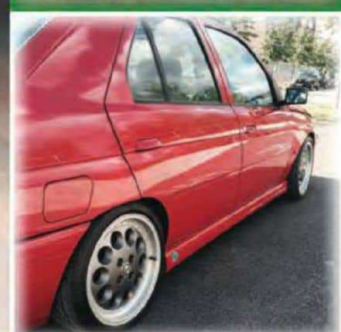
To sum up this beast of a car, adding a supercharger feels like an absolutely natural move for the GTA's 3.2-litre Busso V6. It pulls like a mad dentist on steroids, making driving quickly on A-roads utterly effortless. As for B-roads, well, you need quite a bit more concentration! **!!**

This supercharged 156 GTA is currently up for sale at the Alfa Workshop, priced at £12,950 ono. For more information, contact the company at Unit 15 Orchard Road Industrial Estate, Royston, SG8 5HD. Tel: 01763 244441. www.alfaworkshop.co.uk



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REBORN AGAIN

Jean Todt's magnificent Miura is just back from a sympathetic rebuild at Lamborghini. But it's not the first time it's returned to Sant'Agata – it was originally 'rebuilt' in 1972. Here's its story

Story by Chris Rees
Images by Lamborghini/Ryan Merrill/RM Sotheby's



On a different planet – no, not even that, merely in a different era – it should be the keys to a Ferrari that Jean Todt is receiving from Stefano Domenicali. After all, each of these colossi from the world of Formula 1 made their names at Maranello's best-known brand. Monsieur Todt was General Manager of Scuderia Ferrari for 13 years (from 1994 to 2007), while from 2004 to 2009 he was elevated to become Ferrari's CEO. It was Todt who hand-picked the man to succeed him as head of the Scuderia in January 2008: Stefano Domenicali, someone who had been with Ferrari almost as long as Todt (since 1995, in fact).

So both of these men have the red blood of Maranello in their veins. But times change, things move on. These men have moved on, too. Todt is now in his third successive term as president of the FIA. And having lasted six years as Ferrari F1 team principal, Domenicali eventually accepted an offer to work for Audi, assuming the job of CEO at Automobili Lamborghini in 2014, in which position he currently remains.

With both of these men, then, the prancing horse has morphed into the raging bull. For Domenicali, Lamborghini is his new home. As for Todt, he's become a Lamborghini owner: the seduction and charms of the Miura were simply too strong to resist. And who can blame him? The Miura's place in history is absolutely assured as the world's first ever supercar, and it remains as achingly beautiful today as it was when a 27-year old Marcello Gandini designed it in 1966.

So it was that, in February 2019, at the Paris Rétromobile show, Domenicali handed over the keys of a very special restored Miura SV – the one you see on these pages – to its owner, Jean Todt. It has just undergone a complete restoration by Polo Storico, Lamborghini's restoration division.

It looks absolutely fabulous, but then this is no ordinary Miura. It's not the first time it's been back to the factory for a rebuild. The last time it was at Sant'Agata was 1972, when it was 'rebuilt' – or perhaps more accurately, 'built'. You see, this car is chassis number #3673, which was originally a 1968 Miura P400S, the 242nd of the Miuas produced. It first emerged from the factory painted yellow with a mustard-coloured cabin. So how come chassis #3673 is now, officially, a 1972 Miura SV?

The answer is that the 1968 original was destroyed in an accident in South Africa. Lamborghini simply took the old chassis number and applied it to a completely fresh Miura in 1972, building it to then-current SV spec. This was quite normal practice at the time, since the factory kept spare chassis at its Assistenza Clienti Reparto department, whose job it was to do restorations crash repairs on cars from all over the world. Using previously allocated chassis numbers was perfectly regular. This is how Lamborghini itself expresses what happened: "There were fiscal motives, to protect the customer from the extremely high import taxes on new vehicles... as well as practical reasons, given that the car kept the previous registration and related documents."

It seems that the destroyed Miura was shipped back to the factory, where a new car was constructed using the old chassis number but using a new chassis (originally allocated as number 5098). It





was then re-exported to South Africa, where the authorities would have seen it as simply the same car, returning after repairs.

The 'new' #3673 was born on 11 November 1972, and delivered to its first owner, an eccentric South African aviator called Arthur Mecin, at the end of 1972. It's a very late SV – in fact, one of the final 11 Miuras built,

lubrication system from the V12 engine. The SV lacks the famous headlamp 'eyelashes' of the original P400S, as well as having different rear lights, and both its rear wings and rear wheels are wider. This particular SV also had optional air conditioning factory-fitted from new. It was painted Rosso Corsa with a lower band in gold, plus gold wheels and a black

“ The original Rosso Corsa, gold and black colour scheme remains in place today, almost 50 years later ”

namely the 751st out of 762 Miuras in total (the very last being in 1973), and one of only 150 SVs produced.

Being an SV, it featured more aggressive cam profiles and larger Weber carburettors, giving it 15hp more power than the 'S' (385hp at 7850rpm) and more user-friendly running at low revs. In SV spec, 0-60 mph took a claimed 5.8 seconds, with a quoted top speed of 180mph.

Being one of the last 96 SVs, this car's engine got a split sump, in which the gearbox uses a separate

leather interior. The exact same colour scheme remains in place today, almost 50 years later.

Arthur Mecin kept his SV for 18 years before selling it on to a fellow South African called Jordan. In 2001, it was then sold at auction to an American collector, Stephen Dohme. In the US, it was sold on again to a new owner as a 'project', but on seeing its largely original condition, he decided not to restore it but to preserve it as a 'survivor' car. The intention was to return it to a presentable state and enter it in concours

After its factory restoration, this must surely be one of the best preserved Miuras of all





events. A five-month renovation process saw the engine being rebuilt by Zakira's Garage of Cincinnati, Ohio, known for its vintage Indy car work, and some \$140,000 was spent on mechanical overhauls alone.

The freshly restored car then made an appearance at the Miami Beach Concours, among other events, where it was welcomed as a beautifully-preserved, mostly original car with matching numbers and a mere 25,000 miles on the clock.

Following the car's 2016 sale at auction, we fast-forward to 2018 and the Miura's arrival at Polo Storico. This is Lamborghini's in-house heritage department, whose main business is the restoration and certification of classic Lamborghinis (i.e. those made up to 2001), as well as remaking spares for classics. It was at Polo Storico that chassis #3673 received a restoration that took fully 13 months, the car being completely dismantled so that every single item could be checked. According to Lamborghini, when the car arrived in Sant'Agata

Bolognese, it was complete but showing "clear signs of wear and tear". In keeping with the car's superbly original state, Polo Storico took the very sensible view that conservation was better than restoration, and repaired rather than replaced any worn or damaged items.

Having been completed, the car was duly delivered to Jean Todt in February 2019. According to *Vogue Italia* magazine, Todt measures a bijou 5ft tall, meaning he might actually stand a chance of being comfortable in the Miura, whose cruelly awkward seating position is notorious. Most drivers need to recline the seat's backrest to an uncomfortable degree to avoid hitting their head on the low-slung roof; probably not Todt. And the Miura's pedals sit too close together for many people; again Monsieur Todt's feet are likely to fit in just fine.

Let's hope Jean does enjoy it, for this is surely one of the great Miura survivors – one that's been revived by Lamborghini itself not once, but twice. 🇮🇹

Jean Todt received his restored pride and joy at the recent Retromobile show in Paris



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Grey over Orange, very low mileage, 3,600 miles, LHD

2011 Ferrari 599 GTO



£399,950

Nero Daytona, 1 of 599 produced, 6,000 miles, LHD

2016 Ferrari F12 TDF



£799,950

Grigio Ferro, 1 of 799 produced, 890 miles, RHD

1994 Porsche Speedster



£139,950

Guards Red, manual transmission, 19,000 miles, LHD

2015 Ferrari FF



£159,950

Nero Daytona, highly specified, 9,000 miles, RHD

1966 Aston Martin DB6



£299,950

Silver Birch over Red, manual transmission, 81,000 miles, RHD

1976 Ferrari 365 GT4BB



£349,950

Rosso Chiaro, 1 of 387 produced, Classiche Certified, 850 miles from partial restoration, RHD

1969 Ferrari Daytona



£679,950

Rosso Chiaro, Desirable Plexi car, Classiche Certified, 34,000 miles, RHD

1973 Ferrari Dino GT



£319,950

Rosso over Beige, Classiche Certified, 49,000 miles, RHD

CINQUELECTRO

Having driven this pure electric Fiat 500, we're convinced this is the way all Fiat 500s should be

Story by Chris Rees
Photography by Michael Ward



Chugga-chugga-chug-chug. The sound of a Fiat 500 starter motor turning over is one you never forget. Except this time, you can totally forget it. Turning the key in the slot of this 500 produces no sound whatsoever.

You see, I'm in a Fiat 500 converted to pure electric power, and the only noise it makes is the faintest hum. Welcome to the past, reimagined for the future. It's a new venture developed jointly by Classic Chrome in London and Electric Classic Cars, which is based in mid-Wales and which has already converted many classics to battery power. The baby Fiat seems to me the perfect car to electrify: an urban classic, it drives far better than the original and now has zero tailpipe emissions.

Here's another difference in the way it drives: delicately feathering the clutch pedal on take-offs is now history. Instead, you don't even need to use your left foot when setting off. Just engage a gear – second will do – then press the accelerator and you're away. It's so easy that Alexander the meerkat should be alongside me screaming "Simples!".

It's not just easy to drive, but fast too. Some glaciers move more quickly than a well-worn 499cc Fiat, but the electrified version fairly zooms along. You get 100% torque, instantly, from rest. The power and torque figures for the standard version (three-batteries and 16kWh) are 47hp and 95Nm (70lb ft). While this may not sound like much, it's roughly three times more than an original Fiat 500F. In a machine weighing less than 500kg, it's plenty enough, believe me.

The motor is a three-phase AC unit from HPEVS (High Performance Electric Vehicle Systems). As for the batteries, these come from Tesla, no less. There are three in the standard 16kWh version. You can have more performance by opting for a more powerful 65hp motor and four batteries (total 22kWh). In my humble opinion, that may well be too much for the baby Fiat.

The 47hp model's top speed is over 70mph; with the higher power motor fitted, it's an 'unmentionable' figure. Depending on how you drive, the range is 50-75 miles between charges (or 100 miles with four batteries fitted). You can charge the car at home

overnight with a 13-amp plug, or use a commercial charging point. Simply lift up the front badge and there's the connector – beautiful! It takes about six hours to charge via a 2.5kW charger.

The original Fiat gearbox is retained, which means that, unlike almost every other EV (which typically have a single-speed gearbox), the 500 EV has four speeds. In our London road test, we found that you don't really need to change gear much; you can waft about in second or third gear and simply let the torque do the work. To cope with the extra power, modifications are needed to the suspension and driveshafts, while uprated front disc brakes are also fitted.

Our test car is a 1970 example, but Classic Chrome has previously converted an early suicide-door 500, too. Step inside and the cabin looks almost entirely standard. The original choke and starting levers that normally nestle between the seats are replaced by new controls for the electric heater. On the dashboard sits an E-Xpert battery monitor to let you know how much juice you've got left. One other change: under



CONTACT: Classic Chrome, 12 Sheen Lane,
London SW14 8LN. Tel: 0208 876 8171.
Web: www.electricfiat500.com



the bonnet, the petrol tank has been removed, leaving useful storage space (the battery pack located here is tiny).

I love this electric Fiat. It feels just right, like it was always meant to be this way. Everyone in big cities should be driving cars like this. But here's what may be the stumbling block for many people: the price. It costs around £25,000 to convert a Fiat 500 to electric power in base spec; £29,000 for the high-power model. The company will soon be offering DIY kits that will reduce that cost by quite a bit, though. Optional extras include an upgrade to Fiat 126 rack-and-pinion steering, LHD to RHD conversions, and various in-car entertainment and car security systems.

In cities that are increasingly imposing new restrictions on conventionally powered cars, electric classics are a brilliant solution, drawing inspiration from both the future and the past. This Fiat 500 could also be just about the cheapest car in the world to run, too: free road tax, free London congestion charge, about two quid to recharge and virtually no mechanical parts in the drivetrain to maintain. Sensible, planet-saving and heaps of fun – we want one, a lot. 🇮🇹

TECHNICAL SPECIFICATIONS

FIAT 500 ELECTRIC

ENGINE:	75V electric motor, Tesla 16kWh batteries
POWER:	47hp
TORQUE:	95Nm (70lb ft)
TRANSMISSION:	Four-speed manual
RANGE:	Up to 75 miles
CO ₂ :	0g/km
TOP SPEED:	Over 70mph
PRICE:	Approx £25,000



Volt Face

It's not just Fiats being converted to battery power – this Ferrari 308 has 450hp of Tesla electricrery

Story & images by Shane O' Donoghue



Let's leave the philosophical discussion about replacing the sonorous naturally aspirated V8 of a 1980s Ferrari with an electric motor to one side and instead focus on what electric power can do for a classic. The car you see before you started life as a 308 GTSi with a steel body and power by a fuel-injected 2.9-litre V8 with 214hp, weighing approximately 1200kg.

Its owner fancied a bit of a change, so got in touch with Electric Classic Cars in Wales to discuss a full conversion to electric power. The company has already produced dozens of electric classics, but this was its first Ferrari 308, and it took nigh-on nine months to produce. The owner wanted to preserve the character of the car while enhancing its performance, reliability and the ability to use it in the future no matter what legislation comes into place governing internal combustion engines.

Approach the converted Ferrari for the first time and you'll possibly be too distracted by the seductive

curves, penned by Pininfarina's Leonardo Fioravanti, to notice that there are no exhaust pipes sticking out the back. The only other external clue that this is not a standard 308 is the cheeky replacement of the 'GTSi' badge at the back with 'GTE'.

Sit inside and there are some clues, despite the interior being almost untouched. It smells and looks well-used and the odometer shows over 46,000 miles. In front of you is the expected spindly three-spoke steering wheel and Veglia Borletti instruments, along with the original flimsy air vents and column stalks. But while the centre console holds the traditional open-gate manual gear shifter, to its left is the first indication as to what this car is all about. There's a neatly integrated touchscreen that allows the owner to check on the electric powertrain.

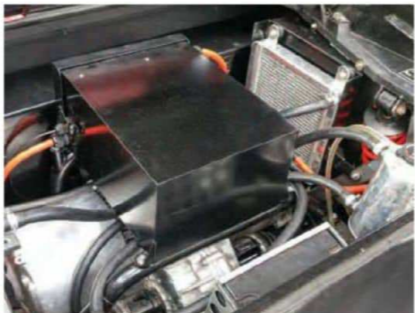
In the back, in place of the V8, is an electric motor from Tesla. In this installation, it produces a maximum output of about 450hp, though with an upgraded inverter and other tweaks, it can be good

TECHNICAL SPECIFICATIONS	
FERRARI 308 'GTE'	
ENGINE:	Tesla electric motor and 45kWh battery
POWER:	450hp
TORQUE:	450Nm
TRANSMISSION:	Single-speed reduction gear with mechanical limited slip differential
WEIGHT:	1170kg
RANGE:	Up to 150 miles
CO ₂ :	0g/km
TOP SPEED:	165mph
0-62MPH:	3.5sec
PRICE:	Approx £60,000 for the conversion


for over 600hp. It drives the rear wheels through a single-speed reduction gearbox and, unlike Tesla's cars, there's a mechanical limited slip differential. That, explains Richard Morgan (Founder and CEO of Electric Classic Cars), helps get all the power down in a more useful fashion.

In our road test, it's sharp off the line and easy to modulate the accelerator. The addition of electronic traction control and bigger tyres enables a 0-60mph time of 3.5 seconds (the original did it in 7.3 seconds). Oh, and this car will apparently do 165mph.

Not that we're going to have the opportunity to verify that claim today, but slot that tall lever into place (you've only got one forward and one reverse gear, despite the multi-position shifting gate) and the 308 certainly feels perky, especially as the considerable forward thrust is accompanied by nothing more than a whirr from the motor (and a few creaks and groans from the interior). The steering



feels wonderfully alive (the owner declined to add power assistance) and while the brake pedal isn't the most confidence-inspiring in feel, the stopping power is fine. Thanks to the regenerative braking effect of the motor, little other than better pads were deemed necessary.

Aftermarket adjustable coilover suspension has been fitted, and a considerable amount of work on the spring rates front and rear and the alignment of all four wheels has been carried out. That's necessary because of a 30kg weight reduction overall and, more importantly, a significant altering of the weight balance. The original car had a 40/60 front/rear balance, but the electric one is 50/50, to the benefit of how the car changes direction and responds to inputs mid-corner. This may look like an old car and at first feel like one, but dig deeper and it drives like something far more modern. Maybe this electric car thing will catch on after all... 

Tesla-sourced power pack has 450hp, but can go as high as 600hp. 0-62mph takes just 3.5 seconds



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Good Enough For Tazio

This elegant Pinin Farina drophead appealed to racing car drivers like Tazio Nuvolari when it came to road wheels. Here's why

Story by Simon Park
Photography by Michael Ward

As silent as a good butler, as smooth-running as a well-ordered household. Thus did London Lancia distributors Kevill-Davies & March proclaim the virtues of the first 'small' Lancia, the Augusta, some 85 years ago. Said virtues might not have quite the same resonance or relevance today, but back in the 1930s that was obviously considered a killer sales pitch.

Unfortunately, such accolades weren't enough to counteract the problem of price, which was not far off double that of rival models such as Fiat's Balilla – and that was just for the common-or-garden saloon. It was the price of engineering excellence that few of its rivals could match, but which, ultimately, too few potential punters were prepared to pay – an all too familiar Lancia trope.

So Vincenzo Lancia's determination that his new 'baby' should lack none of the sophistication and amenities found on the larger DiLambda, Astura and Ardena models was, ultimately, its undoing. In the mid-1930s, your average man in the Italian street neither needed nor expected sliding pillar independent front suspension, unitary monocoque construction, ultra-compact overhead-cam V4 engine, Lockheed hydraulic brakes and the exceptional structural rigidity assured by electric welding techniques (this was the first European car to so benefit), all of which came at a price.

Conversely, it was just such features which endeared the Augusta to the likes of Tazio Nuvolari and several of his racing chums – far from average men – who were quite happy to park their 200hp-plus supercharged,

eight-pot Alfa or Maserati at the end of a hard day's racing and potter home in a 35hp Lancia. As skilled, professional drivers they were well aware that the ability to travel quickly across country was born of more than just sheer horsepower. And like so many other Lancias, both before and since, the Augusta had those qualities in spades.

Around 14,000 Augustas in all were built between 1933 and 1938, along with over 3000 separate chassis

for independent coachbuilders' creations. However, although designed by Carrozzeria Pinin Farina, this 1934 second-series Augusta was actually built by the Lancia factory and is something of a rarity.

"There are not many of them left," says owner Doug Martin. "There are still quite a few coachbuilt ones but there don't seem to be many factory ones that survived." In fact, it's one of maybe three such cabriolets in the UK. A retired accountant with an eclectic taste in toys, Doug has owned it for about five years. It's his first



Lancia, following an interestingly varied selection of classic and racing cars.

"My midlife crisis was an Elva 200 race car," he recalls. "I bought it when I was 50, rebuilt it fully and raced it for a while." Then came an Alfa Giulia Spider with which he also competed, winning the Giulietta Cup at Alfa's centenary celebration event at Monza in 2010. Two pre-war machines followed, a Lagonda Rapier and a 1922 Fiat 501S, in which he did the Mille Miglia.

Now, the Augusta shares a garage with a more

recent Fiat, an immaculate (thanks to 23 years spent in the south of France) 2300 Coupe, as well as two quirky but cute American machines. The 1937 Hillegass and 1928 Dreyer are tiny, no-nonsense Ford-based single seaters built for 'sprint' racing on dirt ovals which Doug, clearly something of a racing junkie, uses for hillclimbs and VSCC events.

So how did he come to own a rare, and comparatively staid, vintage Lancia? "I don't know really. I've never been a Lancia person, but I saw this one advertised and just fell in love with it – the shape was right. We've done three [VSCC] Measham Rallies in it, and she's a class-winner at the Welsh Rally – she's very useable, even in the winter. The hood's all spring-loaded, just pops up straight away; wind-up windows. She's as good as a vintage saloon, yet she's a full four-seater summer tourer."

Obviously a very capable and hands-on engineer, Doug likes to work on his cars and the Lancia is no exception. "It was a bit sad when I bought it," he told me. "It was all this burgundy colour, which just looked

very plain. None of the instruments worked, and it had no oil pressure. We couldn't understand it because it ran beautifully! I took the engine to pieces, got the oil pump rebuilt, put it all back together – exactly the same, no oil pressure." This conundrum was eventually solved by distinguished Wrexham-based Lancista (and fellow Augusta owner) Morris Parry, who correctly diagnosed a missing 14mm O-ring twist block and crankcase... Welcome to Planet Lancia!

Anyway, the Augusta is far from sad now. Sound in wind and limb, she's smart but not too smart, retaining enough patina to remind you that she's really quite an old lady – but a truly elegant one, from every angle. Farina got the proportions exactly right (well, when did he not?) and the cabriolet shares that Tardis-like characteristic of so many pre-war cars – an interior spaciousness, especially in the back, seemingly quite at odds with its external dimensions.

So everything augured well for a gentle drive through some very pleasant Herefordshire countryside, and so it proved to be. Up front, things

Augusta is the 'sensible' car in Doug's fleet, which also includes Ford-based single-seaters



are pretty much where and what you'd expect them to be. The driving position is good, although with the adjustable seat set for optimum 'reach' to wheel and pedals the starter button was a bit of a stretch – but then it is on the floor, close to the bulkhead. All the

(always worth checking in a pre-war car, that) and are entirely quirk-free. The brakes do initially feel a bit dead but work well when you need them to. And it's probably no coincidence that both Augustas I've tested for this august organ (the other being a saloon, in Issue 240)

“Traffic-light Grands Prix are best avoided but that familiar V4 is a doughty worker”

important gauges are present and (presumably) correct, with ammeter and water temperature gauges in an after-market panel below the dash.

How many times have you read about a 'gangly gear lever'? Well, here's another – but it works much better than you'd expect. Despite longish throws around the conventional four-speed 'H', I only missed a few. A double de-clutch is necessary on down-changes, less so going up. The pedals are the 'right' way round

have had their original-equipment Zenith carburettors replaced – the saloon's by an SU, whilst Doug's car now sports a period Weber 30DO which, he avers, "improves the performance quite considerably".

And as long as your expectations are realistic, you'll not be disappointed on that score. We may well have held up an in-a-hurry TIR super-tanker for a while on our drive, and traffic-light Grands Prix are best avoided, but with that familiar V4 'thrum' your constant companion,

Pinin Farina shape is upright and upstanding. Whole car feels wonderfully well engineered



Racing Scorpions

In its 70-year history, Abarth has always had racing at its heart. Join us as we celebrate the 70th anniversary of the Scorpion badge by picking our Abarth competition car highlights

Story by Peter Collins
Images by Michael Ward/Peter Collins



70 SCORPIONE

The life of the car industry isn't all that different to our own. As time goes on, the anniversaries seem to take place at an ever-increasing rate. It's almost impossible to believe that 2019 marks the 70th birthday year of Abarth.

Oh, you may say, but the company was taken over by Fiat in 1971, so there isn't that much to talk about. But I would stick my neck out and suggest that in the subsequent five decades since that takeover, some of the cars with Abarth type numbers – and they are still applied today – have been just as important, if not more so, than their illustrious predecessors.

So here's our run-down of the most significant and interesting Abarths that have turned a wheel on the world's race tracks.

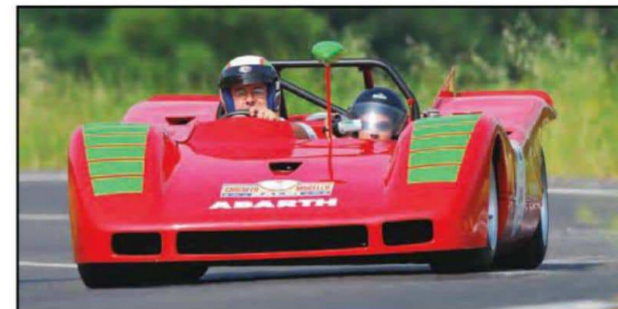
1949-1954

The creation of Abarth and Co in itself was the beginning of an incredible era for Italy. Not only was the country becoming more prosperous, its car industry also exploded with success, both on the road and in sport.

Carlo Abarth was born in Vienna and spent his formative years involved with motorcycles, racing them in Austria. But he wished for more than that and, after enduring the war years, he joined his father in Merano in northern Italy, having made contact with the gifted engineer Rudolf Hruska of Porsche.

In October 1946, the two were introduced to Piero Dusio in Milan with ideas to build a BMW motorcycle-engined sports car, but plans changed literally overnight and they were recruited to join Cisitalia, which was setting out to build its new GT car, the 202. The roadster version, in the hands of Tazio Nuvolari, finished second in the 1947 Mille Miglia. Cisitalia seemed destined for success but late in 1948 it became clear to Carlo Abarth that all was not well, as the cost of developing its revolutionary Tipo 360 4WD Grand Prix car was in danger of bankrupting the company.

He discussed this with one of his wealthy racing drivers, Guido Scagliarini, and the net result was the



incorporation of Abarth as a standalone company, with Scagliarini and Abarth as directors. This happened in March 1949 in Bologna because Scagliarini's father lived there but, of course, Abarth and Cisitalia were in Turin, so premises were found in that city. The working branch of the fledgling company was set up at Via Trecate 10. Squadra Carlo Abarth had already been created, which appellation was applied to the Cisitalia spiders now owned by Abarth after the inevitable liquidation of the former company.

Carlo Abarth then modified these cars with shorter chassis and torsion bar front suspension, with the result that the team cars took eight 1100cc wins during 1950. Despite this, Carlo was not complacent and realised that managing a team was not going to make anyone wealthy. So in late 1949 he diversified by designing his first aftermarket uprated exhaust system for the Fiat 500 Topolino, plus a column gearchange conversion.

Whilst this was not immediately successful, it was very promising and the manufacture of aftermarket exhausts would eventually underpin Abarth for the remainder of the life of the company. For the road, two cars stand out: the Scaglione 1500 which went to the Packard Corporation in the USA and returned to the UK in the 2000s and the Alfa Abarth 2000, a very handsome coupe of 1954. Whatever happened to the latter?

1955-1959

From 1950 to 1956, very little Abarth factory motorsport took place, with a few private entrants trying their luck with Abarth's 207A roadster, whose Fiat 1089cc engine was really too heavy to make it a contender. Then on 15 March 1955 at the Geneva Motor Show, Fiat announced its little Dante Giacosa-designed 600 berlina. Very quickly, Carlo realised the potential of this little car, designing an upgrade for the standard 633cc motor, expanding it to 747cc, and later introducing his 750 GT Bialbero GT with bodywork by Zagato. It would be true to say that the Turin company would never look back. After a move to larger premises at Via Pacchiotti, a new definitive factory was built at Corso Marche 38 in late 1958, which was to remain in



use as the Fiat Group's main competitions department well into the 1990s.

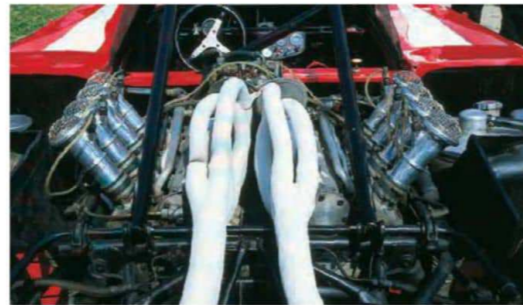
The latter half of the 1950s was a prolific period for Carlo and his eponymous company. First, he had major commercial success with *Derivazione* versions of the Fiat 600/750, and then the 'double bubble' coupe heralded new models such as Zagato and Allemano spiders, in addition to the Sestriere and Record Monza Coupes.

But the 1950s at Abarth cannot be dismissed without including the launch of the Fiat 500 in July 1957. As is well known, Dante Giacosa's microcar for the masses was initially woefully underpowered with its 479cc two-cylinder engine developing only 13hp. By the middle of 1958, Carlo had produced versions that pushed horsepower up to the giddy heights of 26hp and they took long-distance records at Monza with it. There was no looking back and Fiat cemented relationships with Carlo by agreeing a cash payment to him for every overall and class result achieved in all motorsports by any Fiat-based Abarth car from then on. I have a fond vision of a clerk in the 'Kremlin' Fiat building every Monday morning sorting out the applications from those who had achieved something in their Abarths. A class win at Oddicombe hillclimb? Where on earth was that?

1960-1965

Significant Abarths came thick and fast during the early 1960s, from the Record Monzas with 750 and 850 motors, through the 500-based Abarth 595, the 600-based 850 and 1000 TCs and Corsas, the 1000 and 1300 Bialberos and the Simca Coupes. In America, the 750 Zagatos swept all before them at the Sebring 12 Hours of 1959, taking 1-2-3-4 placings in class. The Nürburgring Nordschleife was also a happy hunting ground, with Abarths making the 500km race their own during this period.

The models and, vitally for the survival of the company, the results just kept on coming. For two years running, in 1962 and 1963, Abarth 1000 Bialberos won the sportscar World Manufacturers Championship. But we should not forget the oddballs. The very small run of 1600/2200/2400 Coupes and Cabriolets with



bodies by Allemano and Ellena were topped by their final incarnation, the 1963/4 2400 Coupe by Allemano. A beautiful, powerful, long-distance GT car used by both Carlo and his wife Annelise, deserved far more success than it gained, whilst the misunderstood Porsche Carrera Abarth was equally beautiful and potent but it also suffered, this time from misunderstandings between Abarth and Porsche.

Corso Marche gave birth to many fabulous Abarths during this time but to choose one that stands out, I would have to nominate the Abarth Simca Due Mila Corsa. Offered to the public also as a road car – Bernard Cahier achieved 161mph in one on the road on test! – my choice would be in 1964 European Mountain Climb Championship winning form. Brutal only just begins to describe the machine, but with long noses they were beautiful as well.

1966-1971

The beginning of Abarth's decline began during the

late 1960s. Carlo's flagship project, a 6.0-litre V12 intended for World Championship prototype racing, was dead in the water overnight, when the FIA knee-jerked into action after the fatal incident in the 1967 Le Mans, declaring that there would be a 3.0-litre limit for these cars from the following year. Huge amounts of money and time had been washed down the drain. The Tipo SE 04 and 010 sports prototypes were started at this time too, both Tipos being popular with private entrants in particular. Mention must also be made of the mad OT 2000 America which was, in effect, a Fiat 850 Coupe with a full-house Abarth 2.0-litre racing motor stuffed in the rear; sadly only three were made. The 600-based 1000 TCs and Radiales continued on their class-winning ways all over the world.

During this time, a V8-powered SE10 was developed, mainly for hillclimbing, and with it works driver Johannes Ortner easily won the 1971 European Mountain Climb Championship, for which Carlo received

ABOVE: 3.0-litre V8 1971 Euro Mountain champion.
BELOW LEFT: Arturo Merzario's SE 021 at Brands Hatch, April 1972.
BELOW RIGHT: Osella Abarth PA1 at Silverstone



CLOCKWISE FROM TOP LEFT: Glorious 131 Abarth; Rauno Aaltonen on the 1974 RAC Rally; Lancia 037; Miki Biasion's Delta integrale at San Marino; Lancia Delta S4

a letter of congratulations from Giovanni Agnelli of Fiat in September 1971 – but it was not much more than a nod, given that Fiat had now taken over the company, and that was the end of that.

1972-1977

After Fiat took Abarth over in 1971, it demanded that there would be no more racing by Abarth. Enzo Osella took over the continued development of the 2.0-litre sports prototypes. During 1972, Arturo Merzario in the latest SE 021 proved extremely quick, being faster than one of the Alfa Romeo T33s at the Brands Hatch 1000km, then securing three wins in a row in the European 2.0-litre championship during the summer at Dijon, a very wet Silverstone and at Enna. The following models were eventually named Osella PA1, with PA standing for Prototipo Abarth. The Osella marque is still alive and well.

Meanwhile, the Fiat Group had been tentatively supporting 124 and 125 Berlins in rallying. Then a

serious view was taken of the sport with the arrival of the 124 Spider Abarth – Tipo SE026 – in 1972. At first, in virtually standard Group 3 form, the model was developed into a perennial runner-up. In World Rally Championship Group 4 form, its limited rear suspension travel told against it. The 124 Rally was superseded by the new Fiat 131 Berlina in 1976, which went on to win the World Rally Championship.

1978-1986

A period of huge success in rallying followed on from the Fiat 131 Abarth with the subsequent all-new Group B Lancia Rally SE 037. The latter took the 1983 World Rally Manufacturers Championship and won innumerable rallies, both nationally and internationally. It was followed by the fearsome Lancia Delta S4 – with the Abarth type number SE 038 – which ran up until the tragic accident in Corsica, from which Henri Toivonen succumbed, as indeed did Group B by the end of 1986.






1987-2000

The start of this period heralded the arrival of the all-conquering Lancia Delta integrale in rallying. Enjoying an unbroken run of success in the World Rally Championships that lasted right until the end of 1992, its demise was brought about by Fiat boss Paolo Cantarella, who wanted to use the new Alfa Romeo 155 as a conduit for marketing success. The 155 enjoyed international success, initially in the Deutsche Tourenwagen Meisterschaft, which it won outright in 1993 and later all over Europe in D2 production touring car racing. In 1994, the 155 took the prestigious British Touring Car Championship with drivers Tarquini and Simoni.

The 155's reign in racing was ended by the development of the Alfa Romeo 156. It was first used in the Italian national touring car series starting in 1998, which later became a European and then a World series. Another oddball from this period was the SE 048, a stillborn Group C car with Alfa Romeo badging and a Ferrari-based engine.

POST-2001

Due to the Alfa Romeo 159 having technical details that were considered impossible to develop into a winning formula, Abarth's racing programme was discontinued, except for one-make challenges. In rallying, the Palio, Punto and Stilo were all adapted, with varying degrees of success, for use in this type of sport. More recently the current Abarth 124 Spider has been developed into a rally car, winning the 2018 FIA R-GT rally cup. Maybe Abarth's racing wheel has come full circle. 



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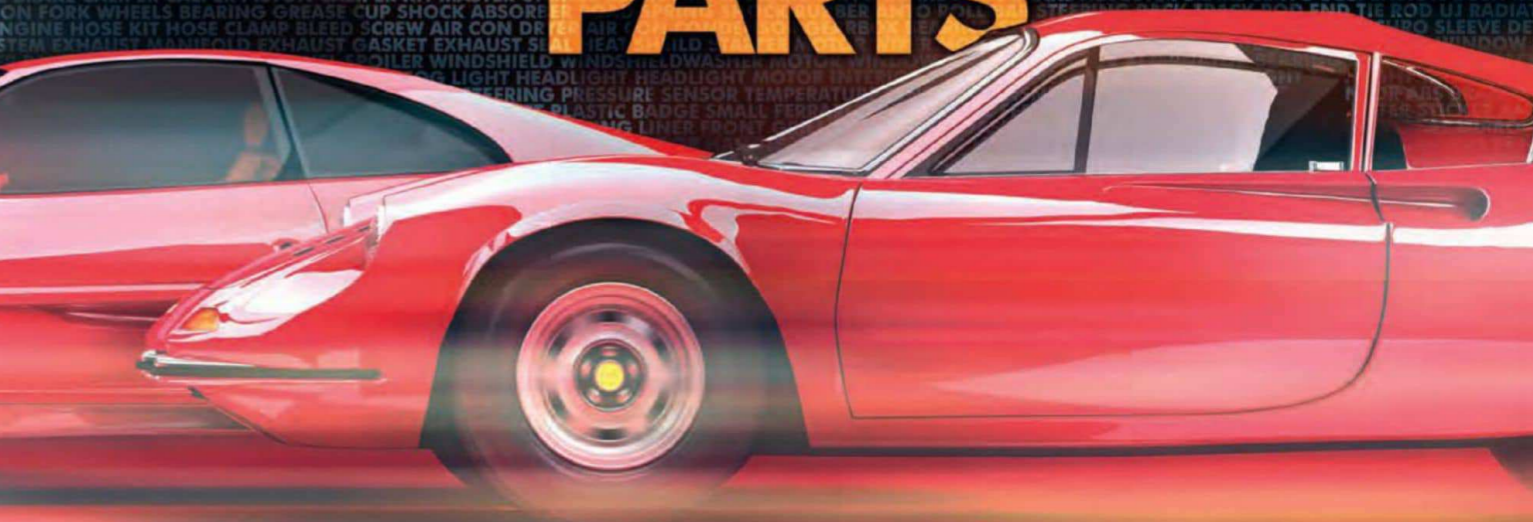
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WARHORSE

This 328 has known only racing for most of its life. It's entirely fitting that the old battler has just been given a thorough restoration and new livery, ready to carry on competing

Story & images by Richard Dredge

It's a well-known 'fact' that classic Ferraris have the durability of rice paper. Just ask any bloke down the pub and he'll confirm that engines are fragile, bodyshells rust and the running gear wears out in no time at all. Except it's not like that, as Chris Butler has found out over the past decade, with a pair of 328 GTB race cars. One of which is not just any 328; Chris reckons that the car featured here is one of the most heavily campaigned Prancing Horses anywhere in the world, because it's been raced consistently over the past three decades, with plenty of success.

We caught up with Chris at a recent Silverstone test day, where he was ensuring his 328 was ready for the forthcoming season in the Pirelli Ferrari formula classic (see separate panel). But this wasn't just any shakedown day; Chris was being reunited with his

trusty 328 after a thorough going-over by the chaps at renowned Ferrari specialist, Barkaways. Founded and run by Ian Barkaway, it's a company that's best known for its exacting concours restorations, so overhauling Chris's racing car was something of a departure.

Says Chris: "I've been an active member of the Ferrari Owners' Club (FOC) for almost two decades, and a long-time FOC circuit racer. During that time I've got to know Ian pretty well. Last year at a club gathering, I was teasing Ian about his love of meticulously preparing static show pieces – when what he should be doing is the same thing with race cars. I've enjoyed a fair degree of success with my car and it's well known because its history within the club goes back so far. Ian decided that maybe it was time to add another string to his bow".



Time to explode another myth: that all Ferraris are mollicoddled rather than driven in anger. Chris's 328 was made in 1986, and by 1989 it was already being campaigned in the FOC's circuit racing championship. Most years since then the 328 has been raced, and while it was often trailered to circuits around the UK (and even Europe), it was frequently driven instead, although Chris now trailers it everywhere because the car has been set up specifically for track use.

Chris adds: "I bought my first Ferrari in 2001. It was a 355 which I still own, and while I drove it sparingly in the first year, I then took part in a track day and I realised just what the car could do. I was hooked, and then I got talking to Richard Allen, who ran the club's Pirelli Ferrari Hillclimb Championship (PFHC). He explained how easy it was to take part and be

competitive, so I thought I'd give hillclimbing a go. I turned up at Harewood hillclimb, screwed on a towing eye and came fourth, surprising myself in the process. I ended up doing eight rounds of the PFHC that year and I went on to do 10 seasons in the 355 – that car reliably racked up 50,000 miles just getting to and from events.

"Before I stopped doing the hillclimbing, I realised that what I really wanted to do was circuit racing, for the added excitement of being wheel to wheel with my rivals. In 2008 I bought a red 328 GTB racer from a fellow club member and over the next seven years I had a lot of success with it. My first win in that car was at Zandvoort, which was a particularly poignant moment for me as my original inspiration and hero was James Hunt, and it was at this Dutch circuit that he had his first win. As a five-year old, I met Hunt at Croft





in 1977 when he was working with Vauxhall; I've still got his autograph on my wall." After a few seasons of successful competition Chris sold his 328 to focus on family life, but there was never any doubt that a return to racing Ferraris was on the cards at some point. In 2015, Chris got talking to Richard Allen who had been a stalwart of Ferrari Owners' Club racing for many years. A previous

championship each year." By the end of 2018 the car was getting pretty tired in places and it really needed a refresh. The wiring loom had previously been chewed by rodents, the V8 was incontinent and there were a few bits of surface rust on the bodyshell. Since it left the factory the 328 has notched up 75,000 miles, most of which have been on track, and with it being a full six years since the

“By 2018 the car was getting pretty tired in places. The wiring loom had been chewed by rodents”

chairman of the FOC and greatly respected by fellow racers and club members, Allen was retiring from motorsport because of poor health, and as a result, the silver 328 GTB in which he had competed for 15 seasons was available. Says Chris: "I jumped at the chance to buy the car, to ensure its competition history continued. Having acquired it at the start of 2016, I enjoyed some success straightaway, and it was nice to know that Richard saw me win my class at Brands Hatch in it, shortly before he died. Since then I've won my class in the

engine had last been removed, the 328 was definitely ready for some TLC. Says Ian Barkaway: "My son Ben and I put the car on the ramp, and straightaway we could see several small issues that needed to be addressed. We dismantled the car but ultimately relatively little was done. There was no need to rebuild the engine or gearbox, for example, and the bodywork was in excellent condition. Just about everything that was taken off the car was put back on again; only consumables such as gaskets, seals, pipes, hoses, bushes and bearings were



FERRARI 328 GTB RACER



Chris Butler has campaigned his 328 GTB with huge success in a variety of events



renewed. The alternator, water pump and starter motor were rebuilt and the clutch release bearing was replaced, but the engine was in such rude health – leaks aside – that we didn't need to do anything more than service it. Considering the car is driven at the red line a lot, I'd say that's testament to the impressive strength and durability of the V8.

"Indeed, considering how hard the car is driven on a regular basis, it was surprising how little needed to be done overall. Pretty much everything we did was routine, but we did get one surprise: when we investigated a transmission oil leak, we found that the gearbox selector mechanism was damaged and it should have made gear changes extremely difficult, if not impossible, but Chris hadn't noticed any problems with it.

"Before we had even started work on the car the decision was taken to paint it black and red, which are the Barkaways colours. In some ways that was a bit of a shame because Richard Allen was well known for his silver cars and his tenure of this 328 is an important part of the car's history. But when Chris's 328 came in to our workshops it was the start of a new chapter for this well-known racer, and the change of colour scheme reflects that."

Chris concludes: "As with any old car, it's easy not to notice the gradual deterioration that's inevitable, so refreshing my 328 was bound to transform the driving experience and also the car's competitiveness. Because the minimum weight to compete in the series was dropped from 1255kg to 1245kg, and with my car already weighing 1280kg, we stripped out the boot trim, fitted a more compact race battery and removed all of the air con pipes and associated parts to drop the weight to around 1260kg. Impressively, despite all of the miles it's covered, the V8 still produces 270hp, which is the original stated power output when it left the factory. With the car leaner than ever and comprehensively refreshed, I'm looking forward to another season of club racing, which I'd like to dedicate to the wonderful mentor and gentleman who was Richard Allen." 🇮🇹

PIRELLI FERRARI FORMULA CLASSIC

The Pirelli Ferrari formula classic (PFfc) series has enjoyed 15 years of close and friendly racing. Today the series invites cars up to 1997 (i.e. before the introduction of the 360 Modena) but excludes turbocharged cars. Many different tipos have proved competitive in recent times, including the 308 GTB/S, 328, 355 and even 550, but the most cost-effective way onto the grid is with a 348, Mondial or 308 GT4.

To get started, a road car requires only basic preparation, concentrating mainly on MSA safety regulations and brake cooling. For those who wish to improve their cars further, there is provision for light modifications in the class structure.

Drivers must be members of the Ferrari Owners' Club, and in possession of an MSA racing licence of minimum grade National B for UK races and National A for any overseas rounds. The ethos of the series is for competitive – but at the same time gentlemanly – racing. There is a driver code of conduct which is mandatory and enforced when required.

Says Chris Butler: "While circuit racing isn't as cheap as hillclimbing, the costs of running in the PFfc aren't exorbitant. A set of tyres costs £1000 and lasts most of the season, while fresh brake parts and routine servicing will be another £2000 or so per year, including replacement cambelts. A clutch costs about £750 but should last three or four years quite easily, while race meeting entries are £500 or so and there half a dozen of these per season. Throw in some accommodation, food and fuel and the whole thing comes to £10,000-£12,000, which is pretty good value considering we're racing Ferraris at some of the most prestigious and exciting circuits in the world."



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GENERATION GIULIA

Greeted by enthusiasts as the best Alfa Romeo for a generation, the Giulia won both hearts and minds when it was launched in 2015. With prices now below £20k, does it make a good second-hand buy, and what should you look out for?

Story by Richard Dredge
Photography by Michael Ward



Over the years, the motoring press have used the term 'last chance saloon' on more occasions than we care to remember, when introducing new models from Alfa Romeo. Every time Alfa has unveiled its latest Audi/BMW/Mercedes rival, the company has insisted that this time it's got the right product to compete. So expectations were sky-high when Alfa Romeo announced its all-new rear-wheel drive saloon, the Giulia.

We got our first glimpse of the Giulia on Alfa Romeo's 105th birthday, in June 2015. At first it was shown only in

Quadrifoglio form, with a 510hp twin-turbo V6 engine and 191mph top speed. While the halo

Quadrifoglio grabbed most of the headlines, Alfa followed up with a succession of more attainable Giulias at the March 2016 Geneva Motor Show. For those wanting a decent dose of economy, the 2.2-litre JTDM-2 diesel came in 150hp and

180hp forms, while those after something sportier could choose the 200hp 2.0-litre petrol unit. All UK cars came with an eight-speed automatic transmission as standard, with no manual option (buyers in mainland Europe could specify a six-speed manual transmission).

There were plenty of reasons to get excited by the new arrival, because Alfa clearly hadn't cut corners when developing the Giulia. An entire new platform was created, named Giorgio, featuring advanced and lightweight construction; all Giulias have aluminium suspension arms and subframes, cast aluminium suspension towers, aluminium doors and wings plus a carbonfibre driveshaft.

UK orders opened in October 2016, with prices starting at £29,180 for the entry-level Giulia 2.0 Turbo. Above this sat the Giulia Super, then Tecnica, with Speciale topping the list of standard trims. The most costly mainstream model was the Giulia 2.2 JTDM-2 180 Speciale at £34,150. Then there was a massive gulf up to the Giulia Quadrifoglio, initially priced at £59,000.

Entry-level Giulias came with 16-inch alloys, a 6.5-inch info display, eight-speaker audio, cruise control, DAB radio, dual-zone climate control, automatic lights and wipers and rear parking sensors. Moving up to Super brought 17-inch wheels, an 8.8-inch display and part-leather trim, while Tecnica added a cooled glove box, front parking sensors, rear parking camera and electric adjustment for the front seats. The Speciale came with 18-inch alloys, bi-xenon headlights, heated washer jets, front seats and steering wheel, body kit, leather trim and power folding door mirrors. It's not until you bought the range-topping Giulia Quadrifoglio that you got auto emergency braking and blind spot warning, along with active dampers, 19-inch wheels and leather-and-Alcantara trim.

From September 2017, Apple Carplay and Android Auto became a £250 option on all Giulias. Earlier that year, the Giulia Veloce had been introduced, bridging the gap between the Speciale and Quadrifoglio with its £37,935 price tag. It was powered by a 280hp turbocharged 2.0-litre petrol engine to give 0-62mph in 5.7 seconds and a 149mph top speed.

Two special editions were launched in 2018: the Quadrifoglio Nring and the Nero Edizione. Whereas the former cost £82,500 and was restricted to 108 units in Europe/Middle East, the latter was more attainable with its £34,990 price tag. The Nring featured standard ceramic brakes, Sparco racing seats, adaptive cruise control, a Harman Kardon audio



system and more. The Nero Edizione was effectively a sexed-up 2.0 Turbo Speciale with sportier trim, 18-inch wheels and extra standard kit.

From August 2018, all Giulias were fitted with an 8.8-inch display as standard, while a new Veloce Ti was added to the line-up. Priced at £45,500, this matched many of the Quadrifoglio's standard features (such as 19-inch wheels, leather/Alcantara heated sports seats, carbon interior trim); motive power was courtesy of a 280hp turbocharged 2.0-litre petrol engine. See page 14 of this issue for our Ti road test.

LIVING WITH THE GIULIA

You can't lump all Giulias together when talking about the driving and ownership experience. In one corner are all of the regular derivatives, then the monstrous Quadrifoglio is in a completely different

league – although the seriously rapid Veloce does provide a very enticing half-way house. All Giulias come with Alfa's DNA driving mode selector and an engine start button on the steering wheel, with the latter adding to the sense of occasion each time you set off.

Dave Clark is a long-time Alfa fan and has owned a couple of Giuliettas along with a 156. Despite one of the Giuliettas being very problematic, he took the plunge and signed up for a two-year lease on a Giulia Veloce last year. After 12,000 miles, the only niggle so far is the alarm going off a couple of times for no obvious reason.

Dave says: "I don't normally have the same car twice, but I don't know what I'd replace the Giulia with as it ticks every box. It's got superb performance yet I can get 38mpg on a run, although I usually average 27mpg. The car looks superb, has gorgeous steering, a well-

All UK Giulias are rear-wheel drive. Pick of the four-cylinder range is the Veloce, while Quadrifoglio is the driver's champion

Prices for Quadrifoglios now start at around £40,000, but beware of Category S write-offs at lower prices

made interior and it rides very well, even though it has run-flat tyres – which seem to wear very slowly despite the amount of grip they provide.

"I used to have a Ferrari 308 GTS and the Giulia is quicker, plus it's every bit as much fun to drive, yet there's plenty of space for four or even five people with their luggage. I also love the Alfa's rarity and the fact that people notice it; I regularly get compliments on how great it looks. Even though I've had my Alfa for almost a year, the thrill of driving it hasn't gone away – I still take it out regularly, just to enjoy the drive. When it goes back next year I might have to break my golden rule and get another Giulia, because this really is the consummate all-rounder".

The lack of a manual transmission might seem like a big error on Alfa's part, but as Dave confirms, in reality the eight-speed gearbox is silky smooth and it works

so well – with paddle-shifts – that you soon realise that you get the best of all worlds. If you want to let the car take the strain you can leave it in auto, but if you want some fun and switch to manual, the gear changes are fast and smooth.

If the four-cylinder Giulias are appealing, the Quadrifoglio is a complete animal. To tame its 510hp there are adaptive dampers, a torque-vectoring differential working through two clutches that can send 100% of drive to either rear wheel, a weight-saving 'by-wire' electromechanical braking system and a Magneti Marelli electronic chassis management computer.

The result of all this jiggery pokery is a car that, even on 19-inch wheels, rides amazingly well. The standard brakes work OK if you're not caning the car but if you drive really hard, such as on track, the





optional carbon-ceramic brakes could be worthwhile. Note that, while the discs should last for a huge mileage, the pads don't, and they cost £700-£1044 for a replacement front set while new rear pads are £542-£862 (prices from AHM).

Adie Hawkins has owned his Giulia Quadrifoglio for a year and has done 6000 miles in that time. As his company (AHM) offers a raft of remaps and upgrades for the Quadrifoglio, Adie's car has been reprogrammed to give 585hp. He says: "At high speeds it's not as refined as an Audi, but it's absolutely superb to drive. The engine and gearbox are brilliant but the brakes are a bit grabby; it's a by-wire system and it's possible to tone things down a bit within the software."

"The Quadrifoglio also gets through tyres quite quickly if you use the performance; I've just had to replace all four on my car. The factory fits Pirelli P Zeros, which are great on track but they don't work so well when cold, which is why I've switched to Michelin Pilot Sports, which are better all-rounders."

"Overall the build quality is good, but the paint is quite thin, so it can look patchy in strong light. Practicality is pretty good, too, but my car pre-dates the split-folding rear seat that was introduced with the 2018 update. Having this really improves the carrying capacity if you need it."

WHAT TO LOOK FOR

- The suspension geometry is set up for excellent high-speed stability, but the downside of this is that on full steering lock, tyre scrub can be a problem. This is especially true of the Quadrifoglio.

- There are quite a few Quadrifoglios for sale that are Category S write-offs. Says Adie Hawkins: "Owners use Race mode which turns off the electronic safety net. Part of the reason why this mode is chosen is because it increases the exhaust noise, but for £359 we have a fantastic little modification which allows the flaps to be operated via a key fob, whatever the driving mode. So you get the noise with the added comfort of traction."

- The Giulia has two main ECUs (master and slave), which can get wet when water gets through the scuttle. Alfa's own fix isn't always 100% effective, but AHM has come up with a solution for about £200; it seals up the box and fits a drain to channel the water away.

- It's easy to remap the four-cylinder petrol engine to give around 300bhp, although entry-level cars do have smaller brakes than the more powerful editions. Numerous companies, such as Celtic Tuning, offer upgrade packages for around £400, and as well as the extra power you'll also get more low-down torque. You can also get the stop/start function removed; otherwise you have to switch it off each time you start up.

- There has been just one recall so far. Issued in March 2018 and affecting some Giulias built in November and December 2017, the action was launched because the brake and clutch system components could be damaged by mineral oil contamination on the production line. Just 11 cars were affected.

RUNNING COSTS

Buy a petrol-engined Giulia and you'll have to get it serviced every 9000 or 12 months; the diesel stretches this to every 12,000 miles or annually. Only the diesel engine has a cambelt, which should be replaced every three years or 36,000 miles, at around £540. AHM charges £420-£540 for servicing the four-cylinder cars, but if you've got a Quadrifoglio the range is typically £358-£647, although a big service is due every four years or 36,000 miles, at £1523. This includes replacing the auxiliary drive belt and tensioner, which on its own is a £407 job.

From 1 July 2018, all Giulias came with Alfa's 5-3-5 package which brought a five-year warranty, three years' routine maintenance plus roadside assistance for five years. The warranty and roadside assistance are subject to a mileage limit of 75,000, however. Buy a Giulia registered before the start of July 2018 and it'll come with only three years of warranty cover – so if it's an early car it'll be out of the guarantee period very soon.

PRICES

There are plenty of used Giulias out there to buy, but with quite a wide model range you might have to travel if you want a specific derivative. The Tecnica and Veloce Ti are very rare, for example; prices for these start at £20,000 and £45,000 respectively. Intriguingly we found four Quadrifoglio NRINGS for sale, all with delivery mileage, priced between




TECHNICAL SPECIFICATIONS

ALFA ROMEO GIULIA 2.2D 180	2.0TB 280	QUADRIFOGLIO
ENGINE: 2143cc, 4-cylinder	1995cc 4-cylinder	2891cc V6
POWER: 180hp at 3750rpm	280hp at 5250rpm	510hp at 6500rpm
TORQUE: 331lb ft at 1750rpm	295lb ft at 2250rpm	442lb ft at 2500rpm
TRANSMISSION: 8-speed auto	8-speed auto	8-speed auto
0-62MPH: 7.1sec	5.7sec	3.9sec
MAX SPEED: 142mph	149mph	191mph
WEIGHT: 1445kg	1429kg	1620kg



£82,500 and £126,995. Regular Quadrifoglios start at around the £40,000 mark for an early 66-plate car with above average miles.

You don't need to spend this much to secure a Giulia though; you can buy an early mainstream edition from as little as £19,000, although a £22,000 budget will give you significantly more choice. For £20,000, you can buy a 17-plate 2.2 JTDm-2 Super with around 10,000 miles on the clock. There are slightly more petrol models around, with only 45% of the used examples for sale diesel.

The most common variant on the used car market is the Super, which accounts for a third of the Giulias for sale. Next is the Quadrifoglio (which accounts for almost a quarter of the cars available), with the Veloce in third place with about one in five Giulias on used forecourts. Red is by far the most popular colour, followed by grey and blue, with white in fourth place. 

TYPICAL PRICES:

- Giulia 2.2 JTDm-2 150 Super, 2017, 10,847 miles, white, £19,599
- Giulia 2.2 JTDm-2 180 Speciale, 2017, 34,100 miles, blue, £21,995
- Giulia 2.0 280 Veloce, 2017, 13,150 miles, white, £25,995
- Giulia 2.9 Quadrifoglio, 2017, 13,000 miles, grey, £43,980
- Giulia 2.9 Quadrifoglio, 2018, 800 miles, blue, £54,000



USEFUL CONTACTS

AHM, Brocketts Business Park, Hulfords Lane, Hartley Wintney, Hampshire RG27 8AG. Tel: 01252 845717.

Web: www.alfacare.co.uk

Celtic Tuning, Unit 3a, Quintdown Business Park, West Road, Newquay, Cornwall TR8 4DS. Tel: 0333 6000 669.

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THANKS

Many thanks to Adrian and Greg at AHM, as well as Giulia owner Dave Clark, for their help with this feature



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Auto Italia Italian Car Day 2019

From baby Fiats to ferocious Ferraris, the sheer variety of machinery at *Auto Italia's* annual show seems to grow every year. From static rarities to fast track action, here are the highlights of the UK's biggest Italian car show

Story By Mike Rysiecki
Images by Michael Ward & Tony Harrison

It's not just the huge number of cars that head to Brooklands Museum for the Italian Car Day, but also their sheer variety that make this the biggest Italian car event in Europe outside Italy. Judging by this year's attendance – around 6000 people (more than last year) and well over 1200 cars – the UK's Italian car movement is as vibrant as ever.

In and around the Brooklands Club House Paddock enclosure, recently featured and soon-to-be-featured *Auto Italia* magazine cars were on show for close inspection. The quality and diversity of models here was exceptional. Among three Fiat 124 Spiders on show was an exceptional Italian Car Day first-timer in the form of a Pininfarina Spidereuropa converted to right-hand drive, with under 1200 miles on the clock – utterly remarkable. The 'rare Fiat' theme continued with Craig Jones's 1936 Fiat Balilla Coppa d'Oro, which competes in VSCC sprint events and brilliantly arrived aboard an Alfa A12 Assistenza Clienti Sportiva car transporter. Moving the mood on towards the 1960s were

not one but two Fiat 1200 Cabriolets, both in red, one with a rare optional hardtop. Another Paddock rarity was Patrick Hurst's 1999 Lancia Kappa Coupe with a five-cylinder 2.0-litre turbo engine.

Two Lamborghini Urraco-derived cars were present: a Silhouette in the Paddock (the very first example built and the 1976 Paris Motor Show car), and an example of its successor, the Jalpa, out on the start/finish straight. No fewer than three examples of De Tomaso's finest graced the Paddock area, too. As well as a superb blue Mangusta were two Tom Tjaarda-designed cars – a baby blue Deauville saloon and a very nice Pantera Group 4. The latter was equipped with a Ford Windsor 6.6-litre V8 capable of producing 602hp and 600lb ft of torque, driving through a five-speed ZF transaxle. Panteras were notoriously fragile back in the day but this one has an appropriately strengthened chassis and upgraded brakes.

A late arrival – but certainly a crowd-pleasing one – was the Maserati-based Bellagio Shooting Brake built by Milanese





coachbuilder, Carrozzeria Touring Superleggera, in 2008. Its five-door estate car body was a conversion of a fifth-generation Quattroporte, and was first presented at the Concorso d'Eleganza Villa d'Este.

Perhaps the most unusual car at the event was also one of the smallest. The 1957 Vignale Abarth 750 Coupe 'Goccia' was a real pioneer of both aerodynamics and one-box body shapes. The liquid 'teardrop' shape was designed by Michelotti, constructed by Vignale and equipped with Fiat 600 mechanicals that were upgraded with an Abarth 750 kit. The pioneering aerodynamic shape did lead to overheating issues in period, coming to light at the 1957 Mille Miglia. One prototype of this model even had gullwing doors. Only a couple of examples are thought to survive, this one being owned by aero car collector and writer, Delwyn Mallett.

As ever, the marque and model clubs formed the backbone of Italian Car Day. Huge numbers turned up, with notably exceptional turn-outs of Abarth 500s and Fiat Panda 100HPs. Across the board there were cars on display that have never been seen before. Many thanks to the clubs which brought our attendances from the like of the Alfa Romeo Owners Club (AROC), various Alfa model



registers, Fiat 500 Club, Fiat Forum, X1/9 Club, Fiat Coupe Club UK, Abarth Club, Abarthisti, Abarth Club GB, Lancia Motor Club and Club Lancia Sport. Another rapidly growing and highly active area is social media groups, often frequented by younger enthusiasts, whose interest tends to be in 1980s-2000s Italian cars.

Surrey is well known for the volume and variety of its Ferrari population, as demonstrated by the local branch of the Ferrari Owners' Club. Not to be outdone, Lamborghini Club UK brought along its 40-foot hospitality and merchandise trailer to provide a base for members. And once the remarkable 52-car convoy from Pangbourne Lamborghini had rolled in, there were a record-breaking 80-plus classic and modern raging bulls on site. Meanwhile the Sports Maserati forum helped to attract nearly 100 Maseratis to the event.

Always popular are the lunch-time demo runs on the adjoining Mercedes-Benz World test track. As ever, groups of hand-picked cars strutted their stuff in a series of fast-paced laps. This year, five themed groups were led by a pair of suitably quick Italian pace cars, kindly provided by Ferrari and Lamborghini. Event ring-master, Phil Ward, was



impressed with his matt grey Ferrari Portofino, reporting that the new sophisticated suspension system was not troubled by the bumps on the historic concrete portions of Brooklands' historic surface. Despite his ambivalence towards SUVs, *Auto Italia* Editor, Chris Rees, seemed very happy in the Lamborghini Urus, which looked far nimbler than its bulk would suggest.

In this 70th anniversary year of Abarth, Tony Castle-Miller assembled a remarkably varied spread of representative examples for the first demonstration group. These hardcore classic Abarth enthusiasts were joined by first-timer Martyn Everett in his recently-acquired Abarth 1000 Corsa. The car is a works-built, ex-Tony Berni car with Italian hillclimb competition history and verified chassis number authentication.

The second track group was uniquely 'topped and tailed' by Alfa Romeo 8Cs through the ages. Paul Gregory's immaculate grey 1930s 8C Touring was partnered with Mike Hilton's white modern 8C Spider to book-end a set of rowdy sporting Fiats, Maseratis and Lancias. In the Alfa Romeo group, Andrew Fulcher's race-prepared 147 from the AROC Championship stood out in its Filippo Berio Olive Oil livery.



Jess Harfield's eyeball-popping turquoise Aventador Roadster was one of over 80 Lambos on site - a record

As is often the case at Italian Car Day, the track Lamborghinis powered their way through an automotive fantasia with two very special new additions. In front of the very last production Diablo VT was an eight week-old yellow Aventador SVJ. At the other end of the group, Jess Harfield was exercising his 2018 Aventador Roadster, resplendent in its turquoise blue exterior, colour-coded aero kit and orange leather interior. This car is a 'long term keeper' for Jess who says he'll be adding some more custom pieces ready for Brooklands next year.

We are used to seeing tribute-liveried race and rally cars at Italian Car Day but this year's Alfa and Lancia track group

included a group of private owners and enthusiasts with three special competition cars, complete with a fully kitted-out ex-Abarth rally service vehicle, originally used on the 1992 Monte Carlo Rally. A 1990 Lancia Delta integrale circuit racer, built by the Alfa Romeo BTCC team owner, was joined by two works rally cars, each with its own unique history. An ex-works Group A SE045, now in Esso colours, was driven in period by Juha Kankkunen. Many will remember it in its previous Martini livery at the end of a rally stage after a broken throttle cable, with Kankkunen holding the bonnet open to control the throttle manually, while co-driver Pironen steered

the car. A second car in Repsol livery had been driven by Carlos Sainz, Kankkunen and Auriol. Both cars are perfectly presented in proper 'period dress' and we look forward to future appearances by this group.

The popularity of period liveries even extended to a *Guardia di Finanza* (Italian finance police) Fiat Panda Mk1, apparently released to patrol the site to check that fiscal matters were in order. It only seemed right that this car should have a go up the famous 110-year-old Brooklands test hill, renowned for the variety of participating cars and driving styles each year. These hill runs are always popular, with all sorts of cars and bikes tackling the one-in-four incline.



CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

Race Retro 2019

Historic race and rally car action from Stoneleigh

Words & images: Michael Ward



We have been attending the Historic Motorsport Show at Stoneleigh one way or another since the very first event back in 2005, and we have always enjoyed the rich mix of race and rally cars, as well as meeting genuine motorsport enthusiasts.

This year was no exception, as Walkers Garage had generously lent us a stunning 437hp Lancia Delta integrale hillclimb car to dress the *Auto Italia* stand with. The Delta is a new build featuring many Group A tweaks and mods, as well as a six-speed sequential gearbox. Keep your eyes peeled – we will be featuring this superb Delta very soon.

Out and about around the show, there was not perhaps as much Italian machinery as in previous years, but we did admire a stunning Alfa Giulia SS, Montreal and 156 Supertouring, as well as Kevin Jones's ex-Patrese Alfa F1 car. There was also a grand selection of Hawk Stratos replicas.

I'll have to admit that the show this year seemed to have lost some of its identity, with little in the way of branding or signage. The Stoneleigh venue is a bit of a mess of a site anyway but running two stages almost side by side with poor viewing areas added to the disjointed layout.

At least the sun was out, though, and there were a few choice Italian rally cars to get close to. Notable for Italian car fans was Mark Barnes who brought along not just one works Abarth, but two: namely the UK's only genuine Fiat Abarth Cinquecento Trofeo, plus his stunning Abarth 500 R3T.

The Cinquecento Trofeo proved to be an absolute blast to drive and the 500 R3T looked and sounded rapid – until after a few stages, when sheared wheel studs left the car stranded and without a front wheel. This theme was repeated by several other cars over the weekend!

The show was not all about MK1 and MK2 Escorts, with some more unusual cars such

as the Andy 'Ace' Harrison-driven Morris 1800 Landcrab, which just got louder as the weekend progressed, and a very nicely BGM Sport-prepared Renault 5 Turbo which was just about sideways everywhere being thrown around by the very talented Jess Watts.

Noisiest Italian on stage was, as ever, Tony Worswick in the bellowing yellow Ferrari 308 GTB. He was joined by another yellow 308, albeit more cautiously driven by Michael Lester. An Olio Fiat-liveried 131 Abarth Stradale came out briefly but broke down almost immediately. A lovely blue Lancia Fulvia really looked the part and was well driven. The most unlikely 'rally' car on the stage was a V6 Alfa 155 Time Attack car. It sounded great but sat far too low and eventually lost its entire rear bumper.

Attendance over the weekend was up on the previous year at 24,212, which is a good sign indeed and shows that Race Retro is still a relevant weekend to catch up with like-minded motorsport fans early in the year.



Spring Alfa Day at Beaulieu

The Alfa Romeo Owners Club season kicked off in style – and big numbers – at the National Motor Museum

Words: Claire Prior
Images: Michael Ward



Spring Alfa Day was held at the Beaulieu National Motor Museum this year and the day started bright and chilly but most importantly, dry! The queue waiting at the gate was definitely the place to be seen and it was obvious from the start that this was going to be a great event.

Auto Italia pitched its new HQ tent flanked by our recent Japanese-import Alfa 156 SW,

in a great position to appreciate the seemingly endless line of Alfas streaming into the grounds. A few of the more unusual ones were eyed up for future features!

Some 532 cars attended this year's show ranging from the ratty (read: loved) to fully concours-prepped. All Alfas were warmly welcomed – yes, even the SUVs, and there were a fair few of those this year.

The AROC registrars did a sterling job to

corral their variants into nice straight lines during the morning and it was great to see the sheer diversity parked side by side. What a great reminder of Alfa's rich history to feast the eyes on. Worth a special mention were a brace of Alfa 75s with very similar number plates (just a few digits apart), a wide-arched Alfa 33 (which we have our eye on to feature), a stunning red 164 Cloverleaf and a Junior Zagato. Other stand-out examples



included stunning Montreals (one in a beautiful blue), SZs and huge numbers of 105 models. There was a more modern feel to the displays this year with Giulia, Giulietta and MiTo reigning supreme. We all love the older classic cars but it is fantastic to see owners embracing newer models with enthusiasm.

Cars of the Day awards went to Richard Allibone's black Alfasud 1.5 Ti, Roger Peirson's red Giulietta Sprint and the silver 156 2.5 SW of Paul McConnell, although how the judges managed to narrow down the choices we just don't know!

This was a great day out, with a great family atmosphere and fully supported by club members. Despite the chilly weather, the turn-out was exceptional. A big thank you to Nick and his organisers.



Concours d'Elegance Trofeo Salvarola Terme

Maserati was the celebrated marque at the 20th annual concours event in Italy

Story & images by Matteo Grazie



The Concours d'Elegance Trofeo Salvarola Terme celebrated its 20th year in 2019, a very important milestone. Maserati was the 'Special Guest' this year, while dozens of concours winners from past events were invited to attend, forming a collection of true excellence and prestige.

Italian cars have always represented the largest number of participants here, with coachbuilders to the fore. This year there were masterpieces from Pinin Farina, Bertone, Michelotti, Frua, Zagato, Spada, Vignale and many others.

The first-rate judging panel composed, among others, Adolfo Orsi (an important historian of Italian motoring and a curator of many exhibitions), Lorenzo Ramaciotti (for many years the design director at both Pininfarina and Fiat Chrysler Automobiles) and Ermanno Cozza (Maserati historical specialist). Some 60 cars in all were judged for awards.

The 1949 Maserati A6 1500 Pinin Farina owned by Luca Bortolotti was awarded the

'Best Maserati' prize. This is a historically important car as it was the first Maserati model produced in series. The 1968 Maserati Ghibli Coupe Ghia owned by Maurizio Montini received two awards for style and interior. This car was born as a CEA fire-fighting emergency race track vehicle and was used at Monza circuit during the 1978 Formula One Grand Prix when, after an accident, a major fire engulfed Ronnie Peterson's single-seater.

Two classics attracted strong appreciation: the 1957 Maserati 200SI (chassis 2428) owned by Gigi Baulino, and Matteo Panini's 1953 A6CGS/53 Berlinetta Pinin Farina. The latter car, designed by Aldo Brovarone and one of only four made, was voted the 'most representative' model during the 2014 Maserati 100th anniversary international gathering. A special class for Citroen SMs attracted 10 entries and was won by Pietro Ciccone's 1972 model.

Corrado Lopresto's 1955 Lancia Aurelia Florida Pinin Farina won the overall Best of Show prize. This car formed the basis of the future Flaminia. Only four were made, each

with the peculiarity of lacking a central B-pillar for the doors.

First place in the 1930s car category went to the Lancia Aprilia Cabriolet Stabilimenti Farina (1938) belonging to Oscar Zari, fresh from a seven-year restoration. Ferrari could not miss out, either. The 1967 275 GTB/4 owned by Giovanni Venturelli won the class prize, while very appreciated by the public was the 166 Berlinetta Le Mans Touring (1950) belonging to Umberto Camellini. This 12-cylinder car was the one in which Giannino Marzotto won the same year's Mille Miglia.

Even Alfa Romeo was well represented with numerous former winners in attendance. Favourites included the 1946 6C 2500SS Aerolux Coupe Touring owned by Aldo Gadioli, Ermanno Keller's 1900 SS Coupe Zagato (1955) – which was once raced by Swedish driver Joakim Bonnier – and the 1932 Alfa Romeo 8C 2300 Cabriolet Pinin Farina owned by Mauro Bompani, equipped with a Roots supercharger and redesigned by Pinin Farina to create a more aerodynamic shape. 2020's event will have Zagato as its 'Special Guest'.



CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
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Stateside Italians of 2018

A glowing review of last year's US events
that featured Italian cars

Story & images by Bryan McCarthy

The days are long, but the years are short. This poignant quote, ironically penned by a renowned happiness author, couldn't ring truer when it comes to writing an annual automotive recap. It seems that, in the blink of an eye, the year has packed its bags and hit the road, taking the weeknight cruise-ins and weekend concours along with it. Since science has yet to discover a way to halt the calendar's forward march, common practice is to memorialize the year in one story.

For the tuned-in enthusiast, the sun never really sets on automotive culture and there is certainly no shortage of events to attend throughout the year. For those in the northeast United States, the restrictions are only bound by Mother Nature. And this season, rain was an unwanted guest at many meets.

Seasonal Affective Disorder, or as it's known by its appropriate acronym SAD, generally kicks in when the temperatures start dropping and the sun spends less time in the sky. Amplified by the absence of the sweet sounds of Solexes, winter can be depressing for anyone with a pulse that beats in rhythmic harmony with the hottest cams. Thankfully there's a remedy in the 'Season Opener.'

Bergen County, New Jersey is home to many things beyond drama-stricken housewives and laws preventing the sale of certain goods on Sundays. The latter, however, is the reason that TopGear Imports, along with Bergen County Cars &

Caffe, were able to rent out the entire parking lot of a very large shopping plaza and fill it with nearly 7000 cars. That is correct, nearly 7000 cars! Tony Boniello, founder of Cars & Caffe, was able to dig deep into his Rolodex and lock in attendees that read right from a Top Supercars list.

The majority of the machinery on hand was modern, including a one-of-20 Lamborghini Centenario coupe, two 'fraternal twins separated at birth' in the Maserati MC12 and Ferrari Enzo, an F40, F50 and enough modern Lamborghinis to open a dealership on site. Oh, and a Pagani Huayra BC. Tony and TopGear hosted an encore performance to close out the year as well, packing even more cars into the sprawling lots of the Garden State Plaza.

Caffeine & Carburetors is another limited event attracting the best of the best from the south-western Connecticut area. Sanctioned by the town of New Canaan for just four meets per year, Caffeine & Carbs has perfected the recipe of maximum flavour in minimum timeframe. The location alternates between two cordoned-off downtown streets and Waveny Park. The juxtaposition between the bucolic landscape and contemporary cars is striking – reminiscent of meets in the English countryside. In stark contrast to Cars & Caffe, there were more classics to be enjoyed, including a Maserati 300S, Ghibli Spyder, late-1930s Lancia Aprilia, Fulvia Sport Zagato, Dinos, Diablo, and cocaine-white Countach with matching leather interior. Mix in a healthy helping of Alfas, Ferraris, and





other Italian manufacturers, and you're bound to find something to tickle your fancy. Then, at the stroke of 11:30 a.m., the crowds disperse, the cars are cleared, and the streets reopen for business.

For those looking at a more formal gathering of finely polished and prepped entrants, the concours circuit has plenty of stops. The sharpest arrow in my quiver for the last half-decade has been the Greenwich Concours d'Elegance, whose picturesque backdrop, world-class cars and top-shelf judging make it the premier concours in the northeast. The Italian contingency was well represented, with numerous wins across the categories including the coveted Best in Show - Sport being awarded to a Ferrari 335 Sport Scaglietti, one of just four produced. Among the other victors were a 1962 Maserati Tipo 151, 1922 Alfa Romeo RLTF (TF for Targa Florio) and the rather unusual 1965 Ferrari 330 GT Vignale Shooting Brake.

Somewhere between a casual car cadre and full-blown concours sits Festival Italiano. In its second outing, FI managed to corral an impressive assemblage, including a pair of Ferrari 250 GTEs, a double dose of 365 GTC/4s, an original-owner early De Tomaso Pantera, and many other treats. Attendance took the quality-over-quantity approach but no other venue can compete with the manicured grounds of The Hermitage, a National Historic Landmark. To quell any thoughts that this was simply an extended amateur hour, recognised judges were on hand to apply years of experience in choosing the belles of the ball. A 1961 Fiat 1200 Spider was crowned Best of Show, and scooped the People's Choice as well. Bravo!



Each year during its Historic Festival, Lime Rock Park succeeds in making lemonade out of the 'No Racing on Sunday' lemon, with the 1.5-mile track playing host to over 1000 cars for the Sunday in the Park Concours d'Elegance and Gathering of the Marques. One could easily spend all day walking up and down the Sam Posey Straight, admiring the concours entrants. Although the featured marque was Bugatti, with well over 40 classics clogging (!) up the main straight, there were more than adequate offerings from the Italians. Lotsa Lancias, a Ghia-bodied Ferrari 195 and a recently restored Siata 200CS (after an inattentive driver texted some undesired body modifications) all took home some mantel hardware.

Flanking the cold track portion of the weekend were some very exciting vintage races. Members from the Vintage Sports Car Club of America, along with other seasoned racers, took to the track in one of eight racing groups, from pre-war to tin top. While many a hyperbolic term has been tapped to describe the sound emitted from carburetted engines and unrestricted exhausts, they can't stand in for actually standing trackside. And there's nothing like donning a bright orange photographer's vest and capturing a 1935 Alfa Romeo 8C-35 or a 1933 Maserati 4CM as they blur by, all within a few feet of your eardrums. If you've never been, do your aural protuberances a favour and get to one. Post-haste.

As an added bonus, there was the Vintage Race Car and Sports Car Parade to the nearby town of Falls Village to kick off the weekend. Many of the race cars, including those that weren't quite street legal, drove

the 17-mile route, much to the delight of the thousands of spectators that lined the streets along the way.

Finally, it's apropos to wrap up this recap by touching upon a family that has touched so many lives. The Domenico and Tindara Spadaro Memorial Drive Against Cancer has been running in honour of the patriarch of the Spadaro family for the past nine years, raising thousands of dollars for cancer research and creating countless memories in the process. Unfortunately, the latter name was added last year after the passing of Mrs Spadaro. Santo Spadaro, along with his brother Frank, sister Vera and an army of volunteers, organized the Sunday drive in the country, just like their late father enjoyed after a hard work week, surrounded by classic Italian sports cars and the like. Santo's shop, Dominick European Car Repair, has built a returning clientele from decades of honest and knowledgeable service to the classic car community, many of whom participate in the event in their vintage Italian vehicles. Among them this year were a 1961 Alfa Romeo Giulietta SZ with years of patina, Maserati Ghibli, Fiat Dino Spider, and Lancia Aurelia B20. Combined with wonderful weather and camaraderie, the Drive once again proved successful.

Although I'm doing all the aforementioned events a disservice by summarising them in just a few sentences, if you find yourself wandering around the Northeast United States next year at any point during the sunny season, cross-check your calendar with your map to see if you can join in the automotive fun and bring home some stateside Italian memories.



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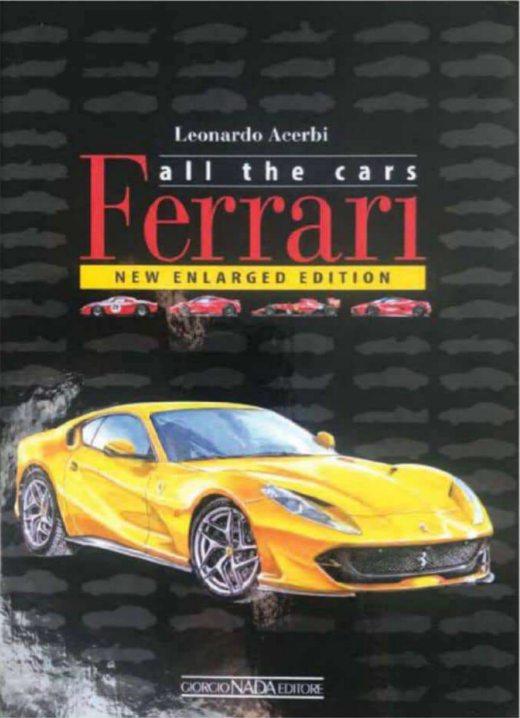
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Ferrari: All the Cars (Fifth Edition)
By Leonardo Acerbi
Giorgio Nada Editore
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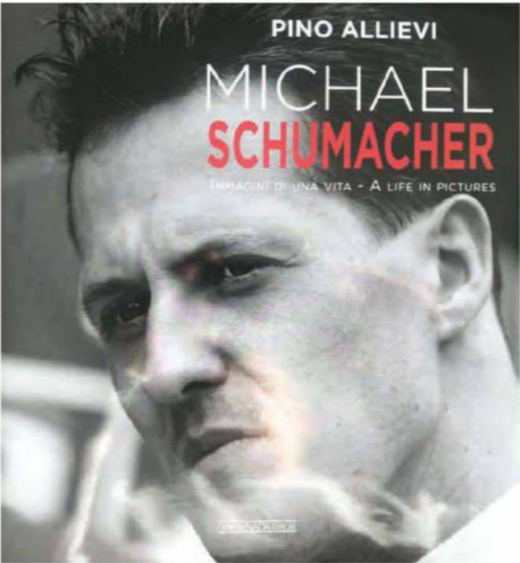
If you want one solidly reliable volume that summarises every single model ever made by Ferrari, you can't do better than this book by Leonardo Acerbi. It's now into its fifth edition, having sold over 100,000 copies to date. It's been expanded to bring us up to date with the very latest Ferraris such as the 812 Superfast and Monza SP1/SP2. Also new in this

edition are Pininfarina's Ferrari concept cars – hooray! – such as the 365 P Speciale, 250 P5, P6, 512 S, Modulo and Sergio. This is definitely not a coffee table book, whether in size, aesthetics or scope. What it is, is more of a compact but essential reference work. Its 504 pages are packed with information that's succinct, pertinent and – above all in this age of regrettable disinformation – unerringly accurate. That's not surprising, as the author is an acknowledged master historian of the marque.

Every Ferrari model gets a two-page spread to itself, whether it's a Formula 1 racer, a road car or a concept. To illustrate each, there's a side-on artist's profile in colour (painted by the talented Giorgio Alisi), plus one other real-life photo. This is one of my only criticisms of the book: these photos are very small and often look like 'snaps' taken by the side of the road. The text is all in English and very readable, although the latest entries in this new edition read less fluidly than earlier ones. Detailed technical tables provide most of the essential data you'll ever need, too. In summary, this hardbound book is not only fantastic value but also, for fact-lovers and Ferrari fans, the essential work of reference.

Michael Schumacher: A Life in Pictures
By Pino Allievi
Giorgio Nada Editore
£44

The latest subject in the Giorgio Nada 'A Life in Pictures' series – which has already covered Ayrton Senna, Monza racetrack and Giacomo Agostini, among others – is Michael Schumacher. The publisher describes him as "the greatest of all time" and it's hard to disagree. His years at Scuderia Ferrari, starting when the Prancing Horse seemed like an old nag, were transformative. His story is so well known, told so many times and in so many other books; how could this book offer anything new? But it



does. The publisher's stated aim with this volume was to search for stories that have never yet been told: "The man behind the driver, with his



loves, his manias, his passion concealed behind a veil of stubborn reserve," they say. There are indeed some fascinating insights, since the author, Pino Allievi, worked as a journalist throughout the Schumacher years and was close to him. (You'll find out why he sold his Bugatti EB110, for instance). The author calls him "unscrupulous and talented from the outset" and doesn't shy away from the controversies of his career. There are lots of insightful interviews with those who worked alongside him. A fascinating chapter

As for Michael's F1 exploits, Allievi picks 10 "masterpiece" races, assesses his rivalry with Senna and even devotes a chapter to Eddie Irvine. The episode of Schumacher's skiing accident cannot but loom large in any account of his life; in this book, it is very sensitively covered. As the title of the book suggests, excellent imagery appears throughout this lusciously produced, 208-page volume, but to treat it as a picture book would be wrong. There's such excellent story-telling here that you come away feeling you know the man much more intimately.



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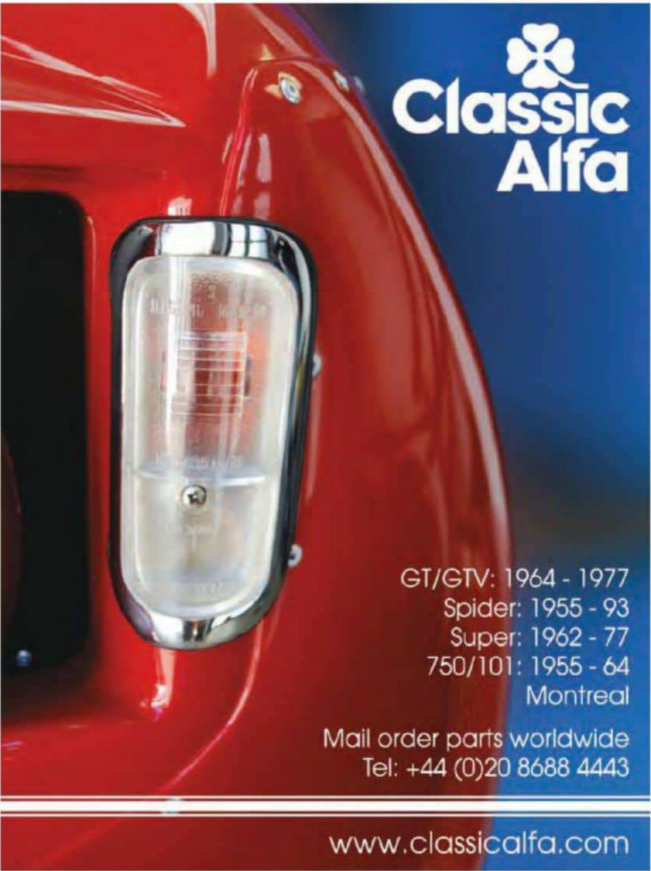
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IT'S A VAREDO

Many thanks for the long article about Carrozzeria Zagato (*Auto Italia* April 2019). I would like to add one fact. The Iso Varedo had nothing to do with Zagato. Ercole Spada left Zagato as the chief stylist in 1969. He first worked as a freelancer and shortly thereafter for Ford/Ghia. Piero Rivolta himself engaged Spada to design the Varedo body in glassfibre in the early 1970s.
Thomas Knetsch, Austria

DOWN UNDER FIAT 125T

I wish to add a Fiat to your recent feature, 'Feisty Foreign Fiats' (*Auto Italia* February 2019). You may not be aware that in New Zealand the Fiat importer, Torino Motors, built a modified version of the locally-assembled Fiat 125. It was called the Fiat 125T and was built to contest the 1972 Benson & Hedges production car long-distance race. A

minimum of 200 had to be built to qualify but approximately only 85 were built.

The 125T used a modified 1600 engine. Two twin-choke Dellorto or Weber carburetors, hot cams, big valves, free flow exhaust and other modifications produced 125hp. Suspension was lowered by two inches and had NZ-built six-inch wide alloy wheels. The car had a larger 16.9-gallon fuel tank which took up most of the boot. A standard 125 four-speed gearbox was used.

All of the cars were painted bright yellow with black between the tail lights. The interior was the standard NZ-assembled 125, which included high-back front seats. The standard steering wheel was replaced with one from a Fiat 850 Sport Coupe. Top speed was 112mph and 0-60mph was 7.9 seconds.

The car did compete in the race and three placed

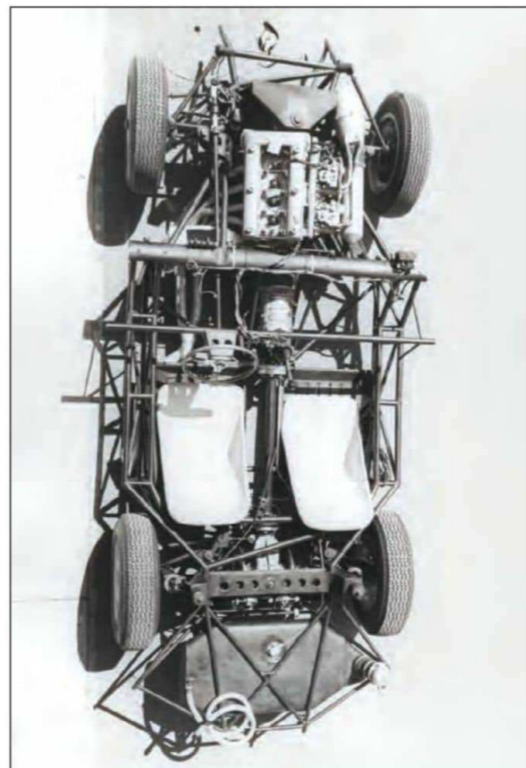
in the top ten. There are very few genuine 125Ts left now. Some are still raced in NZ classic car races. Thank you again for a fantastic magazine.
Neale Batchelor, NZ

CANGURO BOUNCE BACK

Please clarify something for me. On page 32 of *Auto Italia* February 2019, it's stated that Giorgio Valentini, "moved the steering column from beneath the upper chassis cross-member to above it". Wasn't it in fact the other way around, at the request of Bertone, who needed a lower chassis to fit his Canguro? The TZ2 benefited from this request.

Toy de Carvalho, South Africa

Elvio Deganello replies: In 2005, I wrote: 'I photographed the Canguro from every side, and I asked the Bertone Press Office for period photos and I started to gather information. I realized that the Canguro is 106cm (41.7 inches) high, while Giulia TZ Zagato is 120cm (47.2 inches) tall. The lower height is therefore not a visual impression, but it is effective.'



*"Looking at the picture of the chassis I understood how this result was achieved: the steering column passes under the large cross tube that connects the tubes of the right side with those of the left. I have verified that the frame of the Canguro is #AR10511*750101 and is different to the other TZ frames up to #AR10511*750103, in which the steering column passes over the transverse tube."*

"The lower steering column, together with the muffler moved sideways, made it possible to lower the driving position and therefore the whole vehicle. The idea seems trivial, but nobody had thought of it. I was told that Giorgio Valentini has

made this change, but I have not been able to know if he acted at the request of Bertone or on his own initiative. In any case, the Canguro is the first Giulia Tubolare with the steering column under the tube."

So in 2005, I wrote that I did not know whether the lowering of the steering column had been requested by Bertone or was a Valentini initiative. In truth Alfa Romeo's test driver Guido Moroni had already told me that the initiative had been Valentini's, but Moroni asked me to promise not to reveal it to anyone until after his death. Unfortunately, Moroni left his life on earth in 2014 and so now I can report what he told me.

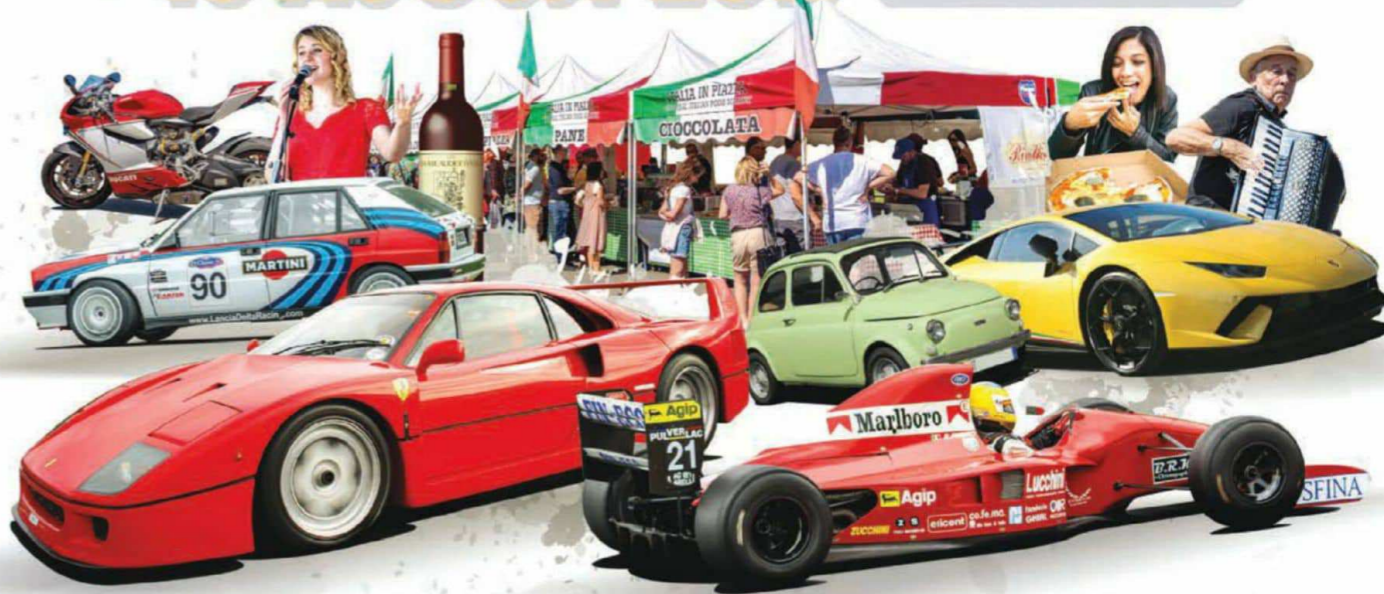


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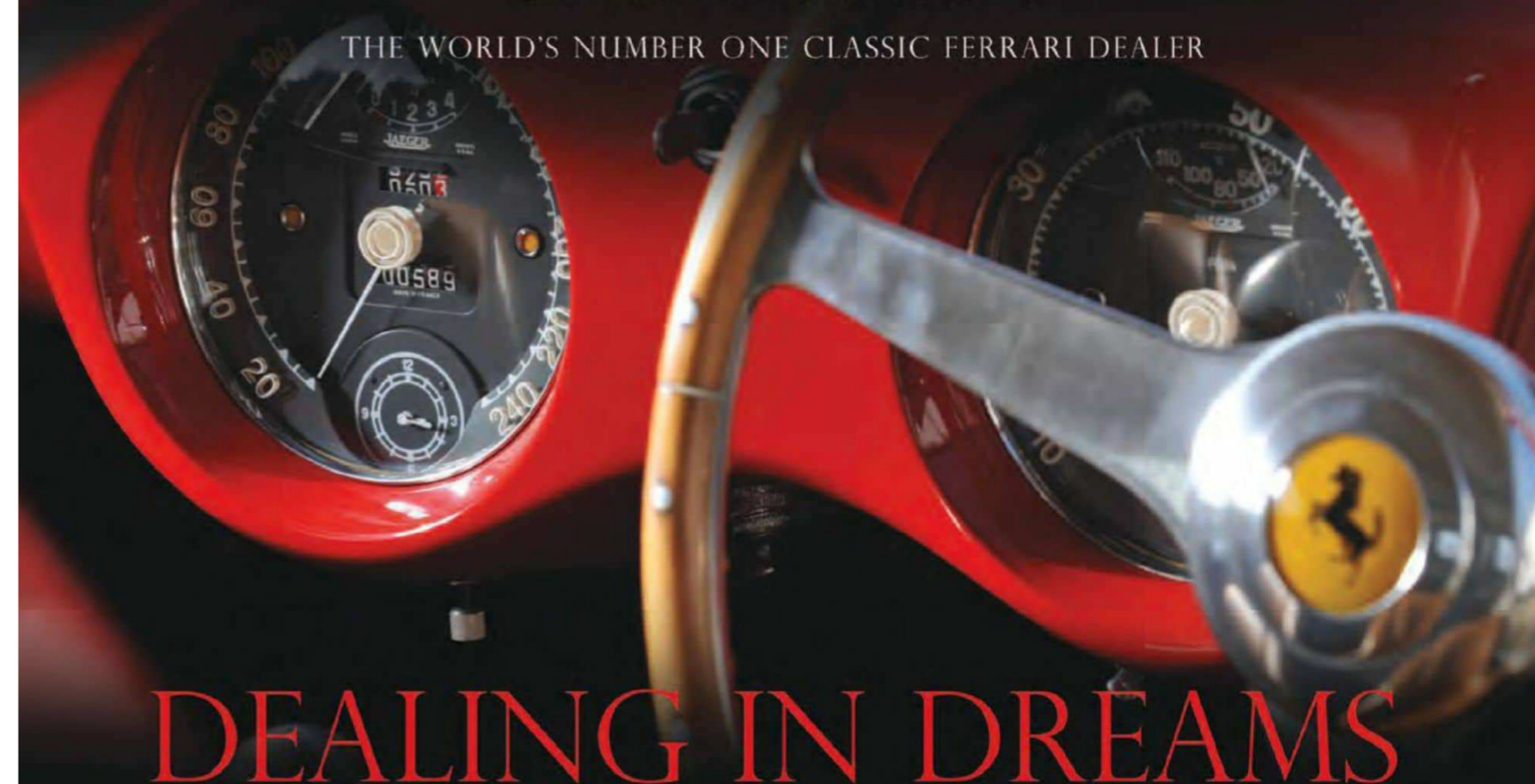
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ALFA ROMEO



Alfa Romeo Spider 2 litre Series 3 QV. 1986, 62,000 miles, red. This is an excellent example of one of the most iconic Alfa Romeo sports cars, lovingly maintained to its original spec. With a large file of work over recent years to include reupholstered interiors, new radiator, battery, exhaust system and numerous other work. This model has the Bosch fuel injection and electronic ignition for reliability and bodywork is in excellent condition. Garaged all year round but all used in summer months, full MOT without advisories, £11,495. Tel: 07718 674371. Email: billbakeruk@yahoo.co.uk (Romsey, Hampshire). A281/020



1990 Alfa Romeo Spider S4. Rosso Red, 2 litre, 5 speed manual, power steering, electric windows, alloy wheels, leather seats, no rust, garaged/covered, summer use only, £12,000. Tel: 020 8997 2039 or 07438 758085. Email: donegantony38@gmail.com. A281/042



Alfa Romeo 105 Series Spider S4 2.0 Veloce. Red, UK registered 1993, near showroom condition to American specification, side running lights, high level brake light, air conditioning, tonneau, hard top. Extensive history, user manuals and handbook, MOT until 15 May 2019 no advisories, dry road use since March 1997 for just 6 months per year hence the low mileage of just 48,000, £15,995. Tel: 07801 166582. A281/036



Alfa Romeo Spider 105 Series 4. 1991, 49,000 miles, red. My beautifully recommissioned spider must sadly go... now too good to commute as I have been doing. About £7.5K of work in the last 2 years but still has lovely patina. Ready for summer but can be taken to next level (ie concours) without much effort, huge history file, £12K ono. Tel: 07818 078386. A281/016



Alfa Romeo 105 Spider 2 litre. 1987, 54,000 miles, Ivory. Excellent condition, RHD, 2 owners, owned for 16 years, garaged and summer use only. New hood, seats and inside as new. Full MOT and service history, £12,500. Tel: Bryan Pooley, 01883 342483. Email: alinpooley@btinternet.com. A281/014



Alfa Romeo Junior Zagato 1600. Low mileage, 2000cc engine from a 2000 GTV car, manufactured 1973, (tax exempt), it comes with loads of spare parts, set of original wheels, front bumper, windscreen with rubber, one set of cylinder head gaskets, (new) reconditioned generator and starter motor, tailgate motor, interior panels, 2 set of plexy, some original, some not, some rear lights for 1.3 and 1.6, exhaust tail end (new). Also in the package, one new and complete rear end for 1.3 Junior Zagato, and floorpan, will split if buyer so wishes. Junior Zagato 1600cc chassis, AR 3060150, private reg included 'JNZ 2446', looks better than a Ferrari! Colour silver metallic, body unmarked, black interior, loads of history, £49,500. Tel: 01823 662174. Email: flmacri@aol.com. A281/037



Alfa Romeo Spider 2000 Series 2. 1972, 90,850 miles, yellow, excellent condition Spider 2000. Full body off rebuild in 2005, maintained regardless of cost since. Rear diff rebuild in 2012, gearbox rebuild and flywheel replaced at the end of 2015, receipts for work and parts available, always garaged (apart from a few weeks). Very minor imperfections in paintwork at rear, limited mileage in recent years, £17,500. Email: kliddello1@gmail.com (Berkshire). A281/041



Alfa Romeo Alfesud 1.5 Ti Green Cloverleaf. 1984, black. Cherished and owned from new, huge history file, drives and handles superbly, great condition inside and out. Smooth gearbox, recent Pirelli tyres and exhaust. Selling on behalf of fellow AROC member due ill health, view in either High Peak or Stockport. MOT July '19 but some welding required on the front n/s jacking point to pass the next one, sensible offers. Tel: Dave Armstrong, 07748 193193. Email: dave@armst.co.uk. A281/013



Alfa Romeo Alfetta GTV 2000. 1976, for sale is my beautiful red Alfa GTV 2000 with perfect black interior, with just 62,000 genuine and fully documented miles from new, full supporting history with invoices and MOTs. Only 3 previous owners, last for 14 years during which it covered just 400 miles, now fully re-commissioned with £2000 just spent on full carb rebuild, full service and professional respray on bonnet and boot. Excellent condition for year and now ready for the summer, £11,950 ono. Tel: 07880 504935 (west Essex). A281/040



Alfa Romeo Giulia Spider (101-19). 1963, 69,648 miles, factory RHD. Grigio, red trim, black hood. Major restoration 2015-2019 unused since, superb car, Rotisserie for welding. Panels all very good, repaint, retrimmed all chrome and trim either replaced or refurbished, many new parts, engine rebuild. £79,999, close to concours condition throughout (Club valuation of £85,000), verified genuine RHD etc by Automobilsimo Storico. Tel: 01452 731289 or 07595 218406. A281/038



Alfa Romeo 75 Turbo Evoluzione. Red, 1987 341/500, LHD, 168,000km. 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, Euro 60,000. Tel: +45 4058 6870. Email: redaktoer@alfaklub.dk. A281/039



Alfa Romeo 156 V6 GTA Sportwagon. 2003, Grigio Metalico, 4 owners and 95,000 miles, service history, belts/plugs 2017. Sensible upgrades: Q2 diff, Wizard stainless manifolds, KW adjustable coilovers, Eibach anti-roll bars. Protected and rust free, recent clutch with Q2, Brembo discs and pads. Upgraded radiator/hoses, 2019 service (Millers 10w50 racing full synthetic), Michelin PS4 tyres, GTA alloys refurbed by Lepsons. This GTA is running very well, bodywork very presentable, interior good, no driver seat wear. Owned since 2015, I need to reduce Alfas, £9500. Tel: 07715 973665 (Kent). A281/019



Alfa Romeo 156 GTA 3.2. 52-reg, totally genuine and outstanding all original condition. At 14,000 miles this must be the best and only perfect example left. It has spent most of its life in a garage and never been outside in the rain, snow or the direct sunlight, so it still has all original paintwork. I have owned this car for 16 years, please no dreamers, only serious buyers only. MOT due 12/08/2019, full service history, £26,500. Tel: 07710 197171. A281/005



Alfa Romeo 166 3.0 V6 Ti Lusso. Ultra rare facelift Ti with 3.0 V6 engine and Sportronic gearbox, 187K miles, 3 previous owners: all Alfa enthusiasts, no expense has been spared. Gorgeous and recently refurbished alloys, immaculate interior with black Momo leather, DSP and sat nav, stunning to look at. Offers invited either 'as is' (see govt website for MOT failure details - BL54 OCV), or fully prepared (major service, cambelt and 12 months' MOT), full history available on request. Email: mike@crminsights.co.uk. A281/010



2010 '10' Alfa Romeo 159 SW 1750 Tbi Ti. 200+bhp petrol, 6spd manual, new upgraded Turbo fitted. The most recent Alfa estate available (unless you want an SUV), very rare car in this spec, ULEZ compliant. 102K miles, 3 owners, full MOT (no advisories), FSH, rare Indaco Grey metallic colour with factory fit roofbars, black leather interior, 2 keys, new 19" Pirelli tyres. Just serviced at Autolusso South (£1100), excellent condition all round, £8250 ono. Tel: 07966 913388. Email: mrzollo@hotmail.com (Southampton). A281/007



Alfa Romeo 156 GTA V6 petrol. 2005, 56,808 miles, Lusso Red. Classic pepperpot wheels, black leather interior is immaculate, mechanically sound with many refurbished/new parts, recently refurbished brakes all round, cambelt, braided brake hoses, repolished shiny pipes on top of the engine, and more. Has been in storage and driven in dry weather only over the last five years, custom fitted car cover. Full service history, mine from new and bought from Bryn at Monza Sport, very, very reluctant sale, £10,000. Tel: 07789 203908 (Weston-S-Mare). A281/035



Alfa Romeo 916 Spider Lusso TS 16V 2.0L. Mileage 70,893, red, black interior, manufactured in 2000, one of the best early ones I have seen. 12 months' MOT, chassis number: ZAR9160000700004, reg 'X661YCS', only done about 4000 miles in 4 years, more photos on request, £44,000, please call anytime. Tel: 01823 662174. Email: flmacri@aol.com. A281/034



Alfa Romeo 164 Super 3L. V6, fuel injected. 1993, 105,000 miles, white, right-hand drive, 4 valves per/cylinder, double overhead cam. Currently in France (Limoges), so need to factor in collection from France. In need of TLC, was on the road until 2017 - not used much since, generally in good condition, in need of service to obtain MOT/CT. Originally registered 'L857LCK', French registered since 2002, Alfa paperwork and English service record available, £offers. Please contact to register. Tel: 07901 552066. Email: alexkjones@yahoo.com. A281/018



Alfa Romeo RZ ES-30. 1993, 16,218 miles, yellow. Serial no 211, black interior. Compomotive split rim wheels, excellent condition, MOT and tax, £65,000 ono. Tel: Dave Weavers, 01502 569698. A281/015

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Alfa Romeo 156 GTA 3.2 Selespeed. 2008, 40,500 miles, red, only one of 11 registered in this country. One previous owner, 20K miles in my ownership of 9 years. Cambelt changed twice, last in 2017, excellent original condition, recently serviced and new front brake pads, Xenon headlights. Purchased from Monza Sport in 2010, Eibach anti roll bar, custom Harvey Bailey shocks, Q2, Alfholics SS exhaust. Always garaged in my care, fantastic car which is destined to be a future classic, £18,500. For more information please ring: 07971 722797 (North Cornwall). A281/012



1999 Alfa Romeo 166 Super (3.0 V6 manual). 130,000 miles, Grigio Nettuno (656 Neptune Grey)/black Momo leather with Zender body kit + Novitec front lip spoiler, supersport 17" alloys. Service book with plenty of stamps, AROC member owned as recently as 2017, DSP audio and wood effect steering wheel. No knocks or rattles from suspension, goes like stink and sounds sublime. Known issues: air con not blowing cold + usual 166 eccentricities: central locking and indicator cancelling. Car will be supplied with 12 months' MOT and full major service incl alternator, water pump and thermostat, spark plugs, cambelt kit (aux belt kit fitted within last 12 months). Lovely car: becoming very rare and values starting to rise, £1995. Tel: 01733 902342. Email: mike@crminsights.co.uk. A281/008



Alfa Romeo 166 2.0 TS Facelift. 2005, silver. I have for sale my Alfa 166 Twin Spark, this is not your normal 166 as you can see from the photo. It is fitted with rare 18-inch alloys in perfect condition, including a bare spare, they are shod with 245/45 low profile tyres with plenty of tread left in them. It sits on lowered Eibach springs and handles really well. A big bore stainless exhaust is fitted so it sounds good too! 6 speed manual with cruise control, all the electrics work (apart from the air con), and it has the boot mounted CD changer with the higher spec audio system including a cassette player (whatever that is!) Full leather interior, electric heated seats etc. It's got 106,000 miles on the clock and has loads of service history in the hands of Alfa enthusiasts. For sale due to lack of space and it's not getting the use intended, will be sold with a new MOT, I'm asking £2800 for this modern classic. Contact: david.densley@hotmail.co.uk for more info and photos. A281/021



Alfa Romeo 916 Spider 3.0 24v V6. 2002, 48,500 miles, Zoe Yellow, Japan import (into UK 2016), 2 owners, first for 14 years. UK history includes cam belt and water pump 2016, new tyres, battery, thermostat, annual services at Motormech Birmingham, MOT to 26/2/2020. Powerflexed at the rear by Autolusso, road tax £255 per year, the car is in superb condition, £7999 ono. Tel: 07518 763352 (Warks). A281/046



Alfa Romeo 939 Spider 2.2 JTS LE. 2008, 60,200 miles, Alfa Red, heated leather seats, climate control, cruise control, 19-inch alloy wheels, rear parking aid, alarm and immobiliser, Bluetooth phone interface, USB media input, driver/passenger/side airbags, ABS, ASR, VDC, electric folding mirrors, fog lights. Full service history, recent annual service by Alfa Workshop, MOT to February 2020, great condition, £6000. Tel: 07801 398709. Email: glmaile1@gmail.com. A281/048



Alfa Romeo 939 Spider 3.2 V6 24v Q4. 2007, 38,000 miles, blue, immaculate. MOT until April 2020. Serviced recently by NJS Alfa Romeo specialists of Pershore and previously Veloces of London, garaged at home in Malvern. Runs perfectly, completed recent trip to the south of France and the around Ireland AROC tour faultlessly, £12,450. Tel: Malcolm, 07802 420300. A281/017



Alfa Romeo Spider 916 convertible Twin-Spark 2.0 (150bhp). 56,000 miles, red, UK model first registered March 1998 and last of the phase one Spiders produced by Pininfarina in Milan, this is the Enrico Fumia designed convertible 916 model. Immaculate condition, garaged and invoices for recent work, MOT to Feb 2020. Low mileage with full service history, includes private plate 'M10 AFO'. More photos available on request, a future collectible classic, £6500. Tel: Garry, 07505 085531 (Winchester). A281/045



Alfa Romeo Brera 1750 TBI. January 2011, approx 34,700 miles, white, immaculate. One of only 60 Brera 1750 TBIs in UK with the beautifully smooth Alfa engine. High specification including Brembo brakes, 19" Ti alloys, Pelle Frau leather seats, electric sunblind, privacy glass, wireless hands free mobile and iPod connection. Transferable warranty to March 2020, full service history including belt change in 2016 @19,000 miles. Current owner from 19K, £14,900. Tel: Richard, 07979 050947. Email: richard@rmaheritage.com. A281/047



Alfa Romeo Giulietta Collezione. 170bhp 1.4 petrol Multiair manual 6 speed, registered March 2016, 17,150 miles. Full service history, just serviced and MoT from early March. Finished in silver, with black roof and black door mirrors, the interior is very attractive two tone black/white perforated leather. Touchscreen multimedia equipment. Well cared for car with condition that reflects the low mileage, new mats and boot liner. Reluctant sale but most go, £10,900 ono. Tel: 07712 787703 Email: bowjm@hotmail.com (West Midlands). A281/049

FERRARI



2002 Ferrari 360 Spider. Manual in Grigio Alloy with crema leather piped with blue seats, blue leather dashboard and crema roll hoops giving a striking alternative to the more common red! £6000 extras when new, document pack, keys, fitted Ferrari car cover etc are with the car, always garaged and summer use only – no track day use. In my care for 13 years, £70,000, 3 years with full Ferrari dealer history every year, belts changed this year. Email: davidrhall47@icloud.com (Northamptonshire). A281/060



Ferrari 355 Spider manual 1996. I have owned this 355 for some 12 years and now wish to find a new home for it. Manual gearbox, Rosso/Crema, standard specification, 31,000 warranted miles, no accidents, full history, cared for by Maranello, Rardleys and Bob Houghtons. No known issues, engine out service included in price, £82,000. Email: homecarefrance@hotmail.com for photos/further details. A281/027



Ferrari 360 manual Spider. Very desirable 6 speed manual Spider, exterior in gleaming Rosso Corsa, interior finished in original contrasting Nero leather. The car leaks no fluids and has always been maintained well with the last being carried out in March 2019. The car is complete with its full book pack including all instruction and hand books as well as the ever so important original service book documenting the careful nature in which this 360 has been maintained in, paper history accompanies the service book. Email: leig@circuit2circuit.com. A281/028



Ferrari 355 F1 Berlinetta. RHD UK car, 31,290 miles, supplied by H R Owen on 25th March 1999 to a director of Ferrari UK. One of the last 355's supplied, Giallo Fly with Nero leather, Nero leather roof lining, Nero carpets and overmats. Factory carbon fibre racing seats, Challenge rear grille, Scuderia wing shields, 6 disc CD changer, factory drilled brake discs, F1 gearbox, Navtrac Tracker. Fully documented service history, stunning original vehicle sensibly priced to sell, £74,950. Email: mjhumphries@hotmail.co.uk. A281/029



Ferrari 400i. Silver Blue 400i RHD with black interior, was my car for years. Has been left outside for 18 months, was assured it was inside by my mechanic! Needs some TLC but a beautiful car, would like it to go to a loving home! Text Matthew for more details: 07973 513960. A281/025

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Ferrari 3.2L Mondial. L-reg, January 1988, Rosso/Crema, FSH from delivery invoice, featured twice in *Classic & Sports Car* magazine, cam belt service April 2019, 67K miles. Lovely condition, private sale by FOC member, £42,500. Tel: 07488 389857 (East Midlands). A281/023



Ferrari 488 GTB. 2016 reg, mileage 7700, one owner. Rosso Corsa, immaculate condition, 7 years from registration servicing by dealer included. High specification, see photo for full list including 20" matt Grigio Corsa wheels. Cost new £243,000, front end and sills clear wrapped. Price £195,000. Email: p.stevens@tinyworld.co.uk. A281/024



1980 Ferrari 308 Dino GT4. 54,000 miles, Argento with blue interior. Serviced by Italia Autosport last 4 years, full cambelt service, brake pipes and pads, alternator, ignition and carbs set up 150 miles ago. Other work carried out on coolant and fuel system, suspension, undertrays and chassis rustproofing. Restored between 1999 and 2014, previously owned by Foskers, £42,500. For full details call Rick: 07760 374464. A281/061



Ferrari F430 Spider. Immaculate Rosso Corsa/Crema 08, 9750 miles. Rosso carpets, Daytona seats, Scuderia wheels, Rosso calipers, carbon ceramic brakes, carbon fibre include driving zone, engine bay, water coolant tank, air boxes, rear moulding, rear diffuser, strakes on glass panel, door sills and embossed floor mats, all OEM Parts. F1 gearbox, front/rear parking sensors. Navtrak, leather doc holder, toolkit and puncture kit, plus lots more. Full service History, £110,000. Email: shawnaitken@hotmail.com. A281/063



Ferrari 599 HGTE. I am selling my 599 HGTE which has recently been serviced at HR Owen, it has only covered 4300 warranted miles. Finished in black with black and silver stitching, perfect example with tool kit and all extras. Email: rajinmehta@icloud.com. A281/051



Ferrari 360 Spyder. 42,000 miles, manual, excellent condition – not a mark on it. Lovingly owned and garaged, full service history and receipts, Rosso Corsa with Nero leather and black carpets. Complete with the original leather wallet, book pack and tool kit, Tracker fitted, the wheels are the same colour (and no dings), £75,000. Email: roger.penney2@btinternet.com. A281/022



Ferrari 360 Challenge. Very quick class winning Ferrari 360 Challenge, one of 2 built to Carbon Michelloto specification. Class Overall Winner 2013 Ferrari open, Class Overall Winner 2014 Ferrari open, many podiums and fastest laps. Lightly tracked/raced since 2015, new Stradale engine 2013, 3 sets wheels and tyres, full air jack system, Autotel comms system. Well known, very well maintained, ready to race. Tel: Paul, 07887 996666. A281/050



Ferrari 355 GTS 1994 manual. 1994, M2-7 – UK/RHD, the best version with proper steering wheel, red/magnolia/red with 33,000 miles, £11K recent work, Challenge, FSH, colour coded roof. Reg 355 FER available separately. Absolutely superb, full description available, asking £89,500. Tel: 07710 909318. Email: andrewbailey@dimatec.co.uk. A281/026



Ferrari 328 GTS. 1987, 21K mls, Rosso Red and Crema, with a/c and colour coded roof aerofoil, I bought this from a main dealer approx 1990. Excellent service history, just had a major belt service and complete suspension and brake refurbishment, all invoices and MOTs present, original jack, tools, leather service wallet pack and map-reading lamp. Original NCT spare tyre has never been used, 328 private number subject to negotiation, in impeccable condition, totally standard and unmolested, £99,995. Tel: 07801 659093. A281/062



Ferrari 550 Barchetta. RHD, Rosso/black interior, in beautiful condition with only 12,000 enjoyable miles, recent belts and service, sensibly offered for sale at £360,000. Tel: 07774 478893. A281/059



Ferrari 328 GTS. 1989, Rosso/Crema, 56,830 miles, FSH, original tools, books etc, stunning perfect car, welcome to any test or inspection. Recent service and new MOT, this car is as good as it's going to get! Email: prsche@msn.com for more pics and info, or phone FOC member Anthony, 07779 726845. A281/058

LANCIA



Lancia Delta HF Turbo. In excellent condition, owned by me for over eight years and with stacks of service history including a full respray. Car is MOT'd and drives like a dream, the car has just over 80K on the clock and was registered in 1990 on a G-plate, £9995 ovno, please call for more details. Tel: David, 07826 239417. Email: david@modone.co.uk. A281/052



1994 Lancia Dedra Turbo Integrale. 66K miles, including set Winter wheels and tyres. Timing belt, brake discs and pads, battery, ss exhaust, oil cooler, Waxoyled, clutch slave cylinder, starter motor, clutch, MOT, £8500 ono. Tel: 07818 444333 (Berkshire). A281/053

PARTS

Parts for sale. Set of 4 TSW 7-spoke aluminium wheels, 7Jx15H2 5 stud, were on Alfa 90 Type 162, £250 plus carriage. Tel: Robin, 07979 760945 (Kent). A281/043



Fiat 20V Coupe Turbo 2L complete steering rack, excellent condition, only 50K, for sale £100. Tel: 07935 830055 (Carmarthenshire). A281/055
Ferrari 348 door mirrors. Pair of new but painted door mirror assemblies with all electrics, complete units ready to fit. These are priced at around £2000 each, £1500 for the pair. Email: wilcox-s@sky.com. A281/033



Fiat 500 headlights. Pair, fit early models, genuine original Fiat parts, no damage, £19 each, excellent s/h condition, can post. Tel: 07989 951895. A281/006



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MISCELLANEOUS

Book: Lancia. Compiled from Autocar archives, pub 1981, £12 incl post. Tel: 01423 709175. A281/009
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BANDINI 1000 GT

RACING CAR CONSTRUCTOR ILARIO BANDINI MIGHT HAVE BECOME A GT CAR MAKER WITH THIS ELEGANT 1.0-LITRE COUPE

Story by Chris Rees



In many ways, Bandini encapsulates the spirit of Italy's 'etceterini' marques that flourished in the 1950s and 1960s. It was founded by Ilario Bandini, who built his first racing car, based on an old Fiat 1100, in 1946, clothed in an aluminium body made by Rocco Motto.

The first proper Bandini arrived in 1950, using a tubular chassis and a Fiat 1100 engine with an Alfa Romeo 6C 1900 cylinder head. Bandini then made a series of racing cars that competed in the Mille Miglia and SCCA racing series in the USA, the latter helped by the Italian-American businessman, Tony Pompeo, who represented Abarth in America. Bandini also made one of the most successful Formula Junior racers of the late 1950s.

Bandini may have been a tiny outfit but he had grand plans for his company, Bandini Automobili, which used as its badge the symbol of his home town of Forlì: a crowing cockerel. He even

contemplated entering Formula 1.

As for road-going cars, these were few indeed. A GT road car was built in 1955 in the form of the gorgeous Zagato-bodied Bandini 750 GT coupe. Almost as elegant was his second GT car, the Bandini 1000 GT of 1963 – as seen on this page. For the bodywork, he turned to an obscure outfit called Carrozzeria Corna of Turin – one of the companies that Zagato used as a subcontractor – which hand-

formed a sober but well proportioned two-seater coupe shape in aluminium.

The layout was classical: a front-mounted engine with rear-wheel drive. But the chassis – an oval-tube spaceframe of patented design, weighing a mere 25kg – drew on Bandini's experiences with his mid-engined racers. The suspension design was very similar, for instance. At the front end was a double wishbone set-up with angled hydraulic dampers; the rear was a multi-link independent set-up, while anti-roll bars were fitted front and rear. The wheels (Amadori 15-inches) had disc brakes up front and drums to the rear.

The engine was a development of that in his *saponetta* ('soap bar') and 1000P racers. A four-cylinder, all-square (bore and stroke both 68mm) unit, it had a capacity of just 987cc. It was pretty much racing spec: twin

camshafts, aluminium cylinder head, hemispherical combustion chambers, removable cylinder liners and an aluminium radiator. With a compression ratio of 9:1 and two Weber 38DCO3 carburettors, it produced a remarkable power output of 94hp at 8000rpm. The gearbox was also sophisticated, having five synchronised gears.

The whole car tipped the scales at a featherweight 475kg, enabling it to reach a top speed of 125mph. There was talk of offering the 1000 GT to the public, in either left-hand drive or right-hand drive guise. In the end, only one example was ever made, painted black and used by Ilario Bandini as his personal car.

Bandini continued to build racers and one-offs well into the 1980s, before passing away in 1992. It's thought that a total of 75 Bandini cars were produced in all. Sadly the one and only 1000 GT is believed no longer to exist.



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