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

AUTO Italia

www.auto-italia.co.uk

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

Contributors Keith Bluemel, Peter Collins, Richard Heseltine, Richard Bremner, Andy Heywood, Martin Buckley, Peter Nunn, Simon Park, Simon Charlesworth, Mike Rysiecki, Tim Pitt, Richard Dredge and Phil Ward

Art Editor Michael Ward

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

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

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

Classifieds email liz.solo@ntlworld.com

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CONTRIBUTORS

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



Chris Rees



Michael Ward



Claire Prior



Phil Ward



Tim Pitt



Ray Hutton



Martin Buckley



Richard Heseltine

WELCOME



By some stretch, the highlight of my month – and quite possibly my year so far – was visiting Turin to see FCA's new Heritage Hub. This huge new space, carved out of a large chunk of Fiat's Mirafiori factory in Turin, celebrates the Italian car industry like no other.

What makes it so special is that here you'll find the crown jewels of the Fiat, Lancia and Abarth brands – unique prototypes, some of which I've never even heard of before; rally and racing icons; Agnelli family one-offs; beautifully preserved examples of landmark cars; motor show specials and concept cars; military vehicles; record-breakers; and on and on.

It's not just the exotic stuff that fascinates. Equally you'll find serried ranks of 'ordinary' cars that are perfectly preserved. When did you last see an immaculate Fiat Multipla, for example? We have a full report on the astonishingly wonderful Heritage Hub on page 60 – I hope you enjoy it as much as I did.

The great news is that the Hub will be open to public viewings very soon. We'll bring you further news of how to access this exceptional collection as soon as we have the info.

Roberto Giolito, the man who designed the Fiat Multipla and is behind the curation of the new Hub, said: "To look forward, first you have to look back." And having looked back through the Hub's many delights, I'm pleased to say that FCA's forward vision is looking rosy, too. Starting on page 12 we have a review of Italy's 'New Heroes' coming your way soon. Alfa Romeo's new small SUV, the Tonale, is tremendously exciting, as is Fiat's new Panda concept. And Ferrari has unveiled not one but two new mid-engined cars this month. We may have to wait a year or so for the full fruits of all the developments in train, but Italian new car activity is definitely hotting up.

Chris Rees
Editor

chrisrees@auto-italia.net

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ITALIAN CAR NEWS

ZAGATO'S CENTENARY ASTON



Aston Martin has released its first images of the new DBS GT Zagato. Although it celebrates Zagato's 100th birthday this year, the model will actually not make production until 2020.

Based on the DBS Superleggera, the DBS GT Zagato is inspired by the original DB4 GT Zagato. A characteristic double-bubble roof stretches from the top of the windscreen to the car's rearmost tip. The double-bubble theme is repeated on the bonnet, while a wrap-around windscreen keeps the overall

shape smooth. Unique wheels, headlamps and grille all feature, too.

The DBS GT Zagato will be built at Aston Martin's Gaydon headquarters. Production will be limited to 19 examples, and can only be bought as part of the 'DBZ Centenary Collection' – essentially this car plus the DB4 GT Zagato Continuation model. The pair is priced at an eye-watering £6 million plus tax. First deliveries will start before the end of 2019 for the DB4 GT Zagato Continuation and the end of 2020 for the DBS GT Zagato.



ZAGATOS STAR AT VILLA D'ESTE

Four Zagato-bodied cars are coming up for auction at RM Sotheby's Villa d'Este sale at Lake Como on 25 May. First up is a beautiful 1955 Fiat 8V Coupe by Zagato, one of only 26 built. Finished in metallic green with a black interior, it participated in historic racing events in Italy in the 1970s and 1980s, including the Mille Miglia. It's recently been fully restored and retains its original engine, and is estimated to make €1.6 to €1.8 million.

Next is a 1959 Fiat-Abarth 750 GT Zagato, based on the Fiat 600 and fitted with a 'Mille Miglia' engine, which has a factory lightweight crankshaft. It's had a full restoration, Abarth Classiche certification and is described as "concours-ready condition". The auction estimate is €100,000 to €200,000.

Zagato's 1966 Lancia Flaminia Super Sport 3C 2.8 is a second-series example finished in slate grey over red leather

interior. Fully restored to concours standards, this Lancia is offered without reserve but is estimated at €230,000 to €280,000.

A 2019 Aston Martin Vanquish Zagato Shooting Brake, one of 99 built, has carbonfibre bodywork, a 6.0-litre V12 580hp engine and stiffened suspension. Each Vanquish Zagato was fully customisable, making each car unique. It's finished in Lava Red over black. Also offered without reserve, it's estimated at €650,000 to €850,000.

Meanwhile the RM Sotheby's Essen Show Lancias (previewed in last month's issue) all sold well above estimate. The 1975 Lancia Stratos HF Stradale made €545,000; the 1982 Lancia 037 Rally Stradale soared to €770,000; and the 1985 Lancia Delta S4 Stradale achieved €1,040,000 – the latter two representing world-record values.

BATTISTA GETS UK PREMIERE



Visitors to the 77th Goodwood Members' Meeting in April 2019 were the first in the UK to see the new Pininfarina Battista hypercar. The 1900hp, pure-electric Battista was presented in a bespoke pavilion in Goodwood's paddock alongside a Pininfarina-designed 1955 Lancia Aurelia owned by the Duke of Richmond.

Also present was the fastest man ever up Goodwood's Hillclimb, Nick Heidfeld, who is Pininfarina's lead development driver. He said: "The innovative EV powertrain beneath the Battista's carbonfibre monocoque provides the perfect platform on which to develop the most powerful car ever to be designed and built in Italy."

No more than 50 Battista hypercars will be sold in Europe (150 worldwide), with UK deliveries starting in late 2020, priced at around €2 million. The model displayed was in Bianco Sestriere pearlescent white finish. The stats are impressive: 0-62mph in less than two seconds (faster than a Formula 1 car) and a top speed of over 250mph, plus zero tailpipe emissions and a range of over 300 miles.

FERRARI MUSEUM'S 'TIMELESS' SHOW

A new exhibition has opened at the Enzo Ferrari Museum in Modena. 'Timeless Masterpieces' showcases some of the most elegant cars in the marque's history. Classics such as the 166 Inter from 1948 and 750 Monza from 1954 are joined by the 250 California (1957), 250 GTO (1962) and 365 GTS4 (1969), to name just a few. Also on show is the new Ferrari Monza SP1.



BELGIUM APPLAUDS ITALY

The InterClassics Brussels show will pay tribute to five legendary Italian car designers in November. A unique collection of 15 classic cars designed by Pininfarina, Bertone, Zagato, Touring and Ghia will be on display from 15 to 17 November 2019 at the InterClassics event. Iconic models such as Ghia's Otto Vu, Pininfarina's Cisitalia and Bertone's Miura are promised, plus production models like the Fiat X1/g and VW Karmann Ghia, and there will be a special focus on Zagato in its 100th anniversary year.

FIAT 500 EV GOES 'PREMIUM'

The next-generation Fiat 500 will debut at the Geneva Show in March 2020 in full electric guise. Although the all-new EV is likely to follow the general style set by the current 500, it will move more upmarket and be sold only as an electric vehicle.

Interviewed at the recent Geneva Show, FCA's chief marketing officer Olivier Francois said: "Premium is the way we will go with the EV 500. It will be kind of an urban Tesla." He also hinted that prices would move distinctly upmarket.

The new all-electric Fiat 500 will use a completely new dedicated electric platform, which will broadly share the dimensions of the current Fiat 500. The arrival of 500 EV will not mark the end of the current-generation petrol-powered 500, though: the existing 500 will continue in production as a more affordable option.



NOVITEC BOOSTS FERRARI PORTOFINO

German tuner Novitec is offering new upgrades for Ferrari's Portofino. Engine tuning is available in three levels, offering up to 84hp more power, equating to 684hp at 7400rpm, while peak torque of 871Nm is up by 91Nm. In this form, it's good for 0-62mph in 3.2 seconds and a top speed of 202mph. Various exhausts, with or without exhaust flaps, are also offered..

A range of aerodynamic parts, made of naked carbon, boosts looks and performance. There are also custom forged wheels (21-inch at the front and 22-inch at the back) and various interior design options. Chassis-wise, sport springs to lower the ride height by 35mm can be supplemented by a hydraulic front-lift system to navigate ramps.



FIAT FREAKOUT

Fiat Club America is hosting its famous Fiat FreakOut at Grandover Resort in North Carolina on 10-14 July. On the bill are a track day at Virginia International Raceway, an autocross and scenic drives to historic places. Several hundred Fiats are expected, while owners of Alfa Romeo, Lancia, Ferrari and Lamborghini are also welcome. More at fiatclubamerica.com



FESTIVAL ITALIA
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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.



BARN-FIND
TESTAROSSA MAKES £29K

A 'barn find' 1988 Ferrari Testarossa has sold for £29,415 at auction. CCA sold the car, which had 23,500 miles on the clock, a partial history file and was described as "believed to be complete". An original UK-supplied RHD car, its chassis had been restored recently. The auctioneer said: "Mechanically it appears to be all there but is untested" and all the body panels needed stripping and restoring, as did the interior. Much of the car was deconstructed, including the wiring, ECU and glass.



CALLING CLASSIC ABARTHIS!

Owners of pre-1989 heritage Abarths are being invited to celebrate 70 years of the brand at Festival Italia at Brands Hatch. A gathering of the Abarth Heritage Group is being organised by the Abarth Club of Great Britain and Middle Barton Garage, as part of Festival Italia on Sunday 18 August.

There will be a prominent Paddock Display area for pre-1989 heritage Abarths, plus three track sessions. On Saturday 17 August, participants are being invited to a prosecco reception followed by dinner at the Mercure Dartford Brands Hatch Hotel.

A special guest speaker will be Lincoln Small, who was a director of Radbourne Racing, the Abarth importer in the UK for many years. Abarth racer, Phil Jones, has also agreed to be a guest speaker. Entries are being accepted on a 'first come, first served' basis. For more information, please email abarthclubgb@gmail.com

Bianco Auto Developments & Racing Team is holding an open day on Sunday 26 May at its new purpose-built premises in Smallfield, Surrey RH6 9RS. "We are aiming for a village fete atmosphere with music," says Paul from Bianco. "It's a family friendly event: we have plans for a bouncy castle and face-painting for kids. There will a BBQ too. We are going to create our own museum of Alfas from the 1950s to the two NRings we have. There will be dyno runs on our new 2400bhp 4WD rolling road, while MOT tests and health checks are available, too."

A flash sale is promised on service and consumable items from the new parts/motorsport parts department, plus a raffle with prizes such as a lifetime supply of MOTs. Dedicated parking is planned for different eras of Italian cars. Ferraris and Lamborghinis will be present, as will a selection of race cars. The open day runs from 12.00 to 19.00 on 26 May. Find out more at www.bianco-alfa.com

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STELLA ALPINA 2019

28 to 30 June 2019 are the dates for the 34th Stella Alpina tribute rally. Included are an overnight stay in the mountains at Moena and a route crossing some of the most spectacular passes in the Alps. It includes 99 timed trials and six average speed trials. The event starts in Trento city centre, arriving at Moena in Val di Fassa. The next day, crews will enjoy spectacular scenery in the Dolomites, crossing seven Alpine passes. On the final day, the route spans Val di Fiemme, Trentino and Trento. Applications are now open, with special rates available for the Ferrari Owners Club. For more information, go to www.stellaalpinastorica.it



HURACÁN GT3 EVO READY FOR BRITISH CHAMPIONSHIP

By Mike Rysiecki
Photos by Leigh Jones

The British GT Championship has a record-breaking 38-car entry list for 2019. 10 manufacturers are represented across three classes. In the GT3 class, where new-generation ‘Evo’ models have been homologated throughout the field, Barwell Motorsport will be flying the flag for Italian car fans with Lamborghini Huracán GT3 Evos, doing battle with teams running Aston-Martin Vantage, BMW M6, Bentley Continental, Porsche 911 McLaren 720S and Mercedes-AMG GT3. Barwell drivers Phil Keen and Adam Balon set the GT3 pace in testing at Donington Park in March. We are assured of close competition all year as the cars are equalised to create a more level playing field where drivers can demonstrate their skills and team strategy execution counts for



more. The second car in Barwell’s Lamborghini Huracán GT3 squad will be driven by Sam De Haan and Jonny Cocker. Barwell Motorsport has a race-winning history dating back to the 1960s and will continue with its successful partnership with Lamborghini Squadra Corse for its GT3 programmes over the next three years. The 2018 Blancpain GT Series Am Cup Championship-winning team will be running a squad of new Huracan GT3 Evos in its campaigns in both the European Blancpain GT Series Endurance Cup and British GT Championship, where it competes as an official factory-supported team. Having won three races in Blancpain and two in British GT last season, Barwell will again be fielding two cars in each championship. With no fewer than 10 outright British GT Championship race wins with

Lamborghini over the past three seasons, the Surrey-based outfit has two entries, each capable of taking overall honours in 2019. Oulton Park kicked off British GT’s seven-round, nine-race 2019 campaign in April, with further rounds to include:

- Snetterton 300. 18-19 May 2019
- Silverstone GP. 8-9 Jun 2019
- Donington Park GP. 22-23 Jun 2019
- Spa-Francorchamps. 20-21 Jul 2019
- Brands Hatch GP. 3-4 Aug 2019
- Donington Park GP. 14-15 Sep 2019

WIN! FREE TICKETS

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We are giving away five pairs of free entry tickets to our Supercar Sunday on 14th July. For your chance to win, all you have to do is answer the following question:
Which Italian town is the Lamborghini car factory situated in?
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b) Milan
c) Sant'Agata
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Fitting Tribute

Ferrari's heavily facelifted successor to the 488 GTB pays tribute to its V8 turbo engine, which now boasts 720hp

Story by Chris Rees



The prospect of facelifting the 488 GTB must have been a daunting one for Ferrari, but the deluge of awards heaped on its V8 twin-turbo engine proved to be the inspiration the design team needed. Why not craft the whole facelift around the strengths of the V8?

It started with the 488 Pista's engine – at 720hp, the most powerful eight-cylinder engine Ferrari has ever made. Almost unchanged, this engine makes its way into the new car, which is named 'F8 Tributo' in honour of that powerplant. As well as an extra 50hp of power versus the 488 GTB, torque is also higher at all engine speeds, peaking at 770Nm (10Nm more than the 488 GTB) at 3250rpm.

The engine is not quite the same as the Pista's, though. New emissions and noise regulations required a revised exhaust – and that meant changing quite a lot of the engine's internals, too. The only visible change in the engine bay is the intake plenums and manifolds, designed to improve combustion efficiency: these are available in either red-painted aluminium – a first for Ferrari – or optional carbonfibre. New valves, springs and cam profiles combine with uprated pistons and cylinder heads, while there are lots of lightweight components, such as titanium conrods and a lightened flywheel. The new exhaust brought opportunities to change the way the car sounds, too, and we're promised something special in that department.

Almost every part of the car has been upgraded. Designer Carlo Palazzani told me:

"This car is a bridge towards a new design language at Ferrari. Compared to a normal facelift, we had much more freedom. All the bodywork, aside from the doors and rear flanks, is new. It's the most extreme look ever for a Ferrari berlinetta."

Lots of attention was paid to aerodynamics. Front 'channels' funnel air to cool the brakes, while also forming a strong design element that's replicated in the shape of the side body air intakes, with a wingleet dividing the airflow into two. New LED headlights feature cooling inlets above them, while twin circular rear lights are classic Ferrari. A new carbon rear spoiler looks like it's 'floating' but it's actually fixed – no active aero needed here, says Ferrari. The front S-Duct system, pioneered in F1 and then deployed on the 488 Pista, improves aerodynamic downforce, too. Overall, the contributions of each aerodynamic element are: S-Duct (15%), rear spoiler (25%), front underbody (15%), vortex generators (25%) and rear diffuser (20%).

Showing the engine off – literally – is a transparent Lexan engine cover with cut-out louvres that echo the Ferrari F40's. As for the interior, every part of the dashboard, door panels and tunnel has been renewed, as have the air vents, and there's a new optional touchscreen passenger display. There's also a new-generation steering wheel with freshly arranged controls on it, as well as newly designed seats.

The chassis dynamics have also been developed. Much effort has been invested in the dampers to help make use of the

extra power. The steering wheel *manettino* now has a special 'Wet' setting, allowing you to use full power safely in the rain. And for the first time, the Ferrari Dynamic Enhancer (the car's lateral dynamics control system) operates even in the *manettino*'s 'Race' position. Ferrari says the F8 Tributo is 6% faster coming out of bends than the 488 GTB with the same amount of steering activity (when in Race mode), while in the 'CT-Off' position, steering wheel activity is reduced by 30% compared to the 488 GTB. "Drivers will see an improvement in their ability to hold the car on the limit, making them more confident in lengthy oversteer manoeuvres," says Ferrari. In addition, new track-focused tyres will be offered to maximise the car's capabilities on circuit.

Overall weight has been reduced by 40kg compared to the 488 GTB. One example of weight-saving measures is the Lexan engine cover, which is 4.5kg versus the 488 GTB's 7kg lid. Others include the aforementioned engine components, lighter plastic bumpers, carbonfibre rear spoiler and optional carbonfibre rims.

Along with improved aerodynamics and that 720hp engine, performance is notably stronger than the 488 GTB's: 0-62mph takes 2.9 seconds (versus 3.0 sec), while 0-124mph occurs in only 7.8 seconds (versus 8.7 sec). As for the fabled lap time at Fiorano, the F8 Tributo cuts that from the 488 GTB's 1min 23.0sec to 1min 22.5sec.

Prices have yet to be announced but the first customers should begin taking delivery of their cars in late summer 2019.



TECHNICAL SPECIFICATIONS

FERRARI F8 TRIBUTO

ENGINE:	3902cc V8 turbo
COMPRESSION RATIO:	9.6:1
POWER:	720hp at 8000rpm
TORQUE:	770Nm at 3250rpm
TRANSMISSION:	7-speed dual-clutch
BRAKES:	398mm x 38mm (front), 360mm x 32mm (rear)
TYRES:	245/35 ZR20 (front), 305/30 ZR20 (rear)
DIMENSIONS:	4611mm (L), 1979mm (W), 1206mm (H)
WEIGHT:	1435kg
MAX SPEED:	211mph
0-62MPH:	2.9sec
0-124MPH:	7.8sec



Thoroughbred Racer

New track-only P80/C is Ferrari's most extreme one-off ever

Story by Chris Rees

Ferrari makes a whole range of track-only cars these days, from pure racers to 'XX' programme track cars. Its latest P80/C is unique: a one-off track car that harks back to the 1960s glory days of the 330 P3/P4, 250 LM and Dino 206 S.

Designed by the Ferrari Styling Centre in collaboration with the car's unnamed client – a serious Ferrari collector – it's a kind of Sports Prototype racer with elegance at its core. Despite the 'throwback' brief, it's resolutely modern.

The P80/C project took over three years to develop because it was much more than a styling exercise: it's a pukka track car. It uses the 488 GT3 racer as its basis, not just because of its high performance, but also because of its longer wheelbase (50mm more than the 488 GTB), giving the design team the

freedom to create a cab-forward shape.

Muscular 1960s-style front and rear wings seem to cocoon the cockpit, emphasised by broad roof buttresses. The wrap-around windscreen resembles a racing driver's helmet visor, while the side windows merge graphically with the side air intakes, evoking a sharp downward movement on the rear flanks.

Seen from above, the bodywork is very wide over the front axle, then narrows sharply around the doors before broadening out again at the tail. Instead of a flowing rear roofline, the flying buttresses hide a vertical rear screen. Above this sits a spoiler, inspired by the T-wing seen in Formula 1 since 2017, which intensifies the airflow to the rear.

Aerodynamics play a huge part in the car's design. At the front, a low, wide, jutting spoiler has an almost wing-like shape, picked

up by side skirts designed for downforce.

Large radiator cooling air vents are located up front, with cut-outs in the front 'bonnet' to let the hot air out. With no racing regulations to worry about, aerodynamic efficiency is improved by five per cent over the 488 GT3.

And because the P80/C is for the track only, its designers were free to ignore the normal constraints of road car regulations. The headlights, for instance, are simple slits, while the enormous rear spoiler incorporates two tail-lights that seem to look like air vents.

The dramatic rear end has almost no bodywork at all. There's a simple grille to dispense with engine heat and a huge diffuser that seems to 'float' at the back. The concave engine cover with its aluminium louvres recalls that of the Ferrari 330 P3/P4.

The P80/C is made entirely of carbonfibre, left bare wherever the parts have a purely



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technical function. In contrast, the main bodywork is painted in bright Rosso Vero.

The interior retains the 488 GT3 donor car's cabin largely intact. A roll cage is integrated into the bodywork, while the side sections of the dashboard have been redesigned from GT3's, as has the seat upholstery. The door panels, meanwhile, are made of carbonfibre.

The client asked for the car to be configured in two ways: with a racing soul, and with a show car side. In race spec, it has a huge carbonfibre wing and 18-inch single-nut wheels, while in 'exhibition' mode it switches to 21-inch and is divested of its aerodynamic appendages, "to highlight the purity of its forms," says Ferrari.

Mechanically, the car is almost pure 488 GT3. Exact power figures are not quoted; the GT3 racer's 3.9-litre twin-turbo V8 is restricted to 600hp, but with no need to meet racing regs, you can expect the P80/C to have significantly more. Transmission is via a motorsport six-speed sequential gearbox.

There's no word on how much this one-off cost its client to build – Ferrari never reveals such information – but it's certain to have run into several million pounds.



Pandamocracy

Fiat's 120th birthday present to itself is the next-gen Panda. It aims to bring electric motoring to the masses

Story by Chris Rees



Fiat surprised everyone at the recent Geneva Motor Show with its Concept Centoventi. Here is a city car full of innovation, designed for a new type of buyer. It's best viewed not just as the next-generation Panda but quite possibly as the future of transport: a cheap electric car for everyman. Meet the Centoventi (Italian for 120), celebrating Fiat's 120th anniversary.

The shape is clearly Panda-inspired, with a boxy look and chunky wheelarches. But the design is in many ways the least interesting thing about the car, as I heard when I interviewed FCA head of design Klaus Busse: "It took three-and-a-half years to develop but unusually the shape did not come first; instead, ideas informed the shape. It almost designed itself. The concept is to provide only what the customer needs to keep costs low."

You can then change the car in fundamental ways. The roof panel, for instance, can be easily swapped between a solid roof, sunroof, carry bars or even a solar panel. Even the look of the car can be changed: the main body panels are easily wrappable, using low-cost pre-cut shapes.

"The design team had fun, energy and enthusiasm," says Busse. "We were often laughing with our new ideas. There is so much love for the Panda Mk1 – the grandfather of this car – of which we had an

example in the studio throughout. For instance, the front grille with its cooling cut-outs was reversible on the original Panda, according to whether it had two or four cylinders – a clever piece of design that we wanted to recreate. But instead of cooling, the Centoventi's vertical bars display the battery charge level – four bars, one for each 100km of range, which you can see as you walk up to the car. At the back, the tailgate has a digital display to show messages to the outside world.

"We wanted to remove battery range anxiety. We started naively with the idea that in many electric products, the battery can be removed. Why not with a car? For those for whom 100km range is OK, the cost

can be kept low. But we designed the Centoventi so that if you need 500km range, you can have it simply by adding battery packs." You'll be able to recharge by simply exchanging the under-seat batteries, like a barbecue gas canister, something that should take only a few minutes.

The cabin is 'de-contented', says Fiat: just a single front seat, rear bench and a mounting bracket in the front passenger area that can fit 'modules' like a passenger seat, storage basket, child seat or pet carrier. The seats were inspired by stuff at the Milan furniture week: they're made of a foam that obviates the need for springing or coverings and are easy and eco-friendly to make.

A very simple dashboard features a system of Lego-style holes to mount storage modules, smartphone docks cup holders and so on. A digital instrument display is standard but Fiat envisages offering a huge 20-inch display option called 'Lingotto', filling the full width of the dash.

This is a drivable concept, as Klaus Busse proves by showing me a video on his phone of him driving it. He's clearly very proud: "Because this is a mass market, affordable car, for me it's a very important project. It's Fiat's core character."

The Centoventi may not be production-ready, but with the all-new full electric Fiat 500 due in 2020, the new Panda surely cannot be too far behind.



Vision Tonale

Alfa's fabulous compact SUV – its first ever – could be on sale within a year. We get the low-down from designer Klaus Busse

Story by Chris Rees



At the recent Geneva show, Alfa Romeo stunned the crowds with its new, superb-looking Tonale (pronounced 'toe-nah-lay'). This compact SUV will slot in below the Stelvio in Alfa's range, and appeared to be shown in virtually production-ready form.

I got a chance to talk about the Tonale with FCA's design chief, Klaus Busse – who runs an

Alfa 4C Coupe, incidentally (cool guy). How did his team arrive at the Tonale's design language? "We respect the wealth of historic designs that Alfa Romeo has to offer, but these must be reinterpreted for the future using modern technology. We need to define Alfa Romeo in segments that we've never been before, so we're not being too experimental in new cars like the Tonale. It's

beautiful but we are helping customers by echoing iconic Alfa Romeo elements."

Which elements, then? Inspiration has come from many classic Alfa models: the 1952 Disco Volante Spider and 1966 Duetto are cited, while the Tonale's 'Linea GT' – the distinctive body curve at waistline height – is directly inspired by the Giulia GT Junior. Klaus tells me the shape of the rear window evokes



the Alfa 147's V-shape, while the 'suspended spoiler' seems to float between the transparent roof and the rear screen. As for the wheels, Busse says: "Classic Alfa 'teledial' wheels not only look good but are fully justified from a functional point of view because they're so light and efficient."

They're no less than 21 inches in diameter on the Tonale concept car. The 'three

badge? Busse explains: "The name is taken from the Tonale Pass in the Alps, close to Stelvio. Like our Stelvio model, naming it after an Italian pass is totally relevant for an SUV. It's a cool name."

Inside, the treatment is sculptural and driver-orientated. The concept has four seats but the production car will be a five-seater. Materials in the concept include aluminium, leather and Alcantara, set off by translucent backlit panels. A 12.3-inch digital cluster is joined by a 10.25-inch central touchscreen. This is connected to two apps: 'Alfista' – an "immersive Alfa Romeo lifestyle experience" (clubs, events and gatherings); and 'Paddock' for vehicle upgrades, merchandise and apparel.

The Tonale will be built on the Jeep Renegade/Compass platform, sharing its all-wheel drive system. Significantly, it'll be available as a plug-in hybrid, with the front wheels powered by a petrol engine, the rears by an electric motor. The likely power output is at least 239hp. And Alfa is promising high performance in terms of speed and sound: "The hum of the electric motor accompanies the genuinely Alfa Romeo roar creating an efficient, exciting synergy at the service of driving pleasure." A conventional petrol version is likely to be

offered, too, probably with front-wheel drive.

A 'DNA' drive mode selector is naturally present but 'Dynamic' mode evolves into 'Dual Power' to deliver maximum output from the two engines. A new 'E-mozione' button offers specific throttle settings, sharper braking and more direct steering response. Alfa's stated goal is "to deliver the best driving dynamics in the segment". Spot on!

There are strong hints that the Tonale – at least in broad design terms – is pretty much production-ready. Expect prices to start well below £30,000. Could this be the compact Alfa Romeo winner we've been waiting so long for? We should only have to wait until 2020 to find out...



plus three' front and rear lighting treatment is another example of classic Alfa design references. Obviously inspired by the Alfa SZ, 159 and Brera, the triple headlamps are a fresh take using modern LED technology. Busse says: "The rear lights are not just a 'copy and paste' of the front, but are unique. My team was pushing for a pure 'slot' look, but I wanted to give it an Alfa touch, with an Italian feel at heart. So the rear lights almost look like an artist's signature – in fact, as a result we were, at one point, going to call the car 'Firma' [Italian for signature]."

So why did Alfa opt instead for the Tonale



‘S’ Club

SPORTY DESIGN TOUCHES AND A NEW TOUCHSCREEN ENHANCE THE TIPO’S NO-NONSENSE APPEAL

Story by Chris Rees
Photography by Michael Ward

When I first saw the Tipo at its original launch in Turin, I was moved to declare: “We doubt it will win many awards for sophistication or style.” Here is a worthy, practical and great value machine; but the stuff designer dreams are made on? Nah.

So here’s Fiat’s attempt to redress the aesthetic imbalance: the new S-Design which features “sporty styling”. Which means what, exactly? Well, Fiat has added such stock-in-trade sporty sigils as a glossy black grille, front light surrounds and mirror caps; headlamps which are – for the first time on a Tipo – bi-xenon; diamond-cut 18-inch alloys; tinted rear windows; and body-coloured handles. It does look sharper now, especially as our car was painted Street Grey (available on the S-Design exclusively) – a sort of dark battleship shade that looks suitably moody.

Inside, there are some big changes. The biggest one is a far better UConnect seven-inch touchscreen (it’s five inches normally) that has Apple Car Play and Android Auto, sat nav, DAB radio and Bluetooth. The seats are half-leather, half-fabric, with double stitching (replicated on the gearknob and steering wheel), while glossy black accents highlight the dashboard and fascia.

A generous equipment list includes electric lumbar adjustment for the driver’s seat, a rear camera, parking sensors, sat nav, Safety Pack (emergency brake and speed limiter), USB, cruise control and automatic climate control. It’s even got a

spacesaver spare wheel – most cars these days just have a can.


It feels nicer inside than the regular Tipo, although the plastics remain the same: very much down-to-a-budget. The interface is, with the exception of the touchscreen, pretty old-school. That also means it’s easy to use, thanks to a sensibly laid out dashboard, clear instruments, simple switchgear and useful controls mounted on the steering wheel.

Buy an S-Design and you can have any engine you like, as long as it’s a 1.4 T-Jet 120hp petrol. That’s no bad thing: the engine is smooth and responds keenly to enthusiastic floorings of the throttle pedal (62mph comes up in 9.6 seconds from rest). The six-speed manual gearbox isn’t one of the Tipo’s best features, with a somewhat notchy action and a long throw between ratios.

The platform shares a lot with the Fiat 500X’s but the suspension is rather soft and crashy; on the flipside, the long spring travel means it copes very well with potholes. There’s a fair bit of body roll through corners, but the handling feels safe and the steering has plenty of weight to it, although not a lot of feel.

As ever, the Tipo’s boxy shape is great for space: it’s a class leader in terms of boot volume, rear headroom and rear legroom. The wide-opening doors make getting in and out a cinch, too. It’s available in both hatchback and estate guises, the latter with a longer, more capacious boot.

Even in S-Design spec, the Tipo suffers no

compromises on the altar of style – it’s all about substance. This is a car intended to be as practical and as straightforward as possible, and it is indeed one of the most sensible and good value cars around. The Tipo range currently starts at £13,970, so the S-Design – priced from £18,145 – occupies the upper end of the range, the estate version adding an extra £1000 to the price. 



TECHNICAL SPECIFICATIONS

FIAT TIPO 1.4 S-DESIGN

ENGINE:	1368cc 4-cy turbo
POWER:	120hp @ 5000rpm
TORQUE:	159lb ft (215Nm) @ 2500rpm
TRANSMISSION:	6-speed manual, front-wheel drive
BRAKES:	Self-ventilating discs
WHEELS:	18in alloy
DIMENSIONS:	4368mm (L), 1792mm (W), 1495mm (H)
FUEL CONSUMPTION:	47.1mpg
CO2:	139g/km
TOP SPEED:	124mph
0-62MPH:	9.6 seconds
WEIGHT:	1275kg
PRICE:	£18,145

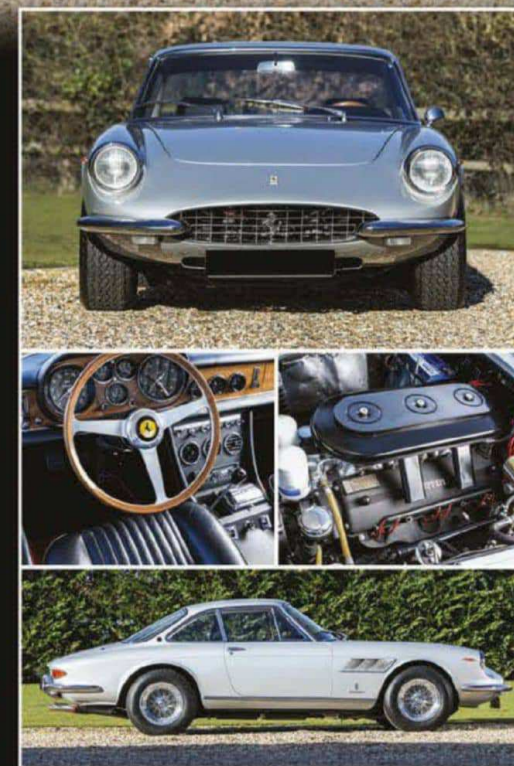


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Purple Reign

The Aventador SVJ is a glorious last stand for the naturally aspirated Lamborghini V12. We drive it on UK roads and lap up some lairy laps at Goodwood

Words: Tim Pitt
Photos: Michael Ward



You're looking at a dinosaur. The SVJ is the last hurrah for the Aventador before its successor debuts in 2020. More poignantly, it's also the curtain call for the naturally-aspirated Lamborghini V12 — a bloodline that stretches back to the original 350 GT of 1964. The V12 will live on, says chief test-driver Maurizio Reggiani, but with electric assistance to slash emissions. This is a watershed supercar, then: a

Tyrannosaurus Rex staring down imminent extinction. It deserves a good send-off.

Before we light the fuse on 6.5 litres of free-breathing Bolognese fireworks, some semantics. Labelling the Lamborghini a 'supercar' almost does it a disservice. A 770hp output would have been hypercar territory just five years ago: so too 62mph in 2.8sec and 217mph. Lest we forget, the SVJ also holds the Nürburgring lap record for unmodified, road-legal cars,

its time of 6min 44.97sec a startling 15 seconds swifter than the 2015 Aventador SV. It bests the Porsche 918 Spyder — a bona fide hypercar — by a similar margin, too.

Then there's the name: SuperVeloce Jota. The SV suffix was first attached to the Miura, then harder, faster versions of the Diablo, Murcielago and Aventador. Yet there has only been one Jota: a factory skunkworks Miura with near-mythical status among the

Lamborghini cognoscenti. Between five and seven Miura Jotas were made (depending on who's counting) after the original was destroyed in a fire. This one-of-900 SVJ won't be remotely as rare, but its resurrection of a hallowed name certainly raises the stakes.

Lamborghini UK's press cars are always supplied on Italian plates, and look immeasurably cooler as a result. Not that the Aventador could ever pass for a native in suburban Surrey. Curtains twitching, I watch nervously



from the upstairs window as passers by stop, shout to their friends and take selfies. Hemmed in by Victorian terraces and rows of same-again SUVs, it looks absurdly conspicuous and impossibly exotic, like an alien craft let loose from Area 51.

The Aventador defined the modern Lamborghini look, all sharp creases and intersecting angles. Here, that drama is amplified with aggressive aero appendages: huge, hoop-shaped rear spoiler, jutting side skirts and racing-style diffuser. Every inch of its body seems peppered with air intakes — each side scoop is large enough to inhale a labrador — while the louvred rear window is a knowing nod to the Miura. The aesthetic onslaught is overwhelming, and smacks somewhat of gilding the lily. Yet unlike the brutally functional McLaren Senna, the SVJ still exudes poster-car glamour.

Peer through the triangular window and you can see the V12, too. Wedged beneath an X-shaped carbonfibre body brace and pressed up against pushrod suspension, it looks like a caged animal, the firing order of its 12 cylinders proudly displayed on a plaque. As with the Huracán Performante, its cam covers are painted bronze to denote specialness. With titanium inlet valves, a lighter flywheel, a fatter torque curve and an 8700rpm limiter, it promises to be very special indeed.

If the Aventador's styling is straight out of science fiction, its interior is trapped in the recent past. A bewildering array of buttons is the first clue I'm driving a car originally launched in 2011. There's

Bluetooth, but no USB port to plug in your phone — nor indeed any stowage space for gadgets, water bottles and the 'keyless' fob. Perhaps if Lamborghini had chosen to make a bare-bones track warrior, this wouldn't matter. But alongside the naked carbonfibre, lightweight door-pull straps and uncarpeted floor, you'll find plush leather and Alcantara, air con and infotainment.

The technical spec gives off mixed messages, too. That defiantly old-school engine drives all four wheels via an equally dated single-clutch sequential 'box, a stark contrast to the slick dual-clutcher in the Huracán. On the flip side, the SVJ adopts clever Aerodinamica Lamborghini Attiva (ALA) tech, which channels airflow either side of the rear wing to boost downforce when cornering. It's worth several seconds per Nordschleife lap, apparently, although its benefits on the road are doubtless marginal.

Flip up the red toggle, prod the start/stop button and the V12 ignites with a resonant rumble. Like the trailer for an action movie ("In a world of hypercar heroes...") it speaks portentously of excitement to come. The Jota's seats are well padded — hugely more so than the back-breaking buckets we suffered in our recent Performante Spyder cover car — and its low-slung driving position feels spot-on. As I pick a path through Home Counties traffic, I'm thankful for the extra-wide door mirrors. Visibility through the slatted rear window is close to nil.

Like the Aventador S, there are four driving modes: Strada, Sport, Corsa and Ego, the latter allowing you to

If you think the SVJ looks loud standing still, wait till it fires up. It'll break noise meters at most circuits



Overwhelmingly lairy rear spoiler includes holes that open and close to increase downforce side-to-side



tailor steering, suspension and engine/gearbox response separately. Forget leaving the transmission in auto mode, though: it's agonisingly slow, with head-nodding pauses between shifts. Floor the throttle in Strada and you'd swear the driveshafts have dropped out, followed by an almighty wallop as the next ratio bangs home. Even using the long, elegant paddles to

Lamborghini's press garage has opted for Pirelli Sottozero winter rubber; hardly the optimal spec for super-hyper-track-car. P Zero Corsas are standard, with super-sticky Trofeo R rubber optional (as fitted to the 'Ring record SVJ).

Turning off the M11 into deepest Essex, I discover a deserted dual carriageway. Well, I won't need asking

“ It voraciously snorts air like an illegal substance, spitting it out disdainfully through bazooka-sized tailpipes ”

shift manually, it's hardly smooth or lightning-quick. I'm on the M25 now, heading north for a rendezvous at a disused airfield. Even once I've passed the concrete Surrey section, the roar from Aventador's steamroller tyres easily drowns out the engine at cruising speed. Lingering low temperatures mean

twice. Down into second gear, then flat-out into third, the Lamborghini explodes into the middle distance with gut-punching ferocity, gaining speed with the intensity of an avalanche. Reality goes into reverse as it voraciously snorts air like an illegal substance, spitting it out disdainfully though bazooka-sized tailpipes.

TECHNICAL SPECIFICATIONS

LAMBORGHINI AVENTADOR SVJ

ENGINE:	6498cc V12 petrol
POWER:	770hp at 8500rpm
TORQUE:	720Nm (531lb ft) at 6750rpm
TRANSMISSION:	7-speed sequential, four-wheel drive
SUSPENSION:	Pushrods with horizontal springs/dampers
BRAKES:	Carbon-ceramic discs all-round
TYRES:	255/30 ZR20 (F), 355/25 ZR21 (R)
DIMENSIONS:	4943mm (L), 2273mm (W), 1136mm (H)
WEIGHT:	1525kg
MAX SPEED:	217mph
0-62MPH:	2.8sec
FUEL CONSUMPTION:	14.4mpg
CO2:	542g/km
PRICE:	£360,000



There's no turbo lag, no electric torque-fill: just a gloriously linear rush to the redline. It feels hot-blooded, organic and utterly intoxicating.

The noise is something else again: multi-layered and bristling with mechanical malice. You feel it in your chest: a physical presence that compresses your internal organs like a nightclub-sized subwoofer. That said, the V12 is more cultured than the Huracán's naturally aspirated V10; it barks where the smaller engine yelps, and is less hard-edged at high revs. The turbocharged V8s of rivals, with their artificial parps and pops, simply can't compete. As for the near-silence of supercar EVs such as the new Pininfarina Battista... not a chance.

Finally I'm at the old Which? test track in Gosfield. Back in the 1970s, Alfasuds, Fiat 127s and Lancia 2000s were put through their paces here in the name of steadfast motoring advice. I wonder what those studious, clipboard-wielding chaps would have made of this Lamborghini: a road car that outguns any Formula 1 racer from the era. Sadly, the Which? circuit has now fallen into disrepair, its surface too crumbled to unleash 770 rampaging horses fully. We sort the photos, ogle the car a little longer, then I head for home.

With Waze warning of nose-to-tail motorway misery ahead, I opt for the long way round, skirting the capital via some favourite Kent and Surrey routes. On hedge-lined lanes, the Lamborghini's girth (nearly 300mm wider than a Range Rover) is a constant concern, but

rear-wheel steering lends it the agility of a smaller car. There's no perceptible body roll: just laser-focused turn-in and a reassuringly neutral sense of balance. Where an Aventador S understeers, the Jota feels more poised — and ultimately more prickly. But keep your inputs steady and, even on Sottozeros, you'd need serious speed to unstick the back end.

Nonetheless, the SVJ does its best work on wide, open roads where the big-lunged V12 can shout at the skies. Its stiffer suspension is flustered by potholes, lacking the compliance to really 'flow' along broken British B-roads. Its carbon-ceramic brakes also feel a little wooden, albeit mightily effective when the need arises. Then there's its size, the woeful visibility and, of course, *that* gearbox. This is a car for canyon-carving in Nevada or blasting up Dubai's Jebel al Jais. On the B2042 to Goathurst Common, it's exhilarating and frustrating in equal measure.

Uncouth, unhinged and unapologetic, the SVJ is a fitting finale for the Aventador, and indeed the Lamborghini V12 in its purest form. It also salutes the Jota name in some style, offering circuit-slaying performance with a sensory overload to match. There's still a Roadster version to come (launched at the Geneva Motor Show, 800 will be made), then progress will lay this maddest and baddest of supercars to rest. Whatever comes next will be cleaner and cleverer, and quite possibly quicker. But will it leave claw marks on your soul like the Aventador Super Veloce Jota? I have my doubts. 🇮🇹

Fabulously flat stance through corners and epic urge can only be fully appreciated on track



TRACKING THE SVJ

To understand what the SVJ is about, you really need to go on track. Luckily, we got a chance to take a ride in the new SVJ with pro driver, Adam Layton, around Goodwood circuit. Strapped into the passenger seat, there's no hanging around — we're straight out of the blocks at maximum velocity. The sheer brutality of the acceleration is shocking, and my helmeted head is bouncing this way and that on Goodwood's not-very-smooth surface before we've even hit the

first corner, exacerbated by the fierceness of the paddle-shift gear changes.

If the SVJ's straight-line velocity is impressive, its cornering speeds are in another league. The first thing you notice on turn-in is that any understeer — which you would normally expect from a four-wheel drive car — is simply absent. You can thank the four-wheel steering for that; it magically seems to cajole the rear end into following the perfectly accurate front end. The SVJ corners so flat that it's virtually race car in feel; any smidgens of pitch and yaw are

ruthlessly subjugated.

The drama only subsides when we slow down for the noise meters dotted around the track — apparently the SVJ has been clocked at 106dB — and for anyone who understands the physics of noise, that's *extremely* loud! A fast circuit like Goodwood is perfect for demonstrating the SVJ's talents: it's only at such a venue that you appreciate why the Aventador deserves its place in Lamborghini's range above the supremely capable Huracán. You absolutely *need* to track the SVJ to 'get' it. — *Chris Rees*

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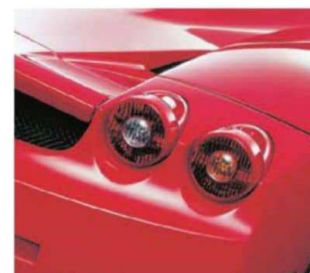
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Going for Gold

We celebrate the 50th birthday of one of Fiat's most pivotal models of all time through a variety of 128s – saloon, hot saloon, estate and coupe – that are both standard and modified

Story by Martin Buckley
Photography by Michael Ward



To modern eyes, the Fiat 128 is a shoebox of a car, austere, minimalist and almost comically dinky next to almost anything you see on the road today. Yet the 128, launched in 1969, remains one of the most important popular cars of modern times, when European front-wheel drive saloons finally reached maturity. This was Fiat showing unprecedented ground-breaking technical leadership.

Now 50 years old, this angular runabout, once so familiar on British roads but now almost extinct, was a pioneer of front-wheel drive popular cars. It was not, however, the first Italian front-driver (that distinction belongs to the 1960 Lancia Flavia), nor even

the first by the Fiat family (step forward, Autobianchi Primula).

Front-drive itself was nothing new in 1969, of course. Citroën had proved its worth in the 1930s and the likes of Saab and DKW had adapted it to smaller cars, albeit without fully exploiting the packaging benefits. In some respects, the idea was still against the run of play when development of the 128 began in the mid-1960s; rear-engined cars from Renault, VW and of course Fiat were still flourishing, and buyers appreciated their light controls and good traction.

Car makers were reluctant to tackle the engineering problems of making the front wheels drive and steer at the same time. To a certain extent, buyers lived with the



instability and handling issues inherent in rear-engined cars because the cars just weren't very fast. But Dante Giacosa of Fiat foresaw the limitations of the rear-engined layout, not least because of the dangers of putting the fuel tank in the front (he was haunted by the fiery death of a young woman in a Fiat 600), and the shortcomings of swing-axle rear suspension.

A decade before the Fiat 128, BMC's Mini had established the principle of mounting an engine transversely and driving the front wheels but it was left to Fiat's Dante Giacosa – arguably a more practical, cautious engineer than Alec Issigonis but an equally inventive one – to establish a means of accommodating the gearbox without putting it below

wheel drive layout, complete with offset differential, unequal-length driveshafts and, most crucially of all, a space-saving clutch release mechanism with a coaxial rod inside the gearbox input shaft with a slave cylinder on the end of the gear casing.

Fiat's 128, known internally as X1/1, was inspired by the market acceptance of the Primula. However, it had to be lighter and more modern, better packaged and designed so it could be produced at a rate of 1500 per day in a new factory at Rivalta.

Power was to come from a new Lampredi-designed five main bearing engine with a toothed, belt-driven overhead camshaft. It was designed initially as an 850cc unit but was upped during development to

128s are surprisingly rare today, given that over four million were made. 'Our' group is superbly preserved

“ With its wheel-at-each-corner layout, the 128 was a packaging masterclass ”

the engine and forcing the two to share the same oil. Giacosa had, in fact, patented a very similar gears-in-sump arrangement to the Mini in 1947, but Fiat's conservative management preferred sticking with a front engine and rear drive for anything above 1000cc. The success of the 500 and 600 seemed to prove that rear engines were the way to go for smaller cars.

Undoubtedly it was the success of the Mini, and perhaps more pointedly the popularity of the Innocenti-built BMC 1100, on the Italian market, that caused Fiat to sit up and take notice. To test market acceptance, Fiat used its less commercially sensitive Autobianchi brand to launch a front-drive car, the Primula, in 1964. This was a 1300cc hatchback with four-wheel disc brakes, leaf springs front and rear and a Fiat 1100 engine and gearbox adapted to a transverse front-

1116cc for 55hp; tellingly, this was the same power Fiat had been extracting from a 1.9-litre engine 17 years earlier.

The new full-synchromesh gearbox had a floor change, the steering was rack-and-pinion and the suspension was struts all round, with a transverse rear leaf spring that harked back to the Topolino (and would still be a feature of the Ritmo/Strada 10 years later).

With its wheel-at-each-corner layout, the 128 was a packaging masterclass. 80 per cent of the space was given over to people, even to the extent that the spare wheel was mounted under the bonnet, atop the engine.

Launched in two- and four-door forms in March 1969, its shape was deceptively simple: a three-box saloon that, unlike earlier Fiats, made no attempt to look like a

small version of a larger car but was simple and honest: a metal box for moving four people around. It had big windows, slim bumpers and very little superfluous trim, and was designed to be easily adaptable into an estate body with the minimum of tooling changes.

1969 was a big year for Fiat: the launch of the 130 and the 2.4-litre Fiat Dino alongside the 128 meant it was now building one of the broadest and most modern car ranges in the world, with hardly a duffer among them.

The 128 was the star of the range, though: light and nimble, it offered 1300cc performance from an 1100cc car that rode well yet was nifty, tenacious and fun to drive. Advanced features included anti-burst locks, progressive collapse technology and a thermostatically controlled electric fan.

Priced within a few pounds of the BMC 1100, the 128 was deserved voted Car of the Year for 1970. It was instantly successful, selling 700,000 examples in less than two full seasons. A three-door estate followed at the Turin Show in 1970, a compromise to placate Fiat dealers who were nervous of the idea of a hatchback version of the saloon. In fact, it had been Giacosa's original intention to make the 128 saloon a hatchback: the first mock-ups were styled as such, with a tail that flowed more smoothly into the rear window. This version would end up as the Zastava in Yugoslavia.

'Time warp' is exactly the right phrase for this 21,000km estate. Unsexy, maybe, but super-smart

128 ESTATE

Tom Marshall's white 128 estate has an odd history in that it was originally intended to be exported to Africa but ended up living most of its early existence in Surbiton. To this day, it has only covered 21,628km. It runs skinny 13-inch wheels and has the early, pretty stainless honeycomb grille. Its light-to-open doors are the same as the two-door saloon's and, in the back, Giacosa's low-slung transverse leaf spring means intrusion into the load space is minimal.

Tom has owned it five years and got it on the road after fitting a new water pump, but soon decided he couldn't live with the low gearing and swapped in a five-speed 'box from a Strada. He reports it will now sit at 75-80mph very happily. This is a refreshingly basic car inside with wall-to-wall rubber mats and superb all-round vision. As you settle in, you can't help but notice the offset pedals (due to wheelarch intrusion). They're light and progressive to use, as is the steering which doesn't fight in your hands. The supple ride is good at all times, as is the nifty, neutral handling on all but the tightest corners.

Underway, it's a willing car that you can routinely rev to 5000rpm, holding the gears for as long as you can endure the engine noise. Among the controls is a hand throttle, as well as a choke; I have never quite worked out if this feature was a poor man's cruise control or to warm up on cold mornings; it was in many 1970s Fiats.





128 RALLY

The 1971 128 Rally was the first of the sporty 128s, powered by a 1290cc engine with a twin-choke Weber carb. Fiat only sold them for three years and I can't recall the last time I saw one. This very rare olive green survivor belongs to Sid Malik.

Inside it has the chunky two-spoke steering wheel, tachometer and sports seats that were unique to the Rally. Outside are iodine driving lamps (mounted on nifty half-bumpers), matt black grille and four circular tail lights – all very 1970s 'accessory shop'. Fiat's idea was to save you the bother of accessorising: with sill stripes and 'Rally' badging, all that's missing is fake spray-on mud splattered up the side.

But with its more powerful, high-compression 67hp engine, the Rally (good for 93mph and £200 pricier than the standard two-door in period) is not quite the pretender it seems. There is a double kick to the action of the second choke and it revs smoothly, if noisily, to its 6500rpm yellow line, seemingly with a lot more to come. The throttle pedal is specially curved for heel-and-toe shifts and you can whip the gear lever around as quick as you please.

Rally exclusives like an alternator and intermittent wiper were useful upgrades that would feature on later, more ordinary 128s. The Rally was only available with two doors and came in orange, yellow, white, red, grey or olive green.

128 SPORT COUPE

Fiat had a long tradition of making two-door coupes out of its saloons, so it came as no surprise when the 128 range spawned a new Sport Coupe body style in 1971. It rode on a wheelbase shortened by some eight inches compared to the saloon and had a completely new two-door body with curved 'coke bottle' hips flowing into a bustle tail that looked as if it should incorporate a hatchback, but didn't.

The quad-headlamp 1300SL was a genuine 100mph car, while the 1100 (with its rectangular headlamps) was good for just over 90. For 1975, the Sport Coupe became the 128 3P, or 3 Porte, with new styling behind the centre pillar and a hatchback giving access to a generous boot with the rear seats folded. 'Our' red Sport Coupe is a not-too-radically modified example owned by mechanic/technician Steve Doyle for the last 30 years.

"I bought it for £75 in 1989, with lots of holes," Steve says. "I had another one I used for bits but I still had to virtually remake the back end and the door skins." Steve hit a psychological brick wall with it in the 1990s and didn't touch it for years, finally getting it on the road again in 2015.

With its wide arches, black stripe, tail spoiler and X1/9 seats, the bright red 128 Coupe may not be for the purists, but it almost looks like something Fiat

The first of a line of sporty 128s, the Rally is the pick of the 128 saloon range. Feels zingy to drive

might have done, had it wanted to enter production saloon racing.

It has a completely different, more relaxed driving position than the other cars and is a 2 +2 rather than a four-seater. It is no faster than the Rally, but feels like it is, and a cursory investigation of its handling reveals a big margin of safety for the modest power on tap; there's no chance of losing either end. You can, in fact, throw the coupe around at will, but it still feels quieter and more grown-up than the saloon.

Production of the 3P lasted until 1977, by which time the Rally had disappeared and standard saloons were a year into a facelift (a new grille with square headlights, body mouldings and black rubber faced bumpers and a restyled interior). The main mechanical change was higher gearing in an attempt to answer complaints about excessive engine noise at high revs. The range was also reorganised with the basic two-door 1100 as the entry-level 128, and the 1100C ('Comfort') offering the sheer decadence of reclining seats and electric screen washers. The 90mph 1300CL was a four-door with all of the above plus cord cloth seats with head restraints.

With the Ritmo ('Strada' in the UK) about to be launched, the 128 should have been due for the chop as it approached its 10th birthday at the end of the 1970s. In fact, the range was severely pruned back to the basic two-door 1100 and the estate in 1978. The latter was finally dropped in 1980 but remarkably the basic poverty two-door stayed on until 1985.

Modified 128 Coupe has a neat, fat-arch look, rear spoiler and X1/9 seats. Surprisingly grown-up drive





The throttle must be squeezed rather than snapped open and somehow you always need to be in a higher gear than you think you should be. Yet for all its bluster, this Frankenstein 128 is gentle and tractable in traffic.

OK, this is not quite what Giacosa had in mind when he created the 128 50 years ago, but it's a great example of the way these cars still inspire people – even if, like Guy, they were not even born when the 128 left production.

Some 2,776,000 were made in Italy, with a further 1,273,532 by Zastava in Yugoslavia and Egypt (where production finally bowed out in 2009). Several South American countries also built 128s, and so did Spain, Sri Lanka and South Africa.

For me, the 128 represents everything a Fiat should be – much more so than the 500. It's not a retro car, nor a fashion statement, but instead an honest, rational and creatively engineered Italian saloon that is fun to drive, cheap to run and built on a human scale. 🇮🇹

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BREERA BRAVO

How Giugiaro's speculative Brera concept car of 2002 gave birth to two different production models – the Brera and 8C Competizione – as well as a new way of thinking at Alfa Romeo

Story by Ray Hutton



At the dawn of the new millennium, Giorgetto Giugiaro's best work seemed to be behind him. The world's most famous car designer had devolved responsibility for the Italdesign studio to his son Fabrizio and its show cars – by which all design consultancies are judged – were noted for futuristic ideas rather than aesthetics.

Italdesign's centre of activity had moved from Europe to Asia – Japan and Korea – but the Giugiaros were keen to maintain relationships in their home country. Fiat, which in earlier times had been dependent on outside consultants, had built up a substantial in-house design team, and contracts like the original Panda and Uno – handled entirely by Italdesign – were no longer available.

Giorgetto, at 63, was keen to do another sports coupe. He had, after all, made his name with cars like the Maserati Ghibli and the De Tomaso Mangusta in the 1960s. And he wanted his 21st century coupe to be an Alfa Romeo, partly because the first production car he ever designed was an Alfa Romeo (the 2000 Sprint) but also to recall the Alfasud, the project which brought Italdesign into being in 1968.

Ostensibly, his visit to Fiat headquarters at Lingotto, Turin, in autumn 2001 was to ask permission to use the Alfa Romeo badge on his new concept car. Actually it

was a sales call, to remind the latest group of top managers – they were changing regularly at the time – of the talents and facilities of Italdesign.

Having shown the managers a scale model of the car, Giorgetto came away from the meeting with the agreement that he sought, as well as a green light to use a Maserati 4.2-litre V8 engine and driveline, around which the prototype would be built.

That prototype was to be called the Brera, after the district of the Academy of Fine Arts in Milan, Alfa's home town. It was presented at the Geneva Motor Show in March 2002, where it was instantly acclaimed star of the show. "Giugiaro's got his mojo back," said one of the critics but what he really meant was that the Old Man was back with a design that was all his own, rather than from Fabrizio or the studio staff.

Fiat Auto was in a bad way in 2002 and looked as if it could be heading for a takeover by General Motors. Once Europe's market leader, the popularity of its cars had waned. Gianni Coda and Daniele Bandiera, at that time in charge of product within Fiat's revolving-door management, did not like the in-house design proposal for a new Alfa coupe to replace the old 916 GTV. They could see that the Brera represented a much better alternative and an opportunity to revive Alfa Romeo's fading image.

Realizing that this was a concept car with a future, in





July 2002 I went to the headquarters of the renamed Italdesign-Giugiaro at Moncalieri to drive the Brera prototype. Giugiaro's show cars are usually driveable, as the maestro believes that they should be seen and assessed in the real world as well as the exhibition hall.

If anything, the Brera looked even more fabulous on the road. The synthesis of Alfa styles old and new was apparent in the long bonnet and short tail (1930s 2900), and the grille, lights juxtaposition and V-shaped rear window of the then-current 147. The interior was trimmed in rich brown leather, recalling the big Alfa coupes of the 1950s, and the large speedometer and rev counter lined up with three supplementary gauges at the centre of the fascia in classic style. The highly-polished aluminium around the instruments, on the steering wheel, and elsewhere, was a bit much – but as Fabrizio, who was responsible for the interior, said, it was a show car and needed to sparkle.

Fabrizio and I took the Brera out into the hills above

Turin. It was a hot day and we sweltered under the glass roof that was an essential design feature; the scissor doors did not have opening windows and the air conditioning was hopelessly inadequate – but, hey, this was a show car.

It drove pretty well, though, much like the Maserati Coupe Cambiocorsa on which it was based. At Geneva, the Brera's engine had been described as "an Alfa Romeo V8 of more than 4 litres". Of course, Alfa did not have such an engine at the time, nor did it yet have plans to return to rear-wheel drive. But talking about the future model programme, Alfa division managing director Daniele Bandiera suggested that there was a place for the Brera. On his chart was a model planned for introduction in 2004 called simply 'Concept'. Ah, we thought, that's it. But when asked to elaborate, he said, "This is not the Brera but it is like the Brera". Curiouser and curiuser.

I asked Giorgetto if Alfa was serious about making his

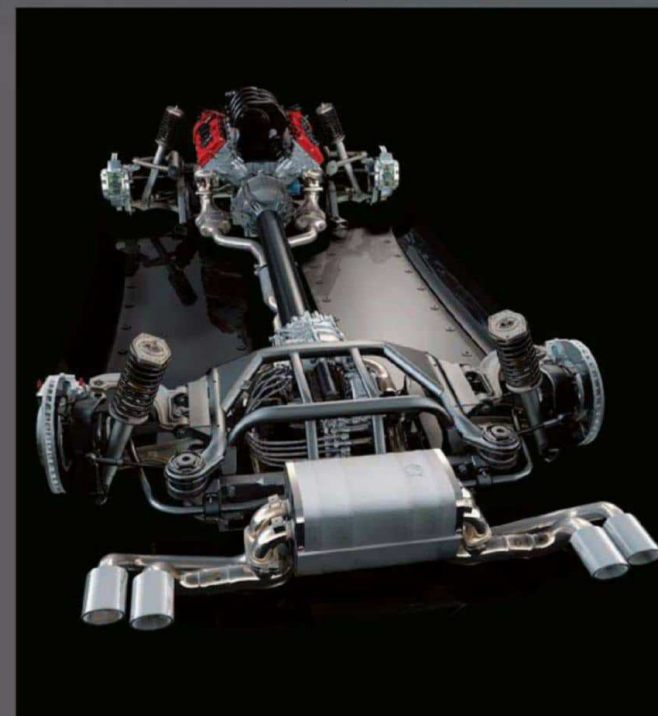
It's a little-known fact that Giugiaro's Brera concept (above) also inspired Alfa's own 8C Competizione



Like the Brera concept, the 8C made use of sister brand Maserati's mechanical palette

BRERA & FRIENDS

	DRIVE/ENGINE	LENGTH	WHEELBASE
Italdesign Brera	RWD/4.2 V8 (400hp)	4388mm	2595mm
Alfa Romeo Brera	FWD/2.2 4-cyl (1185hp)	4415mm	2530mm
Alfa Romeo Brera	4WD 3.2 V6 (260hp)	4415mm	2530mm
Alfa Romeo 8C Competizione	RWD/4.7 V8 (450hp)	4381mm	2645mm
Alfa Romeo Nuvola concept	4WD/2.5 V6 (300hp)	4286mm	2600mm
Maserati GranTurismo	RWD/4.7 V8 (440hp)	4880mm	2940mm



car. "They say they are," he replied, "but if they want to do it for 2004 they will have to decide soon!"

There was talk of the production Brera having Alfa's new V6 engine, a joint venture with General Motors, and four-wheel drive, but it soon became clear that it would not be ready for 2004. Meanwhile, the 'Concept' was rumoured to be a different, limited-edition car, rather like the 1989 Alfa SZ.

Gradually it emerged that the Brera's style would be adopted for the new mainstream coupe, a front-wheel drive car (with a four-wheel drive option) with a shorter bonnet accommodating a transverse engine and gearbox, and conventional doors. 'Concept' became the 8C Competizione, shown as... a concept... at the 2003 Frankfurt Motor Show.

The 8C was designed by a young Wolfgang Egger, the recently appointed head of Alfa Romeo Centro Stile. It had a carbon-fibre body built over a shortened, rear-wheel drive Maserati Coupe platform – the same configuration as Giugiaro's Brera prototype. It was gorgeous but very different to the Brera. Egger cited the 1955 Alfa 2000 Sportiva as well as the 1938 8C 2900 Le Mans coupe as his inspirations but the 8C's shape actually shows a closer link to the Alfa Romeo Nuvola, a 1996 concept car he had worked on under the direction of Walter Maria de Silva.

The Nuvola, which had a turbocharged 2.5-litre V6 engine mounted longitudinally in a tubular spaceframe chassis, was intended as a base for individual coachbuilding, returning to the tradition of the 1930s, but it had gone nowhere. It would be Giugiaro's car that spurred the idea of a limited-production Alfa: the 8C Competizione would be a prestigious flagship for the brand and ideal for Alfa's relaunch in America.

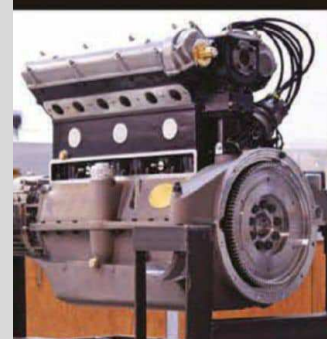
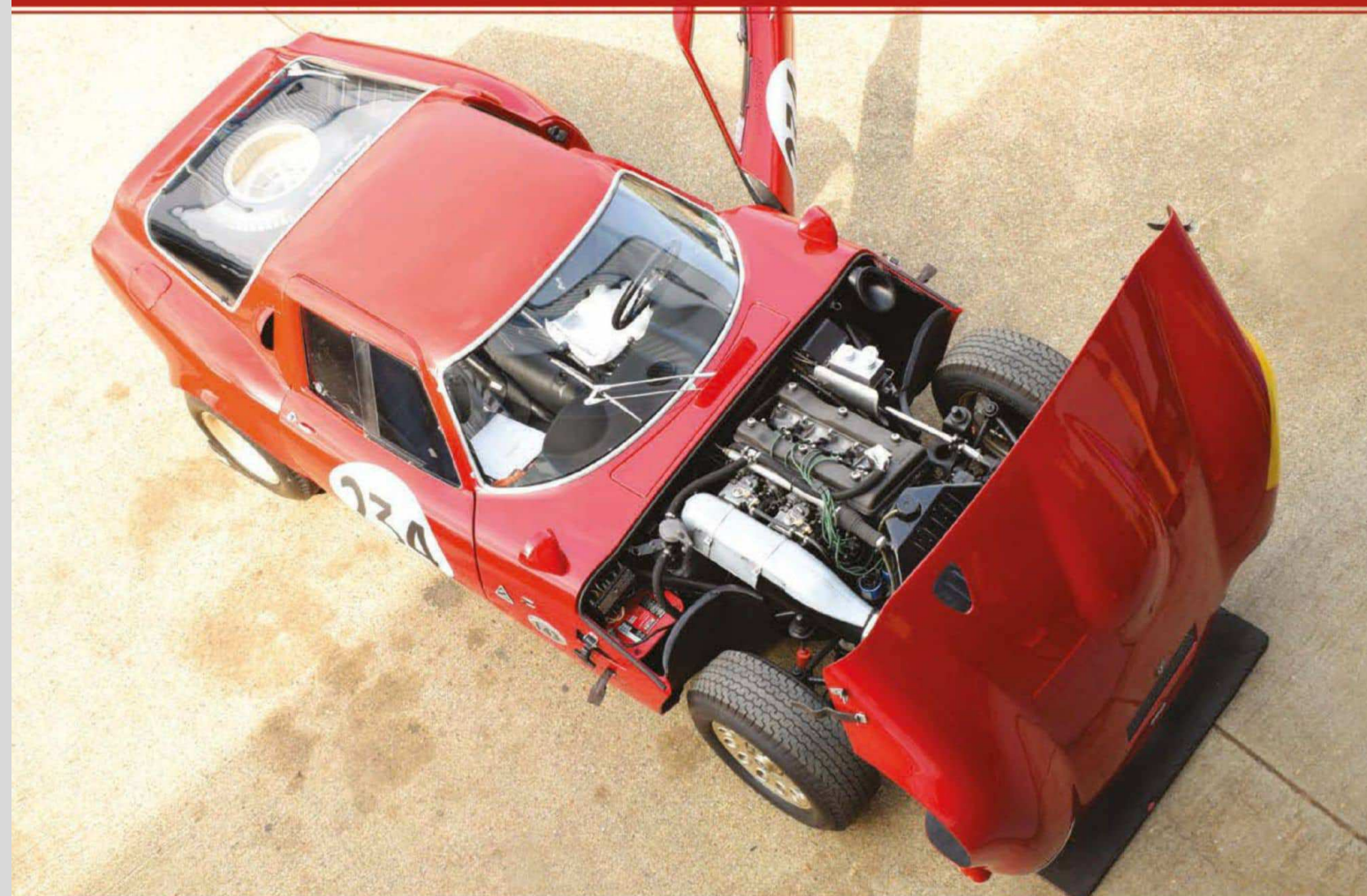
So Giugiaro's dream for the Brera came true – sort of. The production Brera was first shown at the Geneva Show in March 2005 and went on sale early in 2006. It was still a great-looking car, although it did not have the lithe, swept-back beauty of the original concept. Giugiaro insisted that it maintained some of the key features of his prototype, including the glass roof, which unfortunately made it unduly heavy for a sports coupe with a 2.2 petrol or 2.4 litre diesel engine. The four-wheel drive version, powered by a 260bhp 3.2 litre V6, was the best of the range – although even heavier.

The Spider version of the Brera appeared in 2006, but further diminished Giugiaro's vision for a modern classic. Much of the character of the original was lost by cutting off the roof and the distinctive rear window. Fiat had given the Brera build contract to Italdesign's rival Pininfarina and, significantly, the coupe's Design Giugiaro badge was replaced by a Pininfarina logo on the Spider. This was a touchy subject. Alfa insisted that the Spider was Italdesign's work but when I mentioned it to Fabrizio Giugiaro he said: "Don't ask me about that..."

A year later, Egger's 8C was unveiled in production form, bearing a remarkably close resemblance to his 2003 concept car. Just 500 were to be built – by Maserati in Modena – and chief executive Sergio Marchionne promised business analysts a similar run of the 8C Spider. That surprised Alfa's management because the convertible was never intended for production; Egger had simply produced a running prototype in just 10 weeks to have something new to show at the 2005 Pebble Beach Concours d'Elegance.



8C drew styling references from 1955 Sportiva (right) and 1996 Nuvola concept; neither made production



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By then, Fiat's boss Sergio Marchionne had appointed Karl-Heinz Kalbfell, the former BMW sales and marketing chief, to head both Alfa Romeo and Maserati. I was with Kalbfell at Pebble Beach, where he was to set the scene for Alfa's much-delayed reintroduction to the USA, and he confided that he thought the 8C was the wrong car for the purpose: "It is too much like a Maserati."

Critics complained that the 8C was more expensive than a Maserati but not even based on the current Maserati platform (the GranTurismo having been introduced in 2007). But Alfa could claim that it was more exclusive and, with the latest 4.7-litre engine, had superior performance to its bigger and heavier cousin.

Those of us who were fortunate enough to drive the 8C at Alfa's Balocco proving ground launch event loved its spirited acceleration, its race car sound, and its old-fashioned handling with oversteer on demand. Buyers liked it too – and didn't complain about the price tag of 130,000 euros, before tax. Both the 8C Coupe and Spider sold out quickly and production had concluded by the end of 2010.

Meanwhile, the Alfa Brera had a mixed reception – its performance and driving characteristics did not really match its admirable lines. It was produced for only four years and was not replaced.

During this period, Italdesign had been nominated as Alfa's preferred design partner – and had some influence on the Alfa 159 and related cars. However, it showed only one follow-up project, the Visconti saloon, intended to fit between the Alfa 166 and Maserati Quattroporte. Giugiaro described the Visconti as "in the spirit of the Brera" but it was not pursued.

In 2010 Italdesign had to break the Alfa connection as the Volkswagen Group acquired 90.1 per cent of its shares. Wolfgang Egger had left the Fiat Group for Audi (and Lamborghini) in 2007 and, by a twist of fate, in 2013 found himself appointed managing director of Italdesign, working alongside Giorgetto Giugiaro, one of his design heroes.

The connection between Alfa Romeo and Maserati continued. Harald Wester, Fiat's chief technical officer, was put in charge of both marques but insisted that they be developed and marketed separately. He did, however, place the production of the next Alfa sports car, the mid-engined 4C, at Maserati. Wester saw this as 'industrial logic' as the under-utilised Modena plant was particularly suitable for the low-volume production of a carbonfibre sports car.

Fast forward to today and Egger is the design chief of BYD, an ambitious Chinese electric car company; and the Giugiaros, having sold the remaining 9.9 per cent of Italdesign to VW, have started an independent agency called GFG Progetti.

Sergio Marchionne, who died last year, did a great job in restoring Fiat's fortunes and merging the business with Chrysler but he kept changing his mind about Alfa's products and sales targets. It remains to be seen if his successors can put Alfa on a more stable footing. Last June, Tim Kuniskis, the new head of Alfa, made it known that in the next five years it plans to build a GTV sports coupe based on the Giulia platform and a new 8C with a 700hp hybrid powertrain as a 'halo car' for the marque. Some, perhaps including Giorgetto Giugiaro, would see this as Alfa turning full circle. 🇮🇹

Giugiaro's Visconti concept (below) was a Brera-inspired saloon designed to sit above the Alfa 166



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Rally Good Show

The amazing story of how a humble road-going sports car became a full-blown rally weapon

Story by Phil Ward
Photography by Michael Ward

The Fiat 124 Abarth Rally you see here is one of the rare survivors of around 1000 examples built by Abarth for homologation purposes. It begins our series of three features on homologation *Stradale* models – the following two being the 131 Abarth and 037 Rally.

The official designation of this car is Fiat 124 Abarth Rally; the word Spider is not included. Why? Although based on the Fiat 124 Spider, the Abarth version is technically classed as a coupe, and it lacks provision for a rear passenger seat, the space taken up instead by a rollover hoop. Although the hard top is detachable, the car was not intended to be driven without it. If you dare to drive your 124 Abarth Rally without the roof, you own the wrong car!

For power, Abarth adapted Fiat's 1756cc twin-cam, which had first appeared in the 132 saloon in May 1972. Abarth inherited the inlet manifold from the earlier 1608cc engine, but instead of using the twin downdraught Weber 40 IDF carburettors (some versions used Solex), larger-choke 44 IDFs were fitted. The distributor was mounted on the exhaust cam box.

The production 1756cc Fiat 124 Spider engine (132 AC1) developed 118hp at 6000rpm on a single 34mm carb. The Abarth Rally engine (132 AC4) was rated at 128hp at 6200rpm on twin 44s and a four-branch exhaust manifold. According to twin-cam ace engineer, Guy Croft, the production and Abarth blocks were mechanically identical.

The Fiat 124 Abarth Rally should not be regarded simply as a homologation special; it was aimed at a select clientele of enthusiasts, many of whom used it as an off-the-shelf rally car. For these privateers, Abarth offered a tuning kit to increase its power to a substantial 165hp.

The 124 CS body shells were taken in batches from Pininfarina's production line. With regard to this process, Michael Bowler of *Motor* magazine reported: "The method of assembly is rather long-winded as Abarth do the non-standard bits. Fiat send engines and transmissions to Abarth; then he [it] modifies the engines and sends them back to Fiat together with the rear suspensions. The body arrives at Fiat from Farina. Fiat bolt it all together, take it to Abarth for individual testing, and then it returns to Fiat for sale."

UNDER THE SKIN

The Fiat 124 Abarth Rally is a direct descendant of the road-going Fiat 124 Spider, based on the 1800 (124 CS1) version launched in 1973. The chassis was specially adapted to accept independent rear suspension, which replaced the regular 124's live axle. This assembly was based on the existing unit fitted to Fiat's Tipo 241 commercial vehicle. Despite mentions elsewhere that this was shared with the Fiat Dino and 130, other than in concept, it's not. Up front, additional control arms were installed to limit longitudinal movement of the suspension assembly, essential for competition use. Owners of

US-spec road cars with long spongy springs will know that, under hard braking, the rear face of the front tyres can rub on the wheelarch liners. Abarth's chassis was generally beefed up to increase the structural rigidity required for punishing rally use. Lightweight body panels were fitted, including alloy door skins, the side windows were thinner with simplified mechanisms, front quarter window hinges were lost, and even the cast door hinges were drilled



for lightness. The bonnet and boot lid were made from glassfibre and painted anti-glare matt black, which was fashionable on rally cars of the period. The bonnet had quick release external hinges with rubber straps, two camshaft bulges and air vents in the rear corners.

Black plastic wheel arch extensions covered the

Three colour choices were available: red, white or pale blue. Perhaps green would have been more appropriate than blue, which perhaps appealed to the French market. Most surviving cars appear to be red, although white ones were built in equal in numbers; blue cars are the rarest.

While the addition of a three-spoke Abarth steering wheel with a scorpion-badged horn button enabled improved steering input, the interior was simplified with some obvious weight saving, such as the aluminium dashboard and door-less glove box, and even a simpler rear view mirror. The thin door panels had minimalist interior handles devoid of armrests. The centre console over the



offset magnesium alloy CD30 wheels, shod with Pirelli CN36 185/70 VR13 tyres. The fuel filler was mounted in the rear scuttle – so an easy way to spot a replica is if it doesn't have this. A removable hard top with Perspex rear window was also fitted. Other external changes included extra air vents in the front panel, rubber overrides instead of chrome bumpers and two number plate lights mounted on the rear panel. Abarth must have gone to Grugliasco to pick up the overrides and lights because they were sourced from Bertone's Fiat X1/9.

transmission tunnel was replaced with vinyl padding, while the floor was covered by bespoke lightweight carpet. The very smart Recaro bucket seats with corduroy inserts were supportive but lacked any rake adjustment. The rear seat was replaced by a carpet-covered 'Styrofoam' insert. The stated weight in the homologation documentation for racing was 938kg, some 50kg less than the 124 Sport Spider. No doubt savings by using lightweight materials were offset by strengthening metal in the chassis. Abarth's tuning kit options were comprehensive, and all that a privateer needed to be instantly competitive. Engine options included high-lift camshafts, big valves, 10.8:1 pistons, modified flywheel, extended oil sump, high-pressure oil pump and an oil cooler. Extra engine add-ons were mesh-covered carburettor intake



trumpets and a nine-blade cooling fan. For the transmission, there was a choice of shorter gear ratios and a limited slip differential.

Options for the chassis were uprated springs and dampers, stiffer front and rear anti-roll bars, rose joints, a 68-litre fuel tank, four-into-one exhaust manifold and full-flow system, roll cage, uprated brake servo, beefed-up crossmember and sump guard.

ONE THE ROAD - AND RALLY STAGE

The standard Fiat 124 CS1 is a very pleasant car to drive, the heart of the matter being its lusty 1.8-litre twin-cam. By 1970s standards the performance was brisk, with most of the useable power being in the mid range (3500 to 5000rpm). The 124 Abarth Rally is very similar to drive, except that it has more top-end performance, delivered by the twin downdraught carbs and more detailed engine preparation. The burble from the carbs is most satisfying, especially if the standard filter box is replaced by open venturis.

If there is a weak point in the 124 range, it's the original five-speed gearbox. The ratios between second and third gear are too wide, which means using high revs in second to keep the engine 'on cam' for third. Conversely, the difference between fourth and fifth is too close, which means that fifth is basically an overdrive. The synchros are weak, suffering if the car is driven with determination. No surprise, then, that Abarth adopted the Colotti and later CIMA gearbox internals for its Group 4 cars.

Where Abarth version really scores is in the handling department. The suspension on the standard CS1 was a compromise between comfort

and grip, the dominating factor being the rigid rear axle. When pushed, the inside rear wheel goes light – not good in the wet – and the front understeers. The Abarth's independent rear end deals with this issue admirably. The suspension is quite firm for road use but the handling is flat, inspiring great confidence when cornering hard. The rear of the car is lower than the CS1 and squats down under hard acceleration, providing stability and excellent traction. The front control arms limit the longitudinal movement of the front wheels preventing the front end from diving under braking.

The 124 Abarth Rally has a rustic feel to it, and with minimal sound-proofing it is noisy in the cabin. The diff growls away at the back, betraying its commercial origins, and the suspension is hard – but hey, you know you are driving a real thoroughbred!

It is a great shame that this recipe was not adopted by Fiat for future models; the result would have been a fabulous road car. Instead, Fiat stayed where the money was, in the USA. From 1975 a succession of diluted models followed, addressed to some extent in 1980 by the fully revised fuel-injected Spider 2000. The Pininfarina Spidereuropa Volumex was a real performance version with supercharged grunt, big brakes and gas suspension, and there was even a prototype Abarth variant. Fiat abandoned ownership of the Spider, which soldiered on with Pininfarina badging as the Spidereuropa until 1985, when Fiat allegedly stopped producing engines. Instead, the coachbuilder launched the Cadillac Allanté onto the US market. Remember that? We're trying not to...

In theory, the Abarth 124's hard top was removable, but in practice it was meant to remain in situ

One easy way to spot a genuine Abarth is the fuel filler in the scuttle panel. Overrides replace bumpers





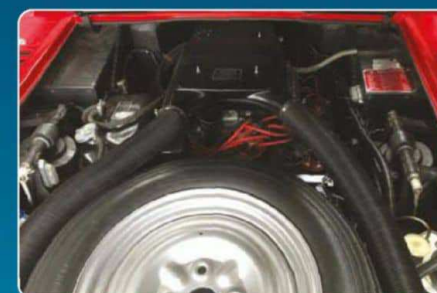
TECHNICAL SPECIFICATIONS

FIAT 124 ABARTH RALLY

ENGINE:	1756cc 4-cyl DOHC
BORE X STROKE:	84mm x 79.2mm
COMPRESSION RATIO:	9.8:1
POWER:	128hp @ 6200rpm
TORQUE:	117lb ft @ 5200rpm
INDUCTION:	2 x Weber 44 IDF carbs
TRANSMISSION:	5-speed manual, rear-wheel drive
SUSPENSION:	Independent by double wishbones, coils, anti-roll bar (front), independent by struts, lower link, radius rod, coils, anti-roll bar (rear)
BRAKES:	226mm discs all round
WHEELS:	5.5 x 13
TYRES:	185/70 VR13
DIMENSIONS:	3914mm (L), 1630mm (W), 1240mm (H)
WEIGHT:	938kg
MAX SPEED:	118mph
0-62MPH:	8.2sec
PRICE IN 1972:	£2250
VALUE NOW:	£60,000

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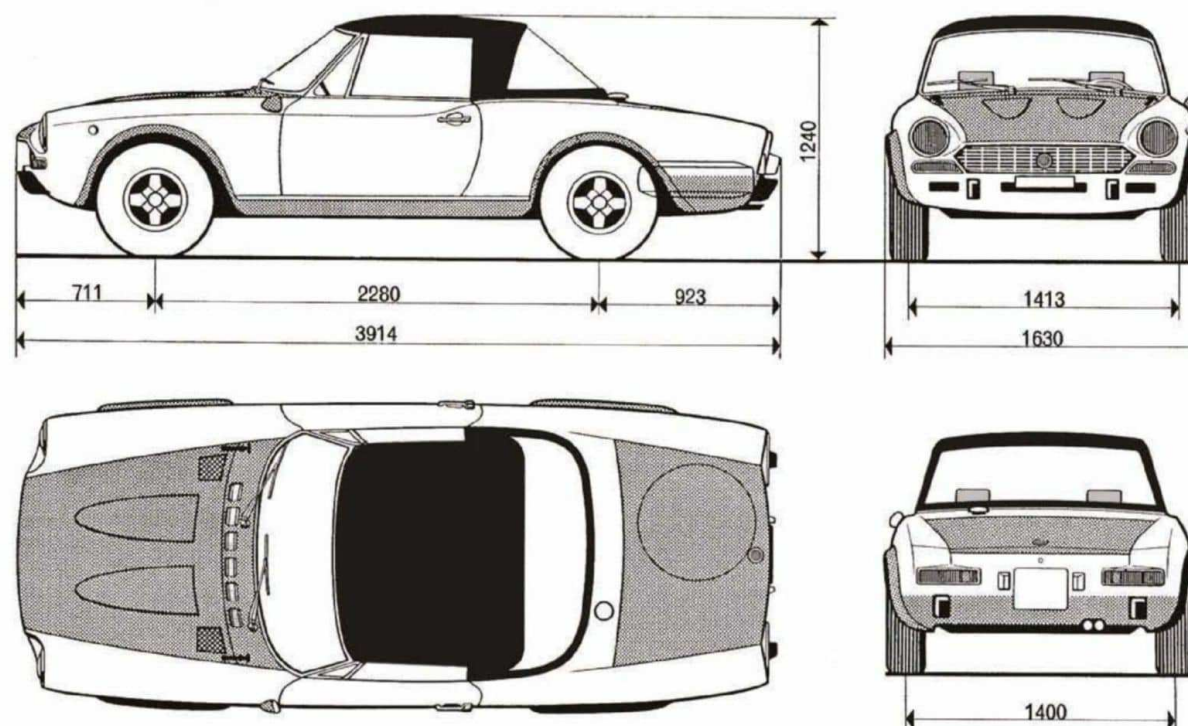
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RALLY CAREER

On 15 October 1972, the 124 Abarth Rally embarked on its racing career when the prototype finished fifth overall in the Rally of Portugal, driven by Alcide Paganelli and 'Nini' Russo. In 1973, the team was stepped up to 34 mechanics running 28 cars (14 for recce and 14 for competing). Achim Warmbold and Jean Todt took the 124 Abarth Rally to its first victory in a World Championship round.

In its competition career, the Fiat 124 Abarth Rally was up against two formidable opponents: the ageing but still competitive Lancia Fulvia HF, and the Lancia Stratos in the early stages of its highly successful development. Despite the competition, the Fiat 124 Abarth Rally won countless national events and three world rallies, including the 1973 Rally of Poland and the Rally of Portugal in 1974 and 1975. Its last official rally was the 1976 Monte Carlo Rally.



HOW MANY WERE MADE?

Official FCA records state that 995 cars were produced between 1972 and 1975. Leading automotive historian Elvio Deganello has mentioned 1013 cars, more in line with the official FIA Group 3 threshold. With most Abarth historic records destroyed, a clear fact base is sadly absent.

What we do have today are the 397 chassis numbers of existing registered cars in the RARI (Registro Abarth Rally Internazionale). We know that the bodies were produced at Pininfarina's plant and then taken to Abarth & Co, where the cars were assembled in small batches. From historic photos we can derive that CSA assembly batch sizes at Abarth & Co were no greater than 10-40 cars, given capacity at their workshop. With these assumptions, we can work out some numbers.

Chassis numbers of survivors are not sequenced evenly; numerous large gaps of 50 to 500 can be seen

ABARTH CLUB OF GREAT BRITAIN AND MIDDLE BARTON GARAGE




The Abarth Heritage Group, open to all Abarth cars manufactured prior to 1990, will be celebrating the 70th Anniversary of the founding of Abarth & Co. The celebration will take place at Brands Hatch on Saturday 17th and Sunday 18th August 2019

- **Saturday 17th August** – evening Prosecco reception and dinner with guest speakers, at the Brands Hatch Mercure Hotel
- **Sunday 18th August at the Brands Hatch Festival Italia**
 - Designated Main Paddock display area for the Abarth Heritage Group
 - Grand circuit cavalcade for all Abarth Heritage cars
 - Two circuit demonstration sessions for selected fast/competition Abarth Heritage Group cars
 - Each participating Abarth Heritage Group driver and Abarth car will receive two tickets to the Festival Italia
 - the entry fee for the Abarth Heritage Group package is £40.00 per person

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in the numbering sequence. It is highly unlikely that these large gaps in the numbers represent produced cars. Not only would it imply a total of 18,000 CSA cars instead of around 1000, it also would mean not a single car in such 50-500 number gap would have survived – highly unlikely. Far more likely is that cars were produced in batches of 10-40, taken from the Pininfarina main production line at irregular intervals, creating these large gaps in numbering. However, there are even more small gaps of one to nine in the numbering, perhaps more likely to represent missing cars. So if we fill up the small gaps between the 397 surviving numbers, an additional 485–505 ‘ghost cars’ may have been produced, bringing the total up to approximately 860–900 cars.

Out of a total of 58 ‘assembly’ batches at Abarth & Co between 1972 and 1975, initial batches during 1972 seem to be 10 cars at the most, with possibly an end-of-year ramp-up to achieve production close to the 500 hundred cars required for FIA Group 4 homologation, while batches during later years were considerably larger. – *Niels van Buuren* 



Thanks to Niels van Buuren, Mick Wood and Guy Croft for their assistance. The featured car has been owned by UK enthusiast Giles Broomhall since 1984, having been imported from Greece. It is one of the best of the few examples in the UK, having been fettled over the years by Abarth specialist Middle Barton Garage (www.middlebartongarage.com) and classic Italian car specialist DTR European Sportscars (www.dtrsports.com)

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ELTON'S BOMB

What car could be better for 'Rocketman' Elton John to own at the height of his pop star pomp than a Ferrari Berlinetta Boxer? A fanatical Ferrari enthusiast, he was one of the first to bag a Boxer

Story by Chris Rees
Images by Bonhams

It's 1971. Ferrari has just pulled the covers off its new prototype at the Turin Motor Show. We don't actually know if grown men swooned at the sight, but surely the 365 GT4 BB was the car to do it: a sensationally beautiful mid-engined Ferrari that

finally took on the challenge laid down by Lamborghini's Miura some five years earlier.

Here was the very first mid-engined road-going Ferrari (as opposed to one badged 'Dino') – and also the first Ferrari road car to use a flat-12-cylinder engine. Sergio Pininfarina, the car's designer, said it was, "a history-making car which marked Enzo Ferrari's conversion to the technical solution of the mid-engine." Everyone else said it was one of the most beautiful cars ever made.

Tantalisingly for potential owners, it would be almost two years before the new car actually reached production. The series-model 365 GT4 Berlinetta Boxer debuted at the 1973 Paris Motor Show, remaining remarkably faithful to the original prototype. If anything, that gave extra impetus to already feverishly pent-up demand.

And make no mistake, you had to be a very special customer to be at the top of the waiting list for this new Ferrari supercar. One person who definitely qualified was British pop star, Elton Hercules John – now of course Sir Elton. After all, he was already a big client for Prancing Horse products. 'Rocketman' had

bought a brand new Dino 246 GT in November 1972 – which, incidentally, he passed on less than a year later to his drummer, Nigel Olsson. Then, in the year of his huge *Goodbye Yellow Brick Road* hit – 1973 – he purchased a Ferrari 365 GTB/4 Daytona, which he kept until 1975. Elton would also

go on to own many other Ferraris, including a 1986 412, a 1987 Testarossa and a 1992 512 TR.

But it's the 365 GT4 BB that we're interested in here, since Elton John was one of the first people in the world to acquire a BB – the very example you see featured on these pages.

He ordered it in 1973 through HR Owen in London, before taking delivery in 1974. Production of the 365 GT4 BB began with chassis number 17185; this early example is chassis number 17741. Just one week after the BB was delivered to Elton, he told his friend Noel Edmonds (then at BBC Radio 1) to come over and try the car – Noel ended up borrowing it for a full week.

The factory records state that the paint colour, as delivered to Elton, was Rosso Bordeaux and that the interior was in beige (VM 3234) leather. Options Elton chose at the time included air conditioning and – no doubt to appreciate some of his own hits on Radio 1 – a Voxson radio.

The BB still looks stunning today; an utterly pure supercar form. The shape was honed extensively in Pininfarina's wind tunnel. Its flowing lines feature a





groove along the flanks, dividing the body into two halves and making it look longer and lower – emphasised by a satin black lower half whose panels were made of glassfibre. In design terms, it boasted many novel features for the time, including hidden door handles, pop-up headlamps and very low front wings.

It was all assembled in Modena by the coachbuilder, Scaglietti, and comprised a tubular/monocoque chassis with a superstructure of aluminium and steel panels, plus the aforementioned black glassfibre panels.

Step inside and the seat design immediately leaps out at you: very 1970s, with bold striped inserts. While not terribly ergonomic by modern standards, lacking headrests or much in the way of adjustment – they're more supportive than some contemporary supercars. The driving position is also 1970s Italian – arms out, short on legroom, steering wheel pressing against your legs – and the awkwardly offset pedals are surprisingly small and surprisingly simple slices of metal. The dashboard is more functional than artistic. Behind the Momo three-spoke steering wheel sits the main instrument binnacle featuring calibrations in garish orange: a 200mph speedometer and a 10,000rpm rev counter (both slightly optimistic...), flanking minor gauges. Most of the switchgear is located in the leather-clad centre console, along with controls for the air conditioning system. The gear lever is a work of art: slim, chromed and topped with a simple black knob, it

Condition, low mileage and provenance make this car one of the most desirable early BBs in the world

Air conditioning and evocative Voxson radio were two options chosen specially by Elton John

nestles in its metal gate, with dog-leg first gear over to the left and back, in true racer fashion.

The 'Boxer' bit of the car's title refers to the engine layout of horizontally-opposed cylinders. In fact, Ferrari's BB engine was not strictly speaking a true boxer, but a 180-degree V12 (the defining characteristic being the layout of the crankshaft) but Ferrari always referred to it as a 'boxer'. It shares a lot with Ferrari's four-cam, 4.4-litre V12 from the Daytona, but flattened from a 60-degree vee to 180. The bore

more like 6.5 seconds). The raw figures may not sound dramatic by today's standards but they were for the time, and the way the power was delivered was intoxicating: four triple-downdraught carbs make for snorting raucous getaways, made trickier by the heavy clutch. Once into its groove, the smoothness and sound of the 12-cylinder engine is astounding, made all the more so by the symphony of sound: carburettor roar, wailing exhaust, a mechanical ecstasy worthy of a 1970s Formula 1 soundtrack.

“Ferrari claimed a top speed of 188mph for the 365 BB, but this was merely a ‘theoretical’ maximum”

and stroke are identical and parts like the pistons, connecting rods and valvegear are interchangeable. However, the BB's engine had belt-driven driven camshafts, rather than chain-driven. In the BB, the power output was sensational for the 1970s: a claimed 380hp at 7200rpm.

Ferrari claimed a top speed of 188mph for the 365 BB, but this was a merely 'theoretical' maximum. The 365's optimistic V-max was tested by *Road & Track* magazine at 175mph, with a 0-60mph time of 7.2 seconds (other testers got better 0-60mph times of

Very tall (70-profile) rubber on a car weighing 1500kg with 360 horses has its challenges, too. Flex in the tyre walls is matched by body roll, making judging turn-in speeds an art form. The non-assisted steering is very weighty at low speeds but at higher pace delivers superb feel and a linear action. Handling? There's understeer initially, but whatever you do, don't lift off the throttle mid-corner. The BB famously has oversteer waiting to bite you, partly the result of so much weight sitting over the rear axle and partly because that weight sits so high up, since the gearbox



TECHNICAL SPECIFICATIONS	
FERRARI 365 GT4 BB	
ENGINE:	4390cc flat-12
POWER:	380hp at 2200rpm
TORQUE:	302lb ft at 3900rpm
TRANSMISSION:	5-speed manual
SUSPENSION:	Double wishbones and coils front/rear
BRAKES:	Discs front/rear
TYRES:	215/70 VR15
DIMENSIONS:	4361mm (L), 1801mm (W), 1120 (H)
WEIGHT:	1445kg
MAX SPEED:	175mph
0-62MPH:	6.5 secs
PRICE WHEN NEW:	£17,487 (1975)

is mounted underneath the engine. If it does start to go, beware: the oversteer is hardly what you'd call of the controllable variety.

At the time of its introduction, the 365 GT4 Berlinetta Boxer was one of the world's fastest and most expensive cars. This right-hand drive BB is one of only 88 ever built (of which a mere 58 were supplied to the UK). In total, production of the 365 GT4 BB ran to 387 units, when it was replaced by the 512 BB in 1976.

As for this 'Goodbye Yellow Brick Road' Ferrari, it has a mere 9700 miles on the clock and Ferrari Classiche certification. It has the enchanting registration plate 98 BOX and is in stunning condition – described as “one of the very best 365 Boxers in existence” – and is surely one of the most original of all. It and retains its factory tool kit and spare wheel, too. In 2012 it underwent a major engine-out service with complete detailing, plus work on the suspension, exhaust and wheels.

Unsurprisingly, this BB made good money at the recent Bonhams Goodwood Members' Meeting auction in April 2019, selling for £224,250. Well, I say 'good money' but here's the thing: I've never understood why a car that's as rare, historic and frankly beautiful as the BB is worth no more than a Ferrari 430 Scuderia. Market forces are seldom easy to fathom. 🇮🇹



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Hub of Dreams

Hundreds of historic Fiats, Lancias and Abarths from FCA's priceless collection star in a new classic 'Hub'. At the launch event, it felt like the gates of heaven had opened

Story by Chris Rees
Images by FCA/Simon Thompson



It's the sheer scale of it. Ushered into a long-forgotten corner of the old Fiat Mirafiori factory in Turin, you can't fail to be impressed by the epic size of the hall. Illuminated by shards of daylight from above, and evoking clouds parting in those old depictions of paradise, the hall has a dreamy, died-and-gone-to-heaven quality.

Heaven? Absolutely. If you like Italian cars – and let me be presumptuous that, as a reader of *Auto Italia*, you do – what's spread before you is simply astonishing. This hallowed hall hails the highs (and very occasionally the lows) of fully 120 years of Italian motoring history.

Welcome to the brand new FCA Heritage Hub. It's nothing less than a holy altar to the Italian car industry. Essentially, Fiat has been squirrelling away cars that it, and its associated brands, have been involved with over 12 decades. A few of these cars have seen the light of day in museums and at shows over the years,

but never before has Fiat's huge collection of historic cars been seen in one place – until now.

In Fiat's 120th anniversary year, it's entirely apt that Fiat should launch its new Heritage 'Hub'. I know it's a cliché, but the view that greets me genuinely does force my breath to pause. Over 250 cars are arranged in huddles and lines, curated by significance and theme. It's not just Fiats here, but Lancias and Abarths, too. What about Alfa Romeo? Well yes, you'll find a few Alfas here, but since Alfa already has a big museum in Milan, all the exciting exhibits remain there.

The Hub is BIG, in both scale and consequence. Some measure of the importance Fiat places on this new site can be gleaned by the heavily security-protected presence of FCA's chairman and biggest of cheeses, John Elkann, at the launch event. He's here to deliver a speech praising the idea that to look forward, you have to look back. And looking back, he remembers his grandfather, Gianni Agnelli, driving him in one of the

exhibits here – a Moretti Fiat Panda Rock convertible!

The choice of Fiat's Mirafiori plant – celebrating its 80th anniversary this year – is perfect. The Hub is housed in 'Officina 81' in Via Plava, an impressively grand part of the Mirafiori factory (fully 15,000 square metres in area). Once upon a time, it churned to the sound of machines milling gears and driveshafts; now it's Fiat's very own 'Area 51' of unidentified craft and alien concepts. It's been lovingly and sympathetically restored to preserve its industrial soul, an aesthetic triumph of vintage mustard-and-green colours, cement flooring and serried lattices of metal pillars.

So what exactly is the Heritage Hub, and what's it for? Officially it's for the "preservation, dissemination and promotion of FCA's heritage of classic Italian brands". Rather more poetically, it's described as "a 3D archive" by Roberto Giolito, the man who designed the Fiat Multipla and current Fiat 500, and whose baby the Hub is. Here you'll find FCA Heritage's 'Reloaded by Creators' project – an on-site business that restores classics to sell on. There's a neat display with a 124 Spidereuropa and an Alfa Romeo 8C, both of which have been recently 'reloaded'. Oh, and FCA is doing perfect reproductions of car manuals here, too.

Look up and you'll see boards seemingly floating down from the ceiling: wonderful old photos with informative text telling the 80-year history of Mirafiori. Look straight ahead and you're overwhelmed by sight of over 250 vehicles.

Choosing a favourite from this lot is impossible. I did quiz FCA's head of design, Klaus Busse, about just that, and he told me: "This exhibition is as new to me as it is to you. Well, I did pop in to have a sneak preview but I set the alarms off! I don't have a real favourite but it's the cars that have stories or experience behind them that I like, such as the Fiat Panda that drove from Cape Town to London non-stop, without once turning the engine off."

The Hub's main draw is without question the eight themed zones, housing the main stars of the site. Each zone highlights eight cars – the oldest dating back to 1908, the most recent 2008 – totalling 64 fabulous machines. Many of the vehicles on show have never before been exhibited, and it's actually in the 'sideshow' areas – cars lined up in chronological order by brand – that you'll find some of the most fascinating nuggets.

CONCEPTS & FUORISERIE

For any Italian car lover, the concept and special bodies section is one of the major highlights. Perhaps my star of the whole place is Abarth's 2400 Coupe with Allemano bodywork – Carlo Abarth's very own personal car. I must admit temptation got the better of me, and I found myself drawn to sit in the very driver's seat that he once did. I got shooed away sharpish but not before I'd fully appreciated its mini-Ferrari looks and sumptuous leather-trimmed cabin.

In the 'highly odd' category is the gold-liveried Lancia Flaminia Loraymo designed by Raymond Loewy, a truly bizarre cacophony of overwrought styling. Let's say you can tell Loewy was an American designer...

Here also is the Fiat 130 Familiare estate, one of a handful specially built by Fiat for members of the Agnelli family, and widely used for their skiing holidays. Another Agnelli car is the Moretti Panda



TOP TO BOTTOM: Fiat Campagnola from Africa, Lancia racers; Alfa 8C; FCA's restoration business based here; Agnelli family Fiat 130 estate; Loewy's wacky Lancia Loraymo



Rock sporting the family's distinctive blue-and-black stripe colour scheme.

Shaded in the enormous presence of the Hummer-like Fiat Oltre 4x4 (based on an Iveco military vehicle) is perhaps the greatest lost cause of the whole place. In 2000, Lancia conceived a 'new Fulvia' coupe inspired by the classic HF. It was built around Fiat Barchetta running gear and was genuinely scheduled for production, but then Lancia fell into rebadging Chryslers instead. Absolutely tragic. And here's another tragic lost cause: Zagato's fabulous Fiat 500 'double bubble' coupe. Why on earth did Fiat never make that?

RALLY ERA

Since rallying has been a happy hunting ground for Lancia, Fiat and Abarth over the decades, the cars on show in this area are mouth-watering indeed. The Lancia Fulvia HF 1600 is here, of course: the iconic 'number 14' which won the 1972 Monte Carlo Rally. So is that star of 1970s futurism, the Stratos HF, as well as examples of the Fiat 124 Abarth Rally and 131 Abarth Rally. It's great to see the very Delta HF integrale in which Miki Biasion was victorious in the 1989 Sanremo Rally, resplendent in its seldom-seen red Martini livery. And it's a rare treat to see the Lancia ECV2 of 1988, with its turbocharged and supercharged engine – a car that sadly never raced.

RECORDS & RACES

This section features racers and record-breakers. The two oldest cars – both dating from 1908 – are a Fiat S61 and a Lancia 12HP 'Alfa' Sport. While the Lancia is small and took famous victories with Vincenzo Lancia at the wheel, the Fiat is a mighty monster of a machine: fully 10 litres and 125hp. There's a fabulous Lancia D50 Formula 1 car; three aerodynamic record-setting cars built by Abarth in the 1950s and 1960s; and two Lancia endurance champions, the Beta Montecarlo Turbo (one of 11 made) and the LC2 with its 700hp turbocharged V8.

ARCHISTARS

The oddly named Archistars area contains cars of 'architectural' importance: in other words, functional icons, or cars that pioneered new ideas. Here you'll find Vincenzo Lancia's Lambda – the first car in the world ever to have a unibody instead of a separate chassis. Then there's the 1960 Lancia Flavia, the first Italian car to adopt front-wheel drive and the first family car to have disc brakes on all four wheels.

Naturally, the babies of Fiat's stellar engineer, Dante Giacosa, are prominent in this zone. The 500 Topolino is here, of course, as well as the Fiat 600, which really got Italian families motoring in the Italian post-war economic boom. It's great to see Giugiaro's innovative Fiat Panda Mk1 and Uno celebrated here, too.

ECO & SUSTAINABLE

In 2020, Fiat is set to launch a whole raft of cars powered by electricity, so it's apt that this area explores Fiat's surprisingly diverse history of electric vehicles, stretching back to the early 1970s. Prototypes of electric city cars feature strongly, such as the quirky X1/23 of 1974 (actually one of two on show), the Giolito-designed Downtown and the jaunty Zic. The Panda Elettra shows how far

electric cars have come since the 1990s; the batteries are so huge that there's only space for two seats. For me, easily the best of the 'eco' displays is Fiat's 1999 Ecobasic, the fun and funky progenitor of the Panda Mk2 and a car that marked the first use of Fiat's MultiAir engine range, which is 20 years old this year. Seems like only yesterday...

EPIC JOURNEYS

This area is a brilliant slice of fun, devoted to escape, adventure, challenge and competition. Some of the adventures celebrated really are extraordinary. There's a battle-scarred Fiat Campagnola AR 51 that drove the length of Africa from Cape Town to Algiers in 1952 in a record-breaking 11 days. Then there's a Fiat 1100 E which in 1953 completed the first single-driver round-the-world circumnavigation, covering over 72,000km. Or a Fiat 124S which in 1970 reached Norway's North Cape from Cape Town in 50 days. How about a diesel Abarth, in the form of the Fiat 131 Abarth Diesel that won the 1977 London-Sydney rally? Very familiar is the Lancia Delta integrale Group A in which Miki Biasion and Tiziano Siviero won the East African Safari Rally in 1988. And a Fiat 500 Overland which in 2008 retraced the route of the iconic Beijing-Paris event.

SMALL & SAFE

It's hard to make safety sexy, but luckily Fiat's historic role as purveyor of city cars to the world means it has some stellar micro concepts to showcase. Here you'll find the jolly orange Fiat 850-based City Taxi of 1968, with asymmetrical doors on each side. The rubber-bumpered ESV 1500 and ESV 2000 look capable of repelling just about anything that hits them.

There's the 1933 introduction of the world's first self-supporting chassis-less unibody on the Lancia Augusta (well, the first closed car in the world anyway), whose excellent torsional rigidity boosted crash safety so much. The same architecture was then used in the 1939 Lancia Ardea, which also boasted independent front suspension for exceptional roadholding for the era.

STYLE MARKS

Design milestones and trend-setters are showcased in this section, and again Italian brands have a hell of a lot to say. The choice of some cars is inconvertible. The Lancia Aurelia B20, for instance, is one of the all-time great Gran Turismo shapes, shown here in GT coupe and open-topped Spider forms. Others are less obvious, but no less deserving. The Fiat Barchetta still looks fabulous today, inspired as it was by 1950s Ferrari barchettas. And the Lancia Gamma Coupe, one of Pininfarina's neatest shapes, still has the capacity to impress four decades on.

OTHER HIGHLIGHTS

Outside the eight main themed zones are serried lines of unmarked cars, some regular production vehicles, others coachbuilt one-offs, others factory prototypes. You have to know your stuff to appreciate what they all are, and there are many I'd never even heard of (and I do like to consider myself a Grade One anorak).

One example is the bright yellow Fiat 126 Cavaletta, a 1976 jeep-type car based on the 126 but with its engine mounted horizontally. I've never seen the



TOP TO BOTTOM: Fiat 124S did Norway to Cape Town in 50 days; 1999 Fiat Ecobasic; Pio Manzu's Fiat 850 Taxi




TOP TO BOTTOM: Lancia ECV2; 124 Abarth and Lancia Lambda; 2007 Fiat 500 mock-up; 'new' Lancia Fulvia Coupe – a tragic lost cause



G-Studio Overland before, either: a prototype shown at the 1998 Turin Motor Show. Before the Fiat Barchetta was Centro Stile Fiat's 1993 Scia, a pretty two-seat sports car built by Maggiora. I love the three-door – yes, three-door – Fiat Panda Dainese, complete with tent, shovel and "avalanche probe"! Two intriguing prototypes caught my eye too: an early Fiat 600 prototype and a 2007 Fiat 500 mock-up with lots of differences to the production 500.

Among a huge collection of Lancias are such luminaries as the Trevi Bimotore (a twin-engined rally car proposal); stretch limo versions of the Thema, Kappa and Thesis; a Lancia Jolly-based beach taxi; and the intriguing Lancia Gamma '3 Volume', a three-box four-door version of the Gamma saloon.

The 250-plus exhibits are a 'pool' from which to draw future specialised exhibitions, which will be rotated as time goes by. In such a huge collection, the completist in me couldn't help noting some surprising absences: there's no Fiat X1/9, for instance. But there are rumoured to be many more cars lurking in FCA's back rooms; and even if there is a gap in this collection, it's very likely to be filled – because like an art museum, all Heritage Hub revenues will go back into research and new acquisitions.

What a place; what an exhibition. And I have some very good news. The Hub will be opening up to the public in the very near future, with FCA offering guided tours by appointment. Watch this space and we'll update you as soon as we know more. 



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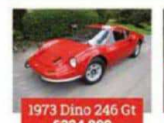
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Bodies Beautiful

Italy's coachbuilding industry is undergoing a dramatic rebirth. Names like Pininfarina, Touring and Zagato are trailblazing a new era for Italian *carrozzerie*. We should all be excited...

Story by Richard Heseltine
Images by Michael Ward/Chris Rees/Richard Heseltine

True elegance is as much about restraint as it is about flair. You could argue that this mantra is more advisory than gospel in the super-exotica marketplace, especially at the bespoke tailoring end of things. Visits to the Geneva Motor Show in recent years have tended to leave us retching over the latest bout of over-pimped tat from fly-by-night operations you've never heard of. A supercar gilded with a gold lamé wrap and diamond-encrusted wheels does not represent true coachbuilding, and never will.

Despite the Italian coachbuilding industry appearing set for the embalming table only a decade or so ago, there's

been a real renaissance of late. Once proud names from the movement's glorious past are being reinvigorated for a new age.

Among the most consistent in terms of style and quality is Carrozzeria Touring Superleggera. Since the name was revived in 2006, a steady trickle of projects have emerged from the firm's Milan facility, starting with the Maserati Quattroporte-based Bellagio fastback/estate car and the delicious A8GCS Berlinetta concept car that design principal Louis de Fabribeckers still refers to as 'his baby'. And let's not forget the firm's rather fabulous take on the Fiat Panda 100HP which it didn't exactly publicise heavily but which had certain members of this parish salivating.





(initially as the Portfolio Coachbuilding Programme) in 2008. While retaining the contact points of the F12berlinetta donor car, Touring's take on the theme had a more sober, markedly less fussy outline than the Ferrari original, the body comprising a mixture of carbon-fibre and old-school, hand-crafted aluminium panel-work. Five cars were purportedly made.

Last year, the firm launched the Touring Sciàdipersia ('Shah of Persia'). The name was inspired by the 5000GTs commissioned by Maserati's great post-war supporter, the Shah of Persia, in 1958. Based on the Maserati GranTurismo, the styling of this new strain is once again restrained rather than overtly performance-orientated. No more than 10 will be made. The open Sciàdipersia Cabriolet edition, based on the Maserati GranCabrio, broke cover at this year's Geneva Motor Show. No prices have been released as yet, nor probable production figures, but expect it to be eye-watering and ultra-exclusive respectively.

Backing on to Touring's factory in Milan is Zagato, the other grandee of coachbuilding, which has also been beyond prolific of late. Its days of volume production are long over; this most characterful of *carrozzerie* now prefers to produce tiny runs of exclusive cars, usually in batches of nine or 19. Aston Martin features strongly in its back catalogue, and rarely more so than in recent years, even if some of them weren't actually styled in Italy for all the purple gush that made it into print. We're thinking of the Vanquish Coupe in particular. Of those that were penned by Zagato's tight-trousered design czar, Nori Harada, perhaps the most memorable comprised the 'Centennial trilogy', which kicked off with the DBS Coupe Zagato and DB9 Spider Zagato in 2013, and which subsequently spawned a Virage-based shooting brake variant.



2018 - Lamborghini - LS95 Zagato



Another striking design was the Zagato Lamborghini 5-95. Essentially a reskinned Gallardo LP570-4, it was conceived for Austrian Zagato collector, Albert Spiess, in 2014 and is still available – also in open-topped Spyder guise. Rather more mysterious, largely because it wasn't publicised, was the Atelier department's Ferrari 599 GTZ Nibbio Zagato which emerged in 2017. Production was allegedly limited to nine cars (no surprise there), but it remains unrecorded if that many customers have been found. One was for sale in Dubai recently for the better part of \$1.5m.

Not that Zagato has forgotten its styling house roots. 2017 also saw the release of the IsoRivolta Zagato Vision Gran Turismo at the Tokyo Motor Show. Powered by a 6.2-litre V8 produced by tuning maestro and sometime car builder Reeves Callaway, this brave new world was conceived for the Gran

Then there was the Bentley Continental Flying Star which was not only created with official blessing from Bentley Motors, but also a large dollop of practical support. Although no more than 19 examples were made, you could have ordered one through a main dealer and it came with a full we-promise-nothing-will-fall-off factory warranty. Touring's most celebrated recent creation was the fantastic Alfa Romeo Disco Volante, perhaps the finest exemplar of the Italian coachbuilder's art of the past 20 years. Unveiled in Geneva in March 2012 in mock-up form, and arriving in

fully-functioning, Alfa 8C-based configuration a year later, it subsequently spawned a Spyder variant which has seen design experts exhausting the world's supply of superlatives ever since.

While also acting as a design consultant to everyone from Artega to Mini, Touring was unable to persuade Ferrari to let it use the *Cavallino Rampante* logo on its Berlinetta Lusso which arrived in 2015. That came as no great surprise. The Maranello marque has been loath to assist any outside *carrozzeria* or styling house since it opened its own Special Projects department

Touring's output is prodigious: lovely A8GCS (above); Bentley Flying Star and Sciàdipersia (below)

Zagato: rebodied Lambo 5-95 (top); 'Sanction Lost' Lancia and Porsche (above); IsoRivolta GT (below)





Turismo PlayStation game; as many as five examples will be built.

Distinct from other coachbuilders, Zagato isn't above recreating cars from its bulging back catalogue which tend to be snapped up by collectors long before they have been built. Cars fashioned under the 'Sanction Lost' programme thus far include the fabulous Aprilia Sport Zagato (the original having vanished during World War Two), and the gorgeous four-cam Porsche 356-based Carrera in both open and coupe configurations. For as long as we can remember, Zagato has also been threatening to build a replica of the dramatic 1949 Ferrari 166 Panoramica Zagato, the original one-off coupe having been converted back to open form in period.

As for the other great names, Pininfarina dipped its toe in the coachbuilding waters again with the grisly Rolls-Royce Hyperion back in 2008. However, it has latterly morphed into a name-above-the-title manufacturer in its own right with the Battista electric supercar, the firm's first product as a manufacturer since the Spider Azzura and Spidereuropa (né Fiat 124 Spider) which was made from 1983 to 1985. The Battista is a carbonfibre hypercar with power and torque equating to 1900hp and 2300Nm, providing 0-62mph acceleration in less than 2.0 seconds. Pininfarina says it will produce 150 cars at around £1.9 million each.

Conversely, Italdesign, a firm with no history as a coachbuilder or as a constructor (the exception being the BMW M1, most of which was farmed out), has changed tack in recent years. Now minus its talismanic founder, Giorgetto Giugiaro, it has made a series of cars under the Automobili Speciali banner, starting

with the Lamborghini Huracán-based ZeroUno. Introduced in 2017, five of these unusual-looking supercars have been made at a jaw-slackening £1.25 million a pop. The open Duerta variant was ushered in at the 2018 Geneva Motor Show, production again being limited to just five cars.

Italdesign Automobili Speciali has since followed through with the Nissan GT-R50. Announced last year to coincide with the performance icon's 50th anniversary, it retains the donor GT-R's contact points but the styling is something else entirely. For starters, the roofline is some 54mm lower than standard, while the extended rear deck is swathed with gold. Up front, the gaping maw of an intake is similarly gilded. Some 50 cars are being produced, complete with 711hp Nismo-tuned, twin-turbo V6 power. And the price? An egregious 900,000 euros.

Among Italy's many smaller concerns, MAT (Manifattura Automobili Torino) has taken on production of the New Stratos, Pininfarina's reworking of the Bertone classic which has endured a torturous gestation period (eight years and counting). Production of this retro device is strictly limited to 25 cars, although this isn't really coachbuilding in the accepted sense. Prices start at around 500,000 euros, not including the Ferrari F430 base vehicle. The Turin-based design and engineering consultancy also builds hypercars for Scuderia Cameron Glickenhaus, and is also currently developing the Japanese-funded Aspark Owl. It is also working behind the scenes on the Apollo Arrow which emerged from the ashes of the German Gumpert supercar project.

Another offering that treads a fine line between coachbuilding and car manufacturing is ATS (Automobili




Italdesign Duerta (top) and Nissan GT-R50 (above); MAT New Stratos (below) is Ferrari-based



Turismo e Sport). The outfit which revived the 1960s nameplate has had a chequered existence thus far, the tag first being applied to a lightly restyled Ginetta G20 kit car prior to the release of a mock-up of a generic-looking supercar dubbed the Wild Twelve. There was also talk of a Subaru boxer-engined car, but details here are shaky. ATS unveiled its new GT at 2017's Salon Privé, with production initially limited to just 12 Launch Editions. The asking price? A cool £1 million. This wasn't a genuinely bespoke machine, but essentially a reworked McLaren 12C penned by former Bertone man, Emanuele Bombai. Even more leftfield are the many cars created under the Fornasari banner including the Chevrolet Corvette-based LM, but they don't really count given that the firm has recently relocated from Vicenza to, er, Bulgaria...

New kid on the block, though, is Ares Design. The firm is headed by Dany Bahar, the former Ferrari and Red Bull man better known for his tempestuous time as CEO at Lotus, who plans to convert as many as 70 Lamborghini Huracáns into De Tomaso Pantera lookalikes (called Project 1) over the next five years. Expect a Spyder version to follow plus a track-orientated model. While we must admit to having trouble getting our head around the idea of a Lamborghini reskinned to look like a De Tomaso, expect to see further retro-themed hybrids from this purveyor of "bespoke luxury automotive design and engineering". It has already revealed digital renderings of a Maserati A6 2000 lookalike based on a yet-to-be-released donor car, plus a Ferrari 250 GTO for the modern era (purportedly be based on an 812 Superfast) and a Ferrari 412 lookalike (Project Pony) based on a GTC4Lusso.

Italian coachbuilding is alive and well, then, even if it has morphed out of all recognition from the glory days of men in string vests hitting bits of metal over tree stumps. It has moved with the times. As to where the movement goes from here, that's anyone's guess. One thing we can be sure of, though – it'll be full of surprises. 

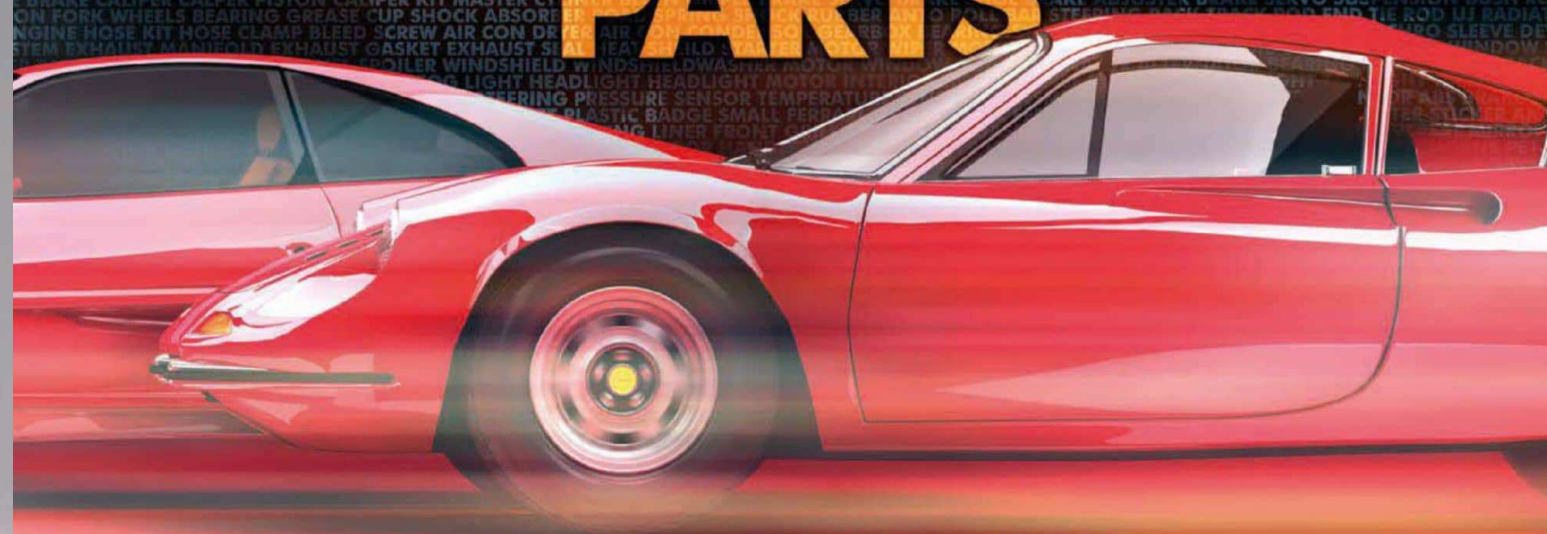


Reborn ATS (top); Ares Design's 250 GTO inspiration, Project Pony and reimagined Pantera



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Cavallino Classic

We report from the 28th running of the classic Ferrari meeting in Palm Beach, Florida

Story & images by Keith Bluemel

Sunshine and showers, then more showers, was the story of the 2019 Cavallino Classic meeting. Out of adversity comes strength, and the organisers, entrants and judges all pulled together to make it a memorable event, and not because of the inclement weather.

Despite rain affecting the track days at the Palm Beach International Raceway preceding the concours, and the forecast of a damp weekend, the

entrants still brought many, many cars to The Breakers driveway before dawn, patiently waiting in the rain to take their places on the show field. Given the torrid conditions, it was to their credit that there were only seven no-shows from the entire entry, and all the competition class cars were on display. This was despite the majority of cars being open cockpit with no weather protection, apart from some strategically placed umbrellas.



The competition car class was the strongest seen in a number of years. Amazingly all three surviving 335 S models were on display, together with 412 M, chassis #0744, which features the same type 141 engine. One of the 335 S models, chassis #0764, taking the overall Best of Show award at the awards soirée on the Saturday evening. Another car in this class was the very attractive Repsol-liveried 348 GTC/LM, chassis #97553, which was one of two entries for this model at the Le Mans 24 Hour Race in 1994, where it finished fourth in class, and was the recipient of awards at the concours.

Overall, the concours entry list was very broad, ranging from a 1949 166 Inter Touring Coupe, chassis #015 S, through to modern supercars in the form of a pair of Enzos, with plenty of variety in between. In celebration of the 60th anniversary of the 250 GT SWB Berlinetta model's presentation at the 1959 Paris Motor Show, there was a class specifically for this model. Making its public debut after its resurrection was a 290 MM/250 TR (chassis #0606), a car with a chequered history. After a career as a 290 MM, in 1959 the factory changed the engine and sold it to Brazil as a 250 Testa Rossa. It was then cut in half in a fatal racing accident, after which the rear section of the chassis and transaxle was used in a racing special, until it was no longer competitive. Subsequently the remains were incorrectly rebuilt as

a LHD 250 Testa Rossa, chassis #0726 TR, until the current owner embarked on a lengthy resurrection process, to bring the remaining original parts back into a car in the configuration that it last left the factory and raced in Brazil in period.

There were a number of special and rare models on the show field, but there was one of particular note, the elegant metallic pale green 275 GTB 'Speciale' chassis #06437, belonging to Lee Herrington, which was originally the personal car of Battista Pininfarina. It has a number of features unique to this specific car and fittingly it won the Gran Turismo Cup for the finest GT Ferrari on the field. The Scuderia Cup for the finest competition Ferrari went to the 250 Testa Rossa, chassis #0756 TR, of Chris and Anne Cox, and it also picked up the Classiche Cup (for the outstanding Ferrari Classiche certified car). As previously noted, the overall Best of Show award went to the 335 Sport, chassis #0764, of Andreas Mohringer.

The awards soirée was well attended, no doubt everybody being pleased to have somewhere warm and dry to recount the experiences of the day. Equally, the brunch at President Trump's Mar-A-Lago Club on the Sunday was very popular, despite the weather conditions being even more miserable, which prevented most of the cars being placed on the show field, but once again a 'Plan B' saw everything work out in the end.



AUTOMOTORETRO

All the highlights from Turin's leading classic show

Story & images by Chris Rees



Automotoretro once again lived up to its reputation as Italy's friendliest classic car show – a show designed for locals, rather than high-end international collectors. Held at Lingotto, home of the legendary Turin Motor Show for many decades, as well as being the old factory where Fiat used to make its cars, it's a real treat for Italian car fans.

Automotoretro and its motorsport-themed sideshow, Automotoracing,

attracted over 72,000 visitors this year – a record number – drawn by more than 1000 exhibitors and around 3000 cars on show. And that despite heavy snow which doused the outdoor cars for sale area.

It had the honour of being the very first event of 2019 that was able to celebrate the 70th anniversary of Abarth. A wonderful exhibition called 'Scorpione 70' was curated by journalist and occasional *Auto Italia* contributor, Luca Gastaldi, in conjunction with the Abarth TCR Club Italia and a host of

private collectors. It had three distinct sections – Abarth Record cars; Abarths for All; and Dream Abarths – and it spanned everything from tuned Fiat 500s and 600s to extreme Sports Prototypes.

FCA's ever more invigorated Heritage department set up a record-focused stand, the star of which was the very first Fiat 500 modified by Carlo Abarth. In 1958 it ran around Monza race track for 168 consecutive hours, securing six international records in the process. Another record-breaker on show



was the 1965 Abarth 1000 Monoposto designed to break Class G acceleration records, which it duly did with Carlo Abarth at the wheel (who lost 30kg for the exercise by going on a diet of apples).

Most people's choice as car of the show was the Lancia Trevi Bimotore, created in 1984 by Abarth/Lancia racing manager, Giorgio Pianta, when a replacement for the Rally 037 was required. Four-wheel drive was clearly needed, so he simply fitted two engines to provide 4x4, in the form of two Volumex supercharged 2.0-litre engines. The rear doors welded shut and fitted with large



CLOCKWISE FROM TOP LEFT: Bonetto Bi-4WD has Alfa 4C power; Lancia 037 Rally; more mid-engined Lancias; weird Fiat 500 scrambler; twin-engined Lancia Trevi Bimotore was a real star of the show; odd Alfa-based Tecno V8 GT racer is fuelled by LPG





air intakes. Ultimately the mid-engined Delta S4 was judged the better option for rallying and the bonkers Bimotor was forgotten. Another surprising 4x4 at the show was the Bonetto Bi-4WD – an extended-wheelbase Fiat 500 with a 380hp Alfa 4C engine and four-wheel drive. Yup, really!

Another absolute star was Alfa Romeo Giulietta SZ chassis number 101, recently rediscovered in a Turin basement after almost 25 years. Its mechanic owner died without heirs and the car was sold at auction for more than 500,000 euros. The winning bidder made a commitment not to restore it,

but leave it in its original, unmolested state.

My own personal favourite of the show was Giovanni Michelotti's bright orange Fiat 126-based city car. A one-off built in 1974, it's fully 26cm shorter than the Fiat 126, and its one-box shape anticipated cars like the Renault Twingo by 20 years. Apparently, despite weighing more than the base 126, it was actually faster because of its superior aerodynamics. The Lancia Delta integrale Cabriolet built for Gianni Agnelli was another big highlight of the show.

Rarities are what we live for here at *Auto Italia*, and Automotoretrò 2019 didn't

disappoint. Seeing a pair of pristine LMX 2300s – a yellow coupe and a maroon convertible – was a fabulous treat. The LMX remains one of very few glassfibre-bodied cars ever made in Italy. Another plastic-fantastic was the Puma GTV kit car from 1981 – one of only 100 made. I was surprised to see an Intermeccanica Indra Spider with a 1.6-litre OSCA engine here, while a beige Moretti Sporting 4x4 – a kind of Italian Matra Rancho – was the first I'd ever seen in the flesh.

As ever, there were large numbers of coachbuilt Fiats by *carrozzerie* such as Allemano, Monviso, Scionieri, Vignale and many



more. I'd never before seen rarities like a 1962 Scioneri Fiat 750 with Giannini power – claimed to be the only one of its kind in existence.

The Turin show is a good place to buy, as prices tend to be lower than other more 'internationalist' events in Italy, with their inflated prices. That said, of course, there were plenty of examples of extortionate pricing. We couldn't help but notice that Alfa 156 GTAs have been 'discovered' in Italy, with one up for sale at 23,000 euros. An Alfa SZ ES30 for 105,000 euros seemed a bit optimistic, too, while an Allemano-bodied Fiat 1100 – rare and pretty, but a Fiat nonetheless

– was up for an eye-watering 185,000 euros. As for the Ghia/Monviso-bodied Fiat Multipla, built as an Italian TV camera vehicle, this was a gorgeous slice of corrugated bodywork. I would have it an instant, but for its asking price: 100,000 euros!

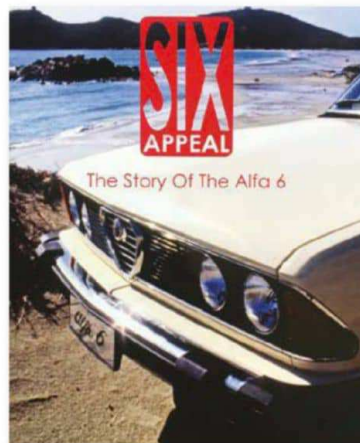
Attached to the main classic car show is a side event called 'Automotoracing', which is frankly weird mix of Max Power show cars and pukka racing machinery. Among a sea of millennial 'scene' Fiats – Puntos, Seicentos and 127s with scissor doors and roof racks – there were some genuinely interesting modified cars. We saw our first 'maxed' new

Alfa Giulia here, as well as a mental wide-body Alfa 4C. Outside there were plenty of race car demo laps on the Oval di Torino, too, with several famous names in action.

OPPOSITE PAGE, CLOCKWISE FROM TOP LEFT: Allemano Fiat 1100; Alfa SZ chassis 101; Agnelli's integrale drop-top; LMX Sirex; Michelotti Fiat 126; 'scene' Lancia Delta

THIS PAGE, CLOCKWISE FROM TOP LEFT: Beach-ready Fiat 500; Intermeccanica Indra; Scioneri 750 Giannini; rat-look Cinquecento; Fiat Seicento goes 'yoof'; wildly modified Alfa 4C





Six Appeal: The Story of the Alfa 6
By Matteo Licata
Independently published
£22

It's not unfair to say that few Italian cars are so unloved as Alfa Romeo's 6; but not here at *Auto Italia* – we're firmly in the 'love it' camp. It's such a marginal car, even for Alfa enthusiasts, but in the 40th anniversary year of this quirky luxury saloon, it seems fitting that a new book should celebrate its abstruse charms.

The author describes the Alfa 6 as "misunderstood and underappreciated in period". That's certainly true. It was launched in 1979, some five years after its design had been signed off, meaning it already looked dated. Alfa hadn't competed in this market segment for many decades, and after the sales disaster of the model (a mere 12,070 were made from 1979 to 1986), it wouldn't do so again until the current Giulia.

Car designer and Italian car historian Matteo Licata sets the record straight in a book that's very much based on original documents from the period. Perhaps the most interesting section of the book is that on the

Tipo 119 prototypes of the early 1970s – including what would have been a two-door coupe, in addition to the saloon.

As is often the case with self-published books, the reproduction quality isn't always top-notch but

that's a small gripe. The text (in English) is extremely readable. In its 88 pages, this book does full justice to what was very much a side alley in Alfa's history.



Giorgio Pianta: A Life For Racing
By Sergio Limone & Luca Gastaldi
£29

Here is a welcome new book dedicated to the legendary Italian racing figure, Giorgio Pianta, who was not only a successful

driver and test driver for Abarth but also, notably, team manager at Alfa Corse until 1996. The book's origins are owed to two large boxes of photographs taken from Pianta's own archive, representing over 30 years of motorsport history. No doubt about it, the superb photos do full justice to Pianta's life, and the cars he drove and had a hand in.

Pianta's story is recounted right from his earliest races in Fiat 1100s and 500s, through his successful time at the wheel of Abarths, before he went into racing management at Abarth and then Alfa Romeo.

Perhaps of most

interest to Italian car fans will be his time at Alfa Corse, particularly the championship victories taken by the Alfa 155, including BTCC in 1994, the Spanish Touring Car Championship and Italian Superturismo.

One of the authors is the legendary

Sergio Limone, the Abarth man who originally hired Giorgio as a test driver, at a time when Limone was in charge of the Lancia Rally 037. The other author is the journalist and occasional *Auto Italia* contributor, Luca Gastaldi.

They've done a great job with this book, which

is full of fantastic images and tells the story with aplomb. It's great value, too. The only downside is the ham-fisted English translation; one of a number of recent books apparently translated by computer. Come on publishers, use proper translators!

This book tells the full story of what was a 'so nearly' kind of car. Riccardo Patrese came very close to winning the World Drivers Title in the LC/1 but ultimately, history records it as the lesser-known forebear of the LC/2.

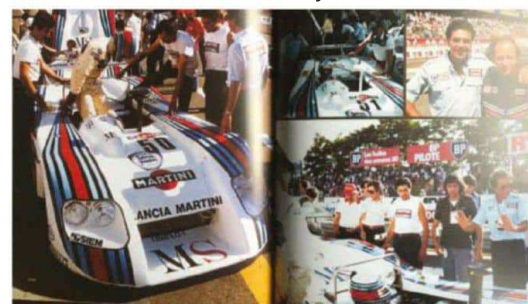
This is a chunky tome



LANCIA SPORT GR.6 (LC/1)
By Vittorio Roberti & Alessandro Cordasco
Ediprima
49 euros

Lancia's Group 6 racing car was called the LC/1, and was built to campaign in the 1982 WEC (World Endurance Championship) season. Such luminaries of the driving world as Patrese, Alboreto, Fabi, Nannini, Heyer, Stommelen and Ghinzani all took their turn at the LC/1 helm.

at 352 pages long, and the level of detail is impressive indeed – loads of technical stuff, fascinating interviews with key people, the history of each chassis built and plenty of insight into the races the cars ran. More than 200 excellent pictures illustrate the story, with over 100 new, original drawings filling in where no images exist. The text is in both Italian and English and – hooray! – the translation reads very well.



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OR EMAIL CHRISREES@AUTO-ITALIA.NET



MASERATI OR FERRARI?

I am a subscriber to your magazine from 1997 onwards. The reason I am contacting you is I need a professional advice for my next car. Like all Italian car lovers, I have always dreamed of a Ferrari since childhood. I've had couple of Alfas, an integrale and, since 2015, a Maserati 3200 GT manual 'boomerang tail'.

Buying a Ferrari it is not easy in my country, Turkey. I have found a NART Blue 2001 Ferrari 360 Modena F1 with 45,000km on the clock, fully dealer maintained and four owners from new. The only issue is that the front right wing and bumper have been changed after a light accident in 2006. The asking price is 64,000 euros, which is quite reasonable.

Only 16 Maserati 3200s were imported to Turkey but it is quite hard to sell it. My question is, do you think it is worth buying a Ferrari 360 Modena after selling the 3200 GT and invest 20,000 euros more? In the future, the Maserati will be the rarer car but it is not a Ferrari.

I do love my car but I have always dreamed of owning a Ferrari. I would have preferred to buy a 355 but it costs around 200,000 euros here today.

I don't like the F1 gearbox but there are so few manual cars in Turkey.

Gokhan Saracoglu

Spencer Herbert (Vehicle Acquisition, Sales & Marketing Manager at Barkaways) responds: "It all sounds fine and a fair trade, price wise. The F1 gearbox is no problem and is actually nice to drive – many find it quicker in the real world. My only concern would be over the insurance claim and I would want to know exact details prior to purchase, but on the face of it I would swap the Ferrari over the Maserati."

QPIV FAN

I am a reader of *Auto Italia* from Japan, for many years, since finding your magazine at an Amsterdam bookstand. I see that Simon Park has bought a Maserati Quattroporte IV. This is a great joy for me, as I have owned a 1996 V6 model for three years. I do believe that the Gandini-



designed Quattroporte IV is one of the best-looking saloons ever produced. However, it is tragically underrated, even in Japan.

I bought the car for my family fleet, as the other cars I own are a 1973 Alfa Romeo Junior Zagato 1600 and a 1997 Lotus Elise. Both are two-seater sports cars with manual transmission and no air conditioning. So I was looking for a four-door, automatic saloon with air conditioning and I found my Quattroporte IV.

I assume the reason for the car's underestimation is the lack of reliability of De Tomaso period Maseratis. However, I've never have any trouble... Sorry I lied! I had several non-minor troubles within two months after buying

strangely quiet when I apply a little throttle. I parked mine next to a current Ghibli the other day, and it looked like a Dinky toy – but an exceedingly elegant one. And it's the only Quattroporte that will fit in my 4.6m garage, so game, set and match to Gandini. Enjoy your 'four'!"

ALFA'S FOOT FETISH

I've just seen the reports on the stunning new Alfa small SUV. It's gorgeous.



mine, fixed by a De Tomaso period Maserati specialist in Japan called Micro Depot.

I find the car very satisfying, and very stimulating even at low speed. Why I love the model is partly due to its size. It is a similar size to the present Honda Civic, and much smaller than present Quattroporte or Ghibli. I have to cherish my Quattroporte IV, and as far as I can, I surely will do.

Toru Ohkuni

Simon Park replies: "Toru san – it's good to hear from a fellow believer! The QPIV is underrated because it's understated – even my wife describes it, sniffily, as 'old fashioned'. But she goes

READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

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

ALFA ROMEO MITO

DAVID FAITHFUL

The days leading up to the first outing of my new MiTo racer were hectic, involving almost two full days on the dyno calibrating the bespoke ECU to control the MultiAir engine to deliver full power, despite having all electronic controls and functions (such as ABS and traction control) removed. This led to the Redtop battery becoming almost fully discharged, so the weekend at Brands Hatch involved the liberal use of a jump-start booster pack.

Qualifying was the first time the car had been tested, as snow in Scotland (where the car was built by Davie Peddie) stopped the planned shakedown and test days. The MiTo ran on the standard ECU to obtain a baseline. For the first race, the MiTo was fitted with Yokohama Aoo5 slick tyres and the bespoke ECU, but the car overheated minutes before the race start, as the ECU would not operate the fan. After a short panic and with the fan hard-wired to be permanently on, the MiTo joined the back of the grid for its first competitive outing – where we remained for most of the race.

For race two, we again used the hard-wired fan setup, but the battery booster was also



David's Mito as featured in a multi-car group test in issue 257 of *Auto Italia*

at the end of its life, so the car had to be bump-started to get it on the grid – not the best impression, but the car performed well on the track. With a 59sec lap time, a third-in-class trophy and 28 championship points, it was a reasonably good first test of the car. Lots of lessons, lots of improvements to be done (including a new windscreen after a stone cracked it in race two), but more importantly we turned up with a completed car and gave it a strong test without too much embarrassment. A good first outing for a new car and the first MultiAir used in the Alfa Romeo Championship.



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Malcolm Ebel

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DIARY DATES 2019

May 10-12**Great Northern Weekend
(Lancia Motor Club)**

Northumberland

www.lancia.myzen.co.uk**May 11-12****Prescott Hill Climb**

Open Classic Car Event

www.cleevevale.org.uk**May 12****Classics at the Villa**

Villa Scalabrini

Shenley, WD7 9BB

www.classicsatthevilla.com**May 15-18****Mille Miglia**

Brescia-Padova-Rome-Parma-

Brescia, Italy

www.1000miglia.eu**May 19****AROC South West Alfa Day**

Mapperton House,

Beaminstre, Devon

www.aroc-uk.com**May 24-26****Concorso d'Eleganza**

Villa d'Este

Lake Como, Italy

concorsodeleganzavilladeste.com**May 25-26****La Vie en Bleu / La Vita Rossa**

Prescott Hill Climb

www.prescott-hillclimb.com**May 26****Scottish Italian Car Day (AROC)**

Hopetoun House, Edinburgh

www.aroc-uk.com**May 31 - June 3****Sliding Pillar Rally**

(Lancia Motor Club)

Dinant, Ardennes, France

www.lancia.myzen.co.uk**June 1****Alton Italian Car Breakfast**

Departure Lounge, Hants GU34 4BH

thedeptureloungecafe.co.uk**June 1****The Supercar Event**

Goodwood Motor Circuit, Sussex

thesupercarevent.com**June 2****Italian Car & Motorcycle Day**

(IT-CAM 4) Newby Hall,

Ripon, North Yorkshire

www.italiancarsandbikes.co.uk**June 7-9****FFFEAR 2019 (Lancia Motor Club)**Norfolk www.lancia.myzen.co.uk**June 9****Italian Passion for Speed 2019**

Wales Millennium Centre, Cardiff

www.italianpassionforspeed.co.uk**June 16****Cotswold Alfa Day (AROC)**

Compton Verney

www.aroc-uk.com**June 17****Una Giornata in Pista Trackday**

Autodromo di Varano, Italy

www.bernimotori.com**June 23****Italian Car Day**

With Auto Sportivo

Sharnbrook Hotel, Bedford

autosportivolt.d.wixsite.com**June 30****National Alfa Day (AROC)**

Bicester Heritage, Oxon

www.aroc-uk.com**July 4-7****Goodwood Festival of Speed**

Chichester, Sussex

www.goodwood.com**July 4-7****International Zagato Car Meeting**

Westhalten, France

www.zagatocarclub.de**July 14****Supercar Sunday**

Brooklands Museum, Surrey

www.auto-italia.net**July 26-28****Silverstone Classic**www.silverstoneclassic.com**August 3****Alton Italian Car Breakfast**

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thedeptureloungecafe.co.uk**August 16-18****Lancia Motor Club National & AGM**

Kenilworth, Warks

www.lancia.myzen.co.uk**August 18****Festival Italia**

Brands Hatch Circuit

www.festivalitalia.com**August 24-25****Spettacolo Sportivo Alfa Romeo**

Zandvoort, Netherlands

www.spettacolosportivo.eu**September 13-15****Goodwood Revival**

Chichester, Sussex

www.goodwood.com**September 20-22****Lancia Motor Club Welsh Weekend**

Gregynog Hall, Wales

www.lancia.myzen.co.uk**September 30-October 6****50 in Five & Michelotti Rally**

50 Alpine passes in five days

goinfive.strikingly.com**October 5****Alton Italian Car Breakfast**

Departure Lounge, Hants GU34 4BH

thedeptureloungecafe.co.uk**October 13****Autumn Motorsport Festival**

Brooklands Museum, Surrey

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ABARTH			500 Abarth 2008 UK launch.	156	1900 SSZ	80	Spider Duetto/ S3 vs Fiat 124.	116	Alfa SZ VS RZ	266	156 Launch	18	Brera Spider Launch Morocco.	132	FERRARI	250 MM Ch.0344MM	22	512 BBi v Pantera v Bora.	154
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750 Zagato Record Monza + 750		500 595 695 Buyers' Guide	271	1900 Berlina	272	Alfa F1 179 vs Tornado etc	28	145 vs 33 vs Mito	160	156 Selespeed	33	159 V6 (John Simister)	108	166 Fangio's first	51	750 Monza (ice racer)	89	308 GT4 vs Urraco vs Merak	149
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124 Abarth Rally	67	6C 1750	225	Montreal v Dino v Citroen SM	14	Giulietta, Giulia Super,	32	155 Q4/Dedra Integrale	32	156 2.0 JTS (2002)	83	Alfa Giulietta + Mito MY2014.	215	250 GT Cabriolet	220	365 GTS	85	Testarossa Buyers' Guide	244
124 Abarth Rsp 4 Rally x2	73	6C 2300 Replica	75	Montreal v Dino v Citroen SM	14	Giulietta, Giulia Super,	32	155 Q4/Dedra Integrale	32	156 2.0 JTS (2002)	83	Alfa Giulietta + Mito MY2014.	215	250 GT Cabriolet	220	365 GTS	85	Testarossa Buyers' Guide	244
124 Abarths x3	145	6C 2300 Aerospider	201	Montreal v Dino v Citroen SM	14	Giulietta, Giulia Super,	32	155 Q4/Dedra Integrale	32	156 2.0 JTS (2002)	83	Alfa Giulietta + Mito MY2014.	215	250 GT Cabriolet	220	365 GTS	85	Testarossa Buyers' Guide	244
124 Abarth Rally	196	6C 2300 Mussolini	127	Montreal v Dino v Citroen SM	14	Giulietta, Giulia Super,	32	155 Q4/Dedra Integrale	32	156 2.0 JTS (2002)	83	Alfa Giulietta + Mito MY2014.	215	250 GT Cabriolet	220	365 GTS	85	Testarossa Buyers' Guide	244
124 Abarth Rally Group 4	214	6C 2500 Freccia d'Oro	50	Montreal Group 4 Autodelta.	263	Alfetta GT 3 car test	95	147 Buyers' Guide	150	156 2.0 JTS (2002)	83	Alfa Giulietta + Mito MY2014.	215	250 GT Cabriolet	220	365 GTS	85	Testarossa Buyers' Guide	244
124 Abarth Rally Targa Florio	257	6C 2500 by Castanga	134	1900 Matta Jeep	47	Alfetta GT Racers 3 car test	266	147 5 car group test	184	156 2.0 JTS (2002)	83	Alfa Giulietta + Mito MY2014.	215	250 GT Cabriolet	220	365 GTS	85	Testarossa Buyers' Guide	244
124 Abarth/Fulvia/Alpine	32	6C 2500B Mille Miglia	155	1900 Matta Jeep	126	Alfetta GT Racers 3 car test	266	147 5 car group test	184	156 2.0 JTS (2002)	83	Alfa Giulietta + Mito MY2014.	215	250 GT Cabriolet	220	365 GTS	85	Testarossa Buyers' Guide	244
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ALFA ROMEO



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. A280/015



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: donegantonys38@gmail.com. A280/024



Alfa GTAM Evocazione. Alfaholics parts and suspension by Middle Barton Garage, fully rebuilt and on the button. Engine, box and diff rebuilt by Alfa specialists RoadVRace. One of the best out there, used by Alfa Romeo UK for events eg Carfest and valued by them at £55,000, used by me for a few short road trips and speed events/shows – Kop Hillclimb for example, (also got loads of GTV 105 spares from the rebuild to be sold separately), great fun road car and/or speed events/shows and a real crowd pleaser. Tel: +44 (0)7774 498778. Email: db@somervillebaddeley.com. A280/029



1989 Alfa Romeo Spider. 65,336 miles, metallic blue, 2ltr, 5 speed, manual, electric windows, leather seats, no rust, garaged, summer use only, owned since 1996, £14,995. Tel: 01371 873498. Email: stevebiddlecombe@waitrose.com (Great Dunmow, Essex). A280/025



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: kildell01@gmail.com (Berkshire). A280/a016



Alfa Romeo 33 Turbo. 1700 16 valve with Turbo dynamics ball bearing water cooled Turbo, dry sump etc etc, 280 bhp at 7500 rpm. AHM race transmission, strengthened case, limited slip diff AP competition clutch and concentric slave. Bodyshell seam welded, welded in cage linked to suspension, false floor, lightened and strengthened extended wheel arches and side skirts, dry sump tank in rear plumbed in armoured hose. Tilton adjustable bias pedal box. Stack dash system and lap timer, JRZ 3 way adjustable suspension with remote reservoirs. Tubular rose jointed suspension. OZ racing wheels. AP racing brakes. This car was built and maintained regardless of cost, when recommissioned would again be a formidable race car. Tel: Dave Thomas, 07818 410009. A280/032



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). A280/019



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. Tel: 01452
731289 or 07595 218406. A280/021



1983 Alfaisud 1500 SC. Red, major restoration in 1997 and further restoration in 2011 carried out by David Thomas Garages (full details and bills available). Otherwise kept in storage from 1997 to present. Has just been overhauled and serviced and now has full MOT until end February 2020, offered for sale following change in personal circumstances, realistic offers invited. Tel: 07775 851362 (located in Wiltshire).
A280/027



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 Dyrrelund, Denmark, editor of the DK Alfa Romeo Owners magazine, Euro 60,000. Tel: +45 4058 6870. Email: redaktoer@alfaklub.dk. A280/017



1978 Alfasud Super. Ziebart treated when new, NO rust! 15,000 miles covered, drives as new, five speed gearbox. A rare survivor, dry stored for most of its life. Recommissioned by Sud specialists, featured in *Classic & Sports Car* April issue 2002, £12,950 ono. Tel: Roger Banks, 01483 769058 answerphone (Surrey). A280/028



1982 Alfa Romeo Alfetta GTV6. One of the most original GTV6s left in the UK, 68K miles, massive documented history. Very rare optional air conditioning. Superb condition, fitted with front inner guards, new standard OE new springs and shocks, plus various other preventative maintenance parts to have a car that looks and drives as close to new as possible. Unmolested interior, original radio, sunroof surround intact, all rubbers and brightwork in beautiful

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Alfa Romeo 156 GTA 3.2 Saloon. For sale as sadly the owner has passed away, 2003 52 reg in quite outstanding condition, 16 photos available, please email me. 74,870 miles, previous owner 8 yrs, just had a new cambelt, oil and filter and a thorough mechanical health check with replacements where necessary, by the owner - a retired Porsche appointed body repairer and engineer. MOT 6.11.19, plus an extensive service history file, all the usual refinements: climate control, sound system/CD player, sunroof, original pepper pot alloys, black leather interior in excellent condition, £12,950, no joy riders please, only serious enquiries. Tel: 07703 485829. Email: paulchristie28pp@gmail.com (Worcestershire). A280/046



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. 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, £2495 ono, other services subject to negotiation eg MOT advisories and personal preference eg wheel refurbishment £250/tyres (per new owner preference). Tel: 01733 902342. Email: mike@crminsights.co.uk. A280/047



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. A280/010



1998 Alfa Romeo 156 2.0 TS Veloce. 115,000 miles, Sport pack 1, metallic Proteo Red with whale fin rear spoiler, rear parking sensors, sill protectors and radio/CD player, £1300 ono, 115,000 miles (but only 13K in last five years), MOT to Mar 2020. Owned since 2002, FSH, recent spending has included new front tyres, front discs and pads, new gear lever linkage cables and housing unit, rear exhaust section, spark plugs. Annual service/MOT done this January, I will replace cam belt and water pump before sale. Retirement prompts move to one car household and decision to sell my much loved Alfa. Tel: 07765 423645. Email: peterwchurcher@gmail.com (Winchester). A280/043



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-Super-Mare). A280/020

Alfa Romeo 156 GTA 3.2. 52-reg, totally genuine and outstanding all original condition. At 14,000 miles this must be the best and only perfect example left. It has spent most of its life in a garage and never been outside in the rain, snow or the direct sunlight, so it still has all original paintwork. I have owned this car for 16 years, please no dreamers, only serious buyers only. MOT due 12/08/2019, full service history, £28,500. Tel: 07710 197171. A280/033



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. A280/012



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). A280/018



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: flmacci@aol.com. A280/014



2009 Alfa Romeo Brera SV6 Prodrive. 41,000 miles, Alfa Red, limited edition certificate number 341 of 500 produced. Full service history, meticulously maintained by Northgate Canterbury, MOT to 28 May, just serviced. Nearly new Pirelli P Zero Nero tyres at 38,300 miles, new battery at 39,800 miles. This car has been cherished throughout my ownership since July 2011 but reluctantly I have to reduce my number of cars, so selling both and looking for a good late Spider, car can be seen in Folkestone by appointment, £13,850. Email: build10@btconnect.com. A280/045



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 must go, £10,900 ono. Tel: 07712 787703. Email: bowjm@hotmail.com (West Midlands). A280/023



2007 Alfa Romeo Spider 3.2 JTS V6 24v Q4 2dr. 60,000 miles, red, this stunning car was very loved by a car fanatic who sadly had to give it up due to dementia. I am his daughter and selling because it deserves to be enjoyed by someone who will love it as my father did, £7950. Very well looked after and low mileage, it needs some TLC to bring it back to its full glory, MOT 24/10/2019. Tel: 07760 506450. Email: ljg2016@aol.co.uk (Dereham, Norfolk). A280/044



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). A280/022

Alfa Romeo Mito Quadrifoglio Verde. 2015 TCT with paddle shift, 39,000 miles, FSH, MOT 26.6.19, sat nav, parking sensors, a/c, heated driver's seat, stainless steel sill guards, immaculate overall condition with unmarked 18" alloys, £7600. Tel: 01435 862537 (Sussex). A280/034

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FERRARI

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. A280/035



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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. A280/050

FIAT



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Fiat 124 Spider Anniversary. Model number 002 of 124 with only 341 genuine dry miles and always stored in garage with Fiat official cover, already a collector's pristine example. Tel: 07799 473341. Email: cyril.mcmullen@yahoo.uk (Belfast, Northern Ireland). A280/051

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. A280/008



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). A280/006

PARTS



Testarossa centre lock 10 x 16-inch rear wheels. Genuine Ferrari Testarossa 10 x 16-inch rear wheels (two rear wheels), the best available, no cracks, warps or marks – these are GENUINE Ferrari. Rare and sought after as there are no more metric tyres available for the rear metric rimmed early cars 1984-1986. Tel: Andre, 07711 423496, more photos available. A280/056



Set of four Campagnolo Electron-look Abarth aluminium rims, 5.5 x 13, 4x98, ET25, tubeless, blasted, beamed and powdercoated, price €795 incl UK shipping, www.abarth-exhausts.com. Email: info@abarth-exhausts.com. A280/009

Parts for sale. Set of 4 TSW 7-spoke aluminium wheels, 7Jx15H2 5 stud, were on Alfa go Type 162, £250 plus carriage. Tel: Robin, 07979 760945 (Kent). A280/005



Fiat 20V Coupe Turbo 2L complete steering rack, excellent condition, only 50K, for sale £100. Tel: 07935 830055 (Carmarthenshire). A280/004



Fiat 500 headlights. Pair, fit early models, genuine original Fiat parts, no damage, £19 each, excellent s/h condition. Tel: 07989 951895 (Canterbury). A280/055

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Ferrari 360 wheels. Two front and two rear with Pirelli P Zero tyres, minimum 6mm tread. In good condition, perhaps one could do with a refurb, £2250 ono, buyer collects. Tel: Adrian, 07860 667807 (near Ipswich). A280/054



Alfa 17" Speedline (4) alloy wheels in excellent condition c/w tyres viz. 2x almost new Uniroyal Rainsport 3, size 215/45 R17Y with gmm tread, and 2x Yokohama S-Drive, size 215/45 R17 91Y with 6mm tread, both from my 916 Spider. I have replaced the wheels with original pepper pot style ones. I would prefer buyer to collect hence price of £155 ono, I live in Bramhall, Stockport. Tel: Brian 07919 898225. A280/007



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. A280/057
Ferrari California passenger side door (left side). Had small dent but easy repair completed, purchased for a project but no longer required, £800 or best offer. Tel: Kevin Nester, 07711 764768. Email: kevinvester@adm-group.co.uk, can arrange shipping, part located SY5 6RL. A280/036
Alfa Romeo GTV 916 speedo/rev counter console, black, good working order, £40. Tel: 01564 772714 (West Midlands). A280/037

MISCELLANEOUS

For sale 101 back copies of *Auto Italia*, from issue 178, December 2010, to issue 278, April 2019, all in virtually pristine condition and most still in their wrappers. Job lot for sale at £50, that's just less than 50p each! Collection from South Leicestershire, close to J20 on the M1. Tel: John Whitehead, 07981 008247. Email: johnpwhitehead@talktalk.net. A280/001
Alfa Romeo Alfetta 1973-1981 Haynes workshop manual, clean, £8 + post. Tel: 01564 772714 (West Midlands). A280/038



Auto Italia magazines for sale. All in good condition, 131 issues from no 145 to 278, issues 259 and 271 missing, buyer collects in North London. Sold as job lot, £300 ono. Tel: Tony, 07701 056429. A280/002



Hand made Lamborghini 3D garage sign. Measuring 1000mm x 400mm, all wood construction other than the bull, gold letters on black background, £160, shipping extra. Tel: 07564 637636. A280/003



Original Monza Motors Barnacle tax disc holder. 1950s, Brighton Sports Car Specialists, Alfa Romeo, Volvo, Brighton 28251, £45, post free. Tel: 07716 607984 (Bucks). A280/053
Over 200 Auto Italia mags, plus a few FEEL mags, a few Alfa brochures and a few Italian car books. I only want £25 for the lot as I need the space, the *Auto Italia* mags are from present back a few years. Buyer would have to collect from me just outside Bristol. Tel: Ken, 01454 631395. Email: wallack4444@yahoo.com. A280/005

WANTED

Parts and literature for Ferrari Classic Models. Collector seeks spare parts, tools, luggage and factory literature for all models from the 50's to the 80's. Tel: 07540 845902. Email: jules.pascal.250@gmail.com. A280/039
Dark blue Ferrari 458. Want a nice spec 458, open to Spider or Italia, colour has to be some sort of dark blue, navy blue (eg TDF Blue). Email: rohankg@hotmail.co.uk. A280/040
Schedoni luggage sets. Looking to buy Schedoni luggage sets in good condition for all models. Tel: Theodore Winstone. 07540 845902. Email: theowinstone@googlemail.com. A280/041
Fiat 695 Tributo Ferrari. Looking for low mileage vehicle in excellent condition, must be RHD and paddle-shift, ideally in yellow although would consider red. Tel/tex: 07836 366100. A280/042

VIGNALE FIAT 1200 WONDERFUL

WONDERFUL BY NAME AND BY NATURE, VIGNALE'S 1957 MICHELOTTI-STYLED FIAT 1200 OPEN AIR COUPE REFLECTED ITS ERA'S LA DOLCE VITA VIBE AND CLAIMED A SIGNIFICANT WORLD FIRST

Story by Gary Axon

Naming a car can be a tricky business. Fiat, for example, had to change the name of its 1980s Regata in Sweden, due to the name being uncomfortably close to a derogatory local term for an overbearing woman. Fiat's Ritmo badge was also changed in the UK and USA to Strada, as it sounded harsh in the English language (despite Australia retaining the name!).

Proudly calling your latest new model 'Wonderful' though might seem like a step too far, over-elevating the bar of expectation. Maybe it's a simple case of 'lost in translation'. But in the case of Vignale's Wonderful of 1957, however, the name is absolutely spot-on. The *fuoriserie* Fiat's optimistic label perfectly captured the positive, up-beat mood and promise of post-war 1950s Italy. Vignale's design was bursting with brio, reflecting the joys of the era, as personified by Fellini's classic movie *La Dolce Vita*.

Based on the humble but

proven mechanicals of the Series 103 Fiat 1200, the Wonderful was Gina Lollobrigida in automotive form; stylish, elegant, classy and desirable. Designed by the prolific and gifted car stylist Giovanni Michelotti, and built by his good friend and long-time collaborator Alfredo Vignale, the Wonderful had a confident trans-Atlantic air about it with an obvious US influence, setting the style for Pietro Frua's later Lloyd Alexander Coupe, for example, as well as his Renault Floride and Caravelle sporting coupes and cabriolets.

The Wonderful was one of a series of successfully-executed Michelotti Fiat coupes built by Vignale in Grugliasco, near Turin. Notable predecessors included the distinctive 1956 1100 TV Printemps, plus his stunning 8Vs and unusual 1100 Charmant Coupe, both revealed in 1953. Carrozzeria Vignale's later career continued into the 1960s with other non-Michelotti-styled Fiat coupes, including the Vignale 850, 124 Eveline and 125 Samantha.



Just five examples of Vignale's Fiat Wonderful were built. All of them benefited from two-tone paintwork, allied to plentiful but tasteful brightwork and whitewall tyres. On paper that sounds a gaudy combination, yet somehow it's not too flamboyant in the metal, with a dignified restraint that's typical of Michelotti's design mastery. Each Wonderful was fitted with special matching interior tones, mated to a standard Fiat 1200 dashboard, instrumentation and steering wheel.

The Wonderful's real party trick, however, was its innovative removable roof panel, the Fiat being the first post-war coupe to feature a lift-out roof section, subsequently called a targa top; the word 'targa' being Italian for plate! The Wonderful's removable 'targa' roof idea was subsequently seen on the Triumph TR4 in 1961 - also designed by Giovanni Michelotti - and Porsche 911 Targa. It proves

that it's incorrect to consider that targa roof to be an innovation of the Zuffenhausen marque, with Vignale's pioneering removable roof section being unfairly overlooked.

Vignale's removable roof was demonstrated to useful effect when a Paris-registered Wonderful appeared briefly in the lighthearted 1966 French film *Les Combinards* ('The Racketeers'), a black-and-white movie directed by the audacious Jean-Claude Roy, who went on to produce mildly erotic films in the 1970s.

A painstakingly restored Vignale Wonderful made its debut on British shores at last autumn's Concours of Elegance at Hampton Court. In the rarified company of multi-million pound Ferraris, Bugattis and Bentleys, the modest Fiat Wonderful really shone through, putting a smile on the face of every onlooker that strolled past and paused to admire it. 1950s Italian style rarely came cooler than the Wonderful.



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