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Issue 292 June 2020 £4.99

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So here I sit, like millions of us, working from home. Looking out of my window, all I can see my unmoving, locked-down Alfa Romeo, which has inspired a new phrase in my household: 'Quadrifurloughed'. Yes, it would be impossible to introduce this month's *Auto Italia* without addressing the issue that has dominated all of our lives over the past few weeks: the worldwide spread of coronavirus that has seen many parts of the world in lockdown.

In such awful times, human nature seeks out shards of light, such as acts of charity and kindness – and there are plenty of those around. One such example has been the fantastic response from car makers. Both Lamborghini and Ferrari, for instance, have switched their factories over to making medical equipment, while also opening up research and development opportunities to scientists and medical engineers.

Of course, car events have been badly affected, with dozens of show cancellations. *Auto Italia's* own events are also in the same boat. The most painful is our annual Italian Car Day, due to take place in May, which has had to be postponed. But rest assured, we'll keep you updated on the rescheduled Brooklands date as soon as it's confirmed.

Another ray of light is, I hope, reading about your favourite Italian cars, and I trust that this month's *Auto Italia* brings a little joy. Here's hoping that we can meet in person again very soon, and get back to enjoying the cars in our lives. In the meantime, may you and your loved ones remain safe and well.

Chris Rees
Editor

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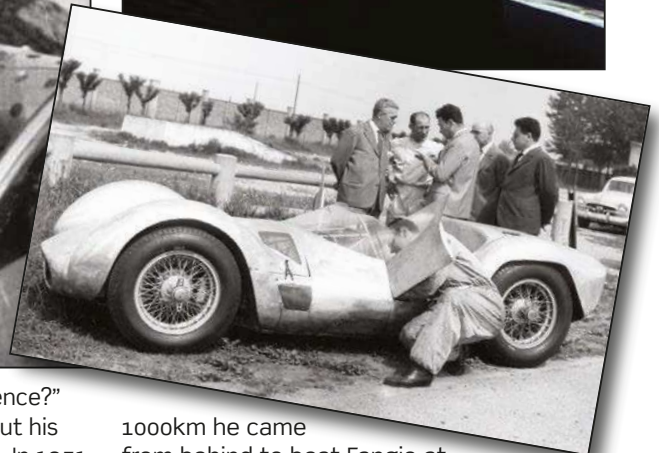
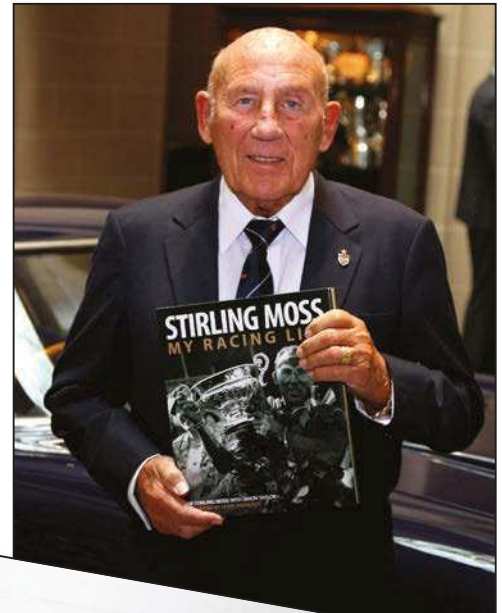
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ITALIAN CAR NEWS

Sir Stirling Craufurd Moss OBE, 1929-2020



On Sunday 12 April 2020, perhaps the most important human being in motor sport, certainly in British racing, passed away at the age of 90. The decision that Stirling Moss made to follow in the footsteps of his father and mother by taking up motorsport was to change the face of that profession forever, as he became known almost everywhere as 'Mr Motor Racing'.

To give him his proper title, Sir Stirling Craufurd Moss OBE was born in 1929. His father Alfred, a dentist by trade, took part in the 1924 Indy 500 and his mother, Aileen, drove ambulances during WW1 and became a British trials champion. Craufurd was his mother's family name and Alfred chose the name Stirling after the Scottish city.

That name was forever worth a considerable amount whichever way you judged it. He was a very attractive mixture of hard-headed and ruthless; racing driver, businessman and bloody good bloke. When asked about Grand Prix drivers today, he remarked that if he were one, he knows what answer he would give to the conundrum "Do I go out on the pull tonight [after qualifying],

or meet Vodafone for a press conference?"

Possibly to his detriment, throughout his racing career he tried to 'drive British'. In 1951 he was offered a drive in a Ferrari at Bari by Enzo himself. After a long journey to get there, Moss entered the pit garage and was told the drive had been given to Taruffi instead. Moss later told Doug Nye: "I did not forget and I would not forgive... until it was too late".

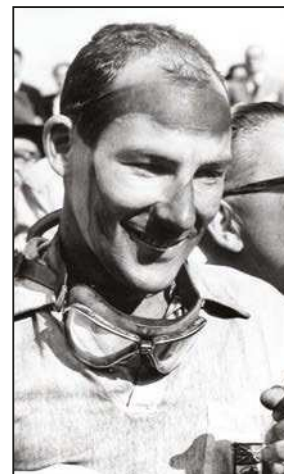
By 1954, it was clear that Moss was one of the best drivers around, so his manager approached Mercedes but was rebuffed; get a season in for experience first. So Moss bought a Maserati 250F as the next best option at the time. He later said, "It proved to be a beautiful, stable, lovely car to drive" and it gave him his first Formula 1 win at Aintree and first World Championship points at Spa.

After a year at Mercedes he returned to a Maserati 250F and scored his first Monaco GP win in 1956. He also took part in the World Sportscar Championship in a factory Maserati 300S, later saying it was the "easiest, nicest, best-balanced sports racing car ever made". He took many wins with that, and at the 1956 Nürburgring

1000km he came from behind to beat Fangio at the finish. He also drove 150S, 200S, 350S and 450S Maseratis with success, except perhaps for his unfortunate Mille Miglia runs in 1956 and 1957.

Later in 1957, he was offered a private Ferrari 290S for the Bahamas winter races, which gave him two wins. Another Ferrari, a 335S, came his way for Cuba the year after (when Fangio was kidnapped). Moss later said about the Maranello V12s that he "really enjoyed those beautifully smooth, powerful and reliable engines".

During 1959-1961 he drove Maserati Birdcages, loving them and achieving great success but he also had use of a Ferrari 250 GT SWB, with which he won the Goodwood TT whilst listening to the race commentary on the car's radio! He was so impressed with its successor, the Bizzarrini-engineered 250 GTO, that he did a deal with Ferrari to run a Sharknose GP car in 1962 under a private banner. The GTO was delivered to Goodwood at Easter 1962 and it is assumed that he drove it in practice, but no photographs have



ever surfaced of this. A serious accident later in the weekend meant that he was never to fulfil the Ferrari opportunity and he retired from racing later that year.

Whenever it was possible to get near him in recent decades, with the undoubted help of his wife Lady Moss (Susie Paine), who he married in 1980, he was able to put people at their ease and he was great company. One wonders how many of his equivalents today will be able to present themselves in the

same way in 40-50 years' time.

Moss's desire to get behind the wheel of a racing car again, despite proving to himself that he had lost that 'final edge' during a test in 1962, led him to drive others' cars in races and demonstrations. He also purchased an Osca sports racer for historic events. He finally decided enough was enough when, by his own admission, he scared himself during historic qualifying at Le Mans in 2011. He alighted from his Porsche RS61 at La Sarthe

and that was that, at the age of 81.

He continued as the world's best-known ambassador to the sport until catching a virus whilst travelling to Singapore in 2016; it was complications resulting from this that finally brought the chequered flag down on his life. His beloved Susie never left his side.

To Lady Moss, son Elliott, daughter Allison and the whole Moss family, everyone at *Auto Italia* extends their deepest condolences. – *Peter Collins*



'MOST FAMOUS LANCIA' RESTO REVEALED

Restoration specialist Thornley Kelham has revealed the story behind the restoration of what it describes as "possibly the most famous Lancia in the world". The Aurelia B20GT Series I was driven by Giovanni Bracco to second place in the 1951 Mille Miglia, followed by a class win at Le Mans and victories at Caracalla and Pescara.

This example is unique in having an experimental lowered roof for improved aerodynamics, undertaken by Lancia itself. It lined up at the 1951 Carrera Panamericana with its newly lowered roofline, although

Bracco crashed out of that race. The car returned to the Panamericana in 1952 with its new owner, Mexican architect Paredo, who finished ninth in class.

The car was long believed lost, but a chance encounter in a storage facility in Southend found the car in disrepair, sporting a new hump-back rear, peeling white paint and held together seemingly by pieces of rope.



Over the course of three years, the Thornley Kelham team restored the car to its final specification, as rallied by Giovanni Bracco at the Carrera Panamericana. This involved returning the later-modified rear bodywork to original and repairing the largely missing floor.

The car left the factory painted black but was repainted red for Le Mans, before being returned to black for its Carrera Panamericana debut – the latter providing Thornley Kelham with the template for its current livery. Research revealed that this Aurelia was fitted with Lancia Ardea seats in period.

This car has since become the inspiration for Thornley Kelham's famous Aurelia 'Outlaw', the Flaminia-engined 'restomod' of which nine units are being produced.



NEW IMAGE OF STILLBORN ALFA V16 RACER

A fresh rendering of a dramatic but stillborn Alfa Romeo racing car – the 1941 Tipo 163 – has been created by digital artist, David Rodríguez Sánchez.

Conceived by Wifredo Pelayo Ricart, the Tipo 163 was to be a racing berlinetta with an extraordinary specification. Its chassis was drawn up by Gioacchino Colombo, who would later go on to greater fame with Ferrari.

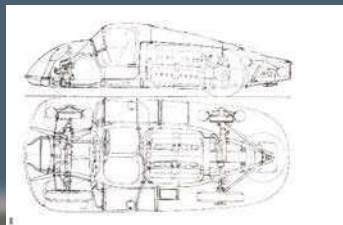
The 163 was to have used a development of the Tipo 162 racer's 16-cylinder engine.

Engineered by Ettore Pagani, the 2995cc V16 powerplant – which had been supercharged in the 162 – would have been unboosted in the 163, and with eight carburettors would have produced around 190hp. It was designed to be mounted in a mid-rear position.

The 163's dramatic bodywork featured covered wheels to improve aerodynamics, a forward seating position and two large fuel

tanks, one along each flank. However, the racer was only ever partially built as the war scuppered any chance of it being completed.

The 163's eventual fate is unknown, but the new digital rendering by Sánchez shows how it might have looked in better detail than ever before. You can see more of Sánchez's renderings for lost Lamborghinis on page 12 of this issue.



MASERATI RESCHEDULES RELAUNCH

Maserati has announced that its brand relaunch event, *MMXX: The Way Forward*, has been postponed from its original date in May 2020 to September, in light of the coronavirus situation. The event will be held in Modena and will inaugurate what Maserati describes as “a new era” – which will see the launch of the new MC20 mid-engined supercar and Maserati's first foray into electrification.

FERRARI RAISES €1M TO FIGHT COVID-19

Ferrari's has launched a fundraiser to support the health system in Modena, matching all donations made by its clients. In the first few days alone, one million euros was raised. The local Modena health care unit is using the money to treat patients affected by Covid-19 and to purchase medical equipment.

Like most factories in Italy, the Maranello plant has been closed by government decree since 14 March, although many activities continue via smart working. Ferrari says the factory will not reopen until May at the earliest.



NEW FERRARI TV CHANNEL

Ferrari has teamed up with the Motorsport.tv platform to create a new TV channel. Race and sporting coverage will include Competizioni GT, F1 Clienti, XX Programmes and Ferrari Challenge (Europe, North America, Asia Pacific and UK), as well as WEC, Le Mans and Blancpain GT. Livestreams, race replays and highlights are promised. There will also be video content on Ferrari's road car range, including official model presentations.



LAMBORGHINI STEPS UP TO SUPPORT ITALY

Lamborghini has turned its factory over to medical production to help fight against Covid-19. Parts of the Huracán and Aventador plant are now making surgical masks and protective Plexiglas shields. The Bologna manufacturer is also opening its Research and Development department to co-engineer and produce breathing ventilators. The Sant'Agata factory has been lit up in the colours of the national tricolore flag during the coronavirus pandemic.

While Lamborghini achieved record sales in 2019 – increasing by 43% from 5750 to 8205 units worldwide, largely driven by the Urus, of which almost 5000 were delivered – coronavirus “poses significant challenges for 2020”, reports Lamborghini.



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ALFA VIRTUAL RACING CHAMPIONSHIP

The Alfa Romeo Owners Club (AROC) has announced a Virtual Racing Championship for 2020. Using the Assetto Corsa racing simulator for Steam/PC, the Championship will be contested over six rounds on Sunday evenings up to 24 May.

It's open to four classes: MiTo QV, Giulietta QV, Giulia Quadrifoglio and Historic Giulia GTA. The classes will run together but points will be awarded separately for Class Champions, with one Overall Champion emerging. The calendar mixes Brands Hatch (Indy and Grand Prix), Silverstone (National, International and GP) and Spa. Two reverse-grid double-headers are included.

The Championship is open to AROC members only and is limited to 40 competitors on a first-come, first-served basis – but the club says that if demand dictates, additional championships can be run.

AROC is also organising a championship for competitors in the 750 MC Alfa Romeo Championship, called the Virtual Alfa Racer Championship. Once both Championships are completed, there will be a Pro-Am Series between the top vRC and vARC drivers. For more information, go to aroc.assettocorsaservers.com



GIULIETTA TO BE AXED THIS YEAR



Reports in Italy suggest that Alfa Romeo's Giulietta model will be axed later this year. The Giulietta is now an ageing model, having been launched back in 2010, and it has struggled commercially recently. European sales in 2019 were 15,690, contrasting with 78,911 in 2011, its best-selling year.

The Tonale SUV is set to replace the Giulietta in 2021, after a likely official reveal late in 2020. Alfa Romeo is targeting sharp driving dynamics as a selling point for the Tonale, which will also be the brand's first ever plug-in hybrid model, promising an electric-only range of 30 miles.

The Cassino factory where the Giulietta is currently produced will be turned over to production of a new entry-level Maserati SUV.



POWERFLEX ALFA ARB BUSHES

UK-based Powerflex has updated its range of Alfa Romeo bushes, with new anti-roll bar mounting bush options. The new additions to the Powerflex range cover the Alfa Romeo 147 (2000-2010), Alfa Romeo 156 (1997-2007) and Alfa Romeo GT (2003-2010). New in the range are uprated mounts for vehicles equipped with an 18mm diameter rear anti-roll bar. The new ARB mounts can be specified in either Road Series or Black Series formula, with prices set at £34.68 and £38.28 respectively per pair.

NEW FALKEN FOR CLASSICS

Falken has launched a new tyre targeted at classic cars. The Sincera SN110 has an A-rating for wet weather performance and is offered in 49 sizes for 14-inch to 16-inch wheels, making it suitable for many classics and modern classics. The tyre is marketed at cost-conscious motorists, with prices starting from £48. More information at www.falkentyre.com



SUPER COUPE ON TV

Salvage Hunters: Classic Cars burst back on to our TV screens back in early April with a great show largely dedicated to the underrated Fiat 130 Coupe.

Despite paying rather strong money for what was clearly a very rusty car, *Auto Italia* contributor-turned-TV presenter Paul Cowland and Drew Pritchard nursed the elegant 130 Coupe back to rude health using some very skilled UK based talent.

According to the narrative, £36,000 was spent on the restoration which was recouped when the car was sold 'on screen' for £40,000 – a pretty decent sum for the rare RHD coupe.

Auto Italia was invited to the unveiling of the big blue Fiat at Studio 434, along with several members of the Fiat Motor Club, and we were pleasantly surprised at the quality of the job, especially compared to some TV restorations.



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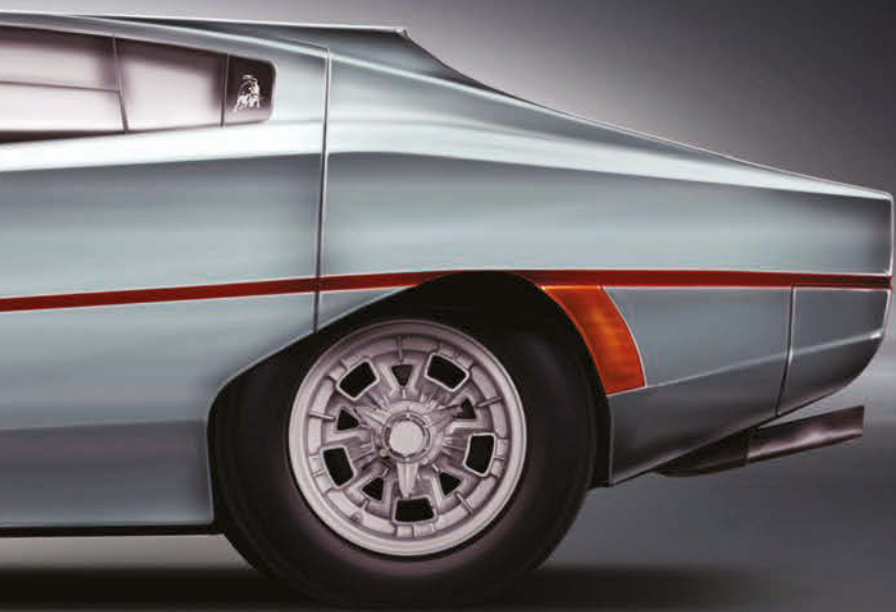
Lambos In Limbo

For decades, Lamborghini stumbled from one crisis to the next, leaving many of its projects in limbo. We look at Lamborghini's lost prototypes from 1973 to 1997 – illustrated with exciting, never-seen-before design renderings

Story and digital illustrations: David Rodríguez Sánchez

Photographs and sketches: David Rodríguez Sánchez/Bertone/Zagato/Chrysler/Michael Ward





TOP: Zagato's Tipo 147
ABOVE: Our idea of
how the 1973-1974
Tipo 113 four-door
luxury Lambo might
have looked

How differently history could have turned out 'if only' – if only the caprices of fortune had fallen in a different crevice of the roulette wheel. As much as to life, that also applies to the car industry, and perhaps to Italian cars most of all.

None more so than Lamborghini, which for decades seemed to be in the stranglehold of fate. Here was a brand permanently on the verge of teetering out of existence, changing ownership many times, undergoing crises of varying consequence. It always survived, of course, but certainly not all its projects did.

We've got exclusive access to renderings of undiscovered projects and prototypes, some of which have never seen the light of day until now. What if? What if these cars had reached production? Would Lamborghini be a completely different brand than the one we know today? Or would it no longer be around at all? Those are questions we can't answer, of course, but we certainly can report on the fascinating story of the Lamborghinis that might have been.

TIPO 113, 1973-1974

An 'Italian Rolls-Royce' was a long-held dream for Ferruccio Lamborghini. A four-door luxury Lamborghini saloon, with the US market firmly in mind, was first mooted in 1973, at a time when Ferruccio Lamborghini's involvement in the company was already drawing to a close.

Project 113 was duly started. Designs for a new high-capacity (6.0 and 7.0-litre) V12 engine and a new platform were executed at a secret apartment rented in Modena for the purpose. The five-man team (three on the engine side, two on the platform) worked in calm isolation, safely detached from the perverted mood of the industrial unions that reigned at the factory in those troublesome days.

The target weight for the car with four passengers on board was a hefty 2200kg. The platform was to be of steel boxed construction, featuring sophisticated independent suspension and big ventilated disc brakes with dual-piston callipers on all wheels.

A 1975 Geneva Motor Show debut was the original goal, but the timing was all wrong and the project was cancelled well before that. The big V12 never materialised but Lamborghini's famous marine engines of the 1980s were closely based on the 1973-1974 concept. Our imagined Tipo 113 rendering (see left) shows a design based around Bertone's 1974 Bravo concept car, featuring four doors and Miura wheels.

TIPO 116, 1973-1975

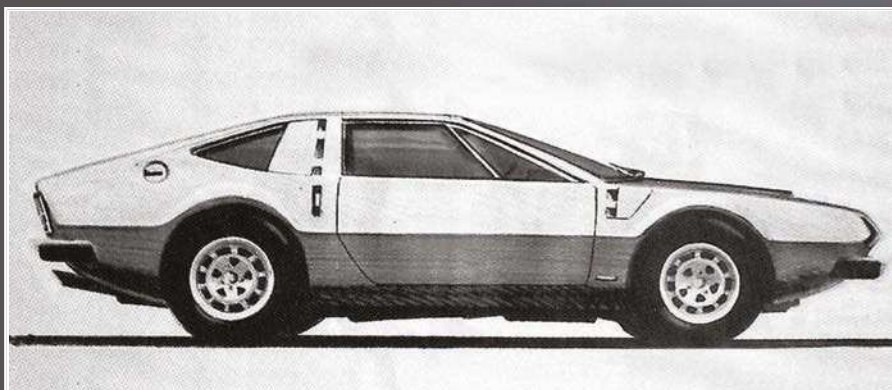
Lamborghini also pursued an alternative proposal for a four-door luxury car: the Tipo 116. This would have been an Espada upgrade, to be targeted mostly at the North American market, hence impact-absorbing bumpers were mooted. A preliminary technical study for a longer-wheelbase (2800mm) four-door version of the Espada got underway, and Bertone came up with very well balanced styling (as our rendering based on a Bertone line drawing, on the next page, shows). However, not even a market-probing show car was ever built.

JARAMA SPORT, 1975

The 1970 Jarama was a classically beautiful and rather rational grand tourer. Technical director and general



ABOVE: Tipo 116 four-door Espada proposal
BELOW: Jarama update; Bertone's 1974 Bravo; entry-level model with Chrysler power



manager, Paolo Stanzani, was fired at the end of 1974 by new Swiss owners, Georges-Henri Rossetti and René Leimer. That left Stanzani's plan to reclothe the Jarama with a much sportier Urraco-esque body in limbo, never to return. Bertone styled the body and Marazzi would have built it.

BRAVO, 1974-1979

In 1979, when the brand was being led by German former racing driver and Lamborghini dealer Hubert Hahne, under the scrutiny of the courts in Bologna, a new Lamborghini was being rumoured. It was Hahne's hope to bring the 1974 Bravo to production, with a V12 in the back. Lamborghini's design office was a virtual desert at the time, so the V12 Bravo remained a flight of fancy.

In 1980, the splendid-looking Bertone Athon concept car, built on a Lamborghini Silhouette, hinted at a brighter future for Sant'Agata. But this was never a real production prospect, as the company passed into the hands of the Mimran brothers. A new, highly-skilled drawing office arose from the ashes with projects like the LM002, offshore boats and military applications, as well as constant updates for the Countach.

CHRYSLER TURBO 2+2 COUPE, 1983

In 1983, Lamborghini's Giulio Alfieri and chassis/suspension designer Giorgio Molinari proposed a new Lamborghini to rival the Porsche 944 and Maserati Biturbo. This was to be a compact, 2+2 coupe, powered by a 2.4-litre Chrysler Turbo powerplant. In fact, this project was how Chrysler first became involved with Lamborghini. Molinari and Djamel Mecheri (a talented French young stylist, protégé of Patrick Mimran) worked on three different layouts. One was a very compact, egg-shaped car, just 3.8 metres long and very aerodynamic thanks to covered wheels. The support for the project was lukewarm, though, and the project didn't continue.

JALPA SPIDER, 1983-1986

Styling sketches by Mecheri for a drop-top Jalpa were ready by late 1983. However, actual prototype construction had to wait, since the experimental workshop was then busy with off-roadsters. But it was clear from the outset that displacing the Jalpa's central bulkhead to allow room for a stylish soft-top was out of the question because of costs. The two prototypes built therefore looked unbalanced, despite the vague similarity to the graceful Athon. A 3.8-litre, four-valve version of the V8 engine was ready for a refreshed version of the Jalpa to debut alongside the Spider, but it never saw the production line.

COUNTACH REPLACEMENT, 1985

Giulio Alfieri was well aware that time was running out for the Countach in many crucial markets because of its aging type certification. The problem was a serious one, because money was lacking to develop a new flagship model. Forced to use as much existing hardware as possible, Alfieri approached Giugiaro's Italdesign. He responded positively and Mecheri was sent to Moncalieri to assist Italdesign's efforts on imagining a new Countach.

However, the resulting proposals borrowed too heavily from Italdesign's existing design language, and were not welcomed by a board already immersed in an internal fight for power. The faction militating against Alfieri succeeded in convincing the Mimrans to call in Marcello Gandini (who had gone freelance from Bertone in 1980) instead. The plan was to use an all-new but conventional platform but this would have been impossibly costly for Lamborghini. This is where the Tipo 132 (Diablo) started.

TIPO 150, COUNTACH UPDATE 1984-87

Tipo 150 was a project with very little budget: basically some stop-gap upgrades for the Countach until such time as company resources allowed for a completely new car. Some lines of research were:

- Back-to-basics body styling to refresh its image and improve aerodynamic performance and cooling.
- Lighter, simpler, more rigid and cheaper-to-build chassis with more luggage space.
- Engine to sit 80mm lower in the chassis, by moving the main shaft from under the engine to the side, thereby lowering the centre of gravity.
- Design and development of an experimental four-wheel drive system.
- New Formula 1-inspired in-board push-rod suspension system.

Political tensions relegated Alfieri to managing the 'LM' projects only and no funds were allocated for these Countach ideas. However minor upgrades from the '150' project were transferred to the run-out 25th Anniversary Countach. More ambitious ideas, such as the 4WD system, would find a place in the forthcoming Diablo.

In parallel to '150', a carbonfibre chassis project '126' was also initiated by Alfieri, who appointed the design task to ex-Boeing aeronautical engineer Rosario Vizzini, a man who also brought computer design to Lamborghini. Plenty has already been written about the 126 Countach Evoluzione, so we won't go into detail on this here.



ABOVE &
RIGHT: Athon
TOP RIGHT:
Jalpa Spider



ABOVE: Tipo 150
BELOW: Italdesign's 1985
Countach replacement



As the Miura's 20th anniversary was approaching in 1986, there were talks between Bertone and Lamborghini for a 'new Miura' concept car to be shown at the 1986 Torino Show. Sadly, that never happened but Bertone did soon get the opportunity to embark on a new project for Lamborghini. In April 1987 the Minrans sold the company to Chrysler and the new board approached Bertone to design a new small Lamborghini model, intended to sell alongside the Diablo in the 1990s: the Tipo 140.

TIPO 140, 1987-1999

The Tipo 140 was to be a new entry-level Lamborghini to replace the Jalpa, which Chrysler's cash made plausible. '140' was particularly ambitious because of its innovative, CAD-designed, aluminium monocoque chassis by Alcan and its completely new six-speed gearbox and V10 powertrain. The latter was a modular design, from which future V8 and V12 engines could be derived.

The initial plan, from late 1987, was that Bertone would style the car and produce and finish its complete body with interiors. Lamborghini would then install its mechanical components at the Sant'Agata factory, as in the old days of Espada and Urraco. By 1991, three prototypes were up and running (one orange, one red, one white), sporting wedgy styling by Marcello Gandini.

Unfortunately several factors prevented the project from materialising: ongoing Diablo development was proving much more costly than planned; the Chrysler Viper was also in development; and a crisis at Chrysler led to the sale of Lamborghini to an Indonesian consortium in the autumn of 1993.

A second chance arrived out of the blue when Lamborghini provided Italdesign with the first of the running Gandini-styled prototypes, over which Giugiaro built the impressive Calá, which enamoured the world at the Geneva Show in March 1995. The new Indonesian owners had brought in a new board from the UK composed of ex-Lotus and McLaren people, but it was never really ready to invest seriously in the company, and Calá production plans withered.

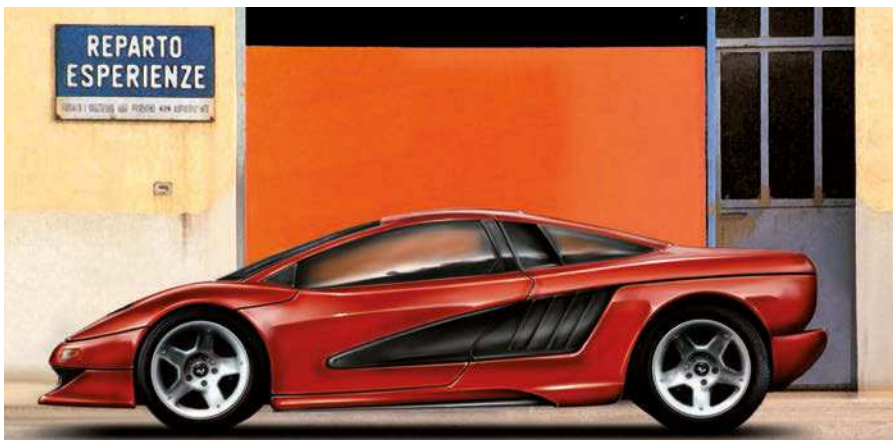
Fast forward to 1998 and '140' was again resurrected. Negotiations with Audi for the supply of its powerplant ultimately led to VW-Audi's purchase of Lamborghini in 1999 and a new baby Lambo would appear in 2003 as the Gallardo.

TIPO 141 - GENESIS, 1988

At Turin's Motor Show in April 1988, Nuccio Bertone unveiled something very surprising: the Genesis (Tipo 141), a super-van concept. This was based on an old Espada chassis lurking at Bertone's Grugliasco premises, although press materials suggested it used a Countach QV powerplant. The design was breathtaking but the idea was far too ambitious and costly to produce. Just as the cameras of visitors and journalists were flashing over the orange-red skin of the Genesis, the contract between Chrysler and Bertone for the 140 had just been terminated.

TIPO 143, 1992

At a time when Chrysler was still committed to Lamborghini, plans for a third model (or rather a fourth, if you count the LM) were discussed. Under the code





name '143', various concepts were studied. One was a 'Lamborghini-fied' version of the then-new Jeep Grand Cherokee. A muscular styling model was prepared at Highland Park in Detroit and at least one running prototype was built using a beefed-up engine. A much more interesting '143' proposal was an all-new 2+2 with spectacular styling by Marcello Gandini. This would have been a 'new Espada' using a Diablo engine up front and gullwing doors, like the Marzal concept of the 1960s. Sadly no funds were forthcoming to develop it.

TIPO 145 - L30, 1993

The final project of the Chrysler era was meant to celebrate the brand's 30th anniversary. Just as with '143', various ideas were proposed, the most attractive of which was an all-new hypercar to do battle with the recently introduced Bugatti EB110 and McLaren F1. Preliminary CAD studies of an all-carbonfibre supercar were created, based around a Lamborghini Formula 1 3500cc V12 engine and gearbox.

Two styling proposals were prepared by Chrysler at Highland Park, Detroit and Pacifica, California. Horacio Pagani, who was by now an external consultant for Lamborghini, presented his proposal too. But the ambitious plan became bogged down as Chrysler looked to get rid of Lamborghini. Lamborghini's 30th anniversary ended up being celebrated with something much more down-to-earth: the Diablo SE30. But Tipo 145 was where the Pagani Zonda was born, too.

TIPO 147 - DIABLO RESTYLE, 1995-96

The first, ultra-Spartan prototype of the Diablo, featuring none of the novelties intended for it but a rather controversial Gandini wedge body, was ready by spring 1987. It was duly shown to Chrysler to add value to the company before its sale was set in motion. When the Diablo reached the market in 1990, it was still a long way from perfection. Only when the much-refined VT variant arrived in 1993 did it reach technical accomplishment.

OPPOSITE: Anniversary Countach; Bertone Tipo 140; Peter Stevens' 1995 revamped 140; Genesis ABOVE: Giugiaro's 140 vision - the Cala BELOW: Gandini's proposal for 143 2+2 Lamborghini





By then, the Diablo's looks were already dated compared to newcomers like the McLaren F1. Lamborghini's new Indonesian owners looked to refresh the Diablo's styling on a shoestring. As many as 11 independent stylists were asked to submit proposals for the new '147' project.

Zagato's proposal was accompanied by an offer to do all the body engineering free of charge, if it was awarded the production contract. Zagato was duly chosen over Gandini (who had proposed a more modest Diablo facelift) and Italdesign.

When the first running prototypes of '147' were ready by 1995-1996, it was clear that the Diablo's A-pillars, which Zagato was obliged to retain, did not suit the new styling, which had been criticised for its over-large cooling scoops. So it was decided to go for an entirely new body with no Diablo heritage. However, a lack of funds, weak Diablo sales and internal politics resulted in big delays, so running prototypes weren't ready until 1998.

In January 1998, the owner of Lamborghini and son of the Indonesian dictator was jailed, effectively halting the project. A splendid red Zagato prototype was nevertheless shown inside the factory during the 35th anniversary festivities, and although it was meant to be shown at motor shows that year, it never was.

Audi took over in 1999 and didn't want to pursue a model developed during the Indonesian ownership. It asked Italian engineering companies to completely re-engineer the body according to a new styling proposal by its staff designer, Luc Donckerwolke, and so the Murciélago was born.

LAT001 / LM003 'BORNEO', 1997

In 1995, a new project was launched to provide Indonesia with an off-roader to be manufactured locally by Timor. Lamborghini won the contract and Zagato was entrusted with the styling, beating Lamborghini's in-house stylist at the time, Peter Stevens. Various platforms were considered as a basis, including Isuzu, Rayton Fissore and Jeep Grand Cherokee, as well as different powerplants. Lamborghini's unused modular V10 from 1988 was chosen. The project crashed to a halt in January 1998, and only styling sketches, CAD files and two 1:5 scale models were left. 🇮🇹



ABOVE: Chrysler's 1993 L30 Tipo 145 vision
LEFT & BELOW: L147 by Zagato: highly dramatic
BOTTOM: SUV for Asia: LM003 by Zagato



This article is based on material from the splendid book *Giorgio Molinari and the Backstage Heroes of Sportscar Design in Modena* by David Rodríguez Sánchez. For more information, please contact drodriguez007@gmail.com

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Ultimately Unique

Many famous names lined up to create this unique 1950 coupe – such as Alfa Romeo, Gilco, Ghia and Boano. As a result, it's perhaps the ultimate Alfa in the difficult immediate post-war era

Story by Chris Rees
Photography by James Mann

Exactly how to describe this car isn't easy. It has an Alfa Romeo front grille and an Alfa engine but it wasn't built by Alfa. It doesn't even have an Alfa chassis (it's by Gilco), while its bodywork was designed and built by Ghia. In a post-war period characterised by a mix-and-match approach to concocting your ideal car, this elegant and sporty coupe is one of those cars that are really quite tricky to classify.

So what we have is not quite an Alfa Romeo, a Ghia or a Gilco. Without getting bogged down in semantics too much, it's a bit of all three. Befitting a car with such mixed parenthood, its story is filled with intriguing twists and turns.

Let's start with the Alfa Romeo bit, as that's the most straightforward. The engine

is an Alfa Romeo 6C 2500 unit, specifically engine number SS924866. Developed under the supervision of Bruno Trevisan, Alfa's 6C 2500 had been launched in 1939 as the very last of the six-cylinder Alfa line conceived by Vittorio Jano. The straight-six 6C series had begun with the 1500 in 1927, expanding to 1750 in 1929, 2000 in 1933, and 2300 in 1934.

In its ultimate 2500 guise, the 6C engine reached a capacity of 2443cc thanks to a bore of 72mm and stroke of 100mm. Such under-square dimensions delivered plenty of low-down torque, but also good power. The 'SS' letters in the SS924866 engine number denote the fact that this is a Super Sport unit, the very highest specification of 6C, with its trio of Weber 36D03 carburettors allowing for a power output of 110hp (although poor quality fuel after the war

forced Alfa to reduce the compression ratio in 1947, dropping power to 105hp). In all likelihood Alfa Romeo supplied this engine new to the builders of this car.

However, Alfa Romeo didn't supply a chassis; not for this car at any rate. There are in fact three further almost identical-looking cars to this one, all bodied by Ghia (of which more later), but this example is unique in one major respect. While the other three were all based on Alfa's 6C Super Sport chassis, this one isn't. Despite sharing the same 2700mm wheelbase length as the Alfa SS chassis, this one takes its chassis from a completely different source.

This is where the story gets interesting because of the involvement of a certain Gilberto Colombo. His name will be familiar to many readers as the man whose chassis





underpinned many of the legendary greats of post-war Italian car design. The very first brochure for his company – which was called Gilco Autotelai – was published in 1948 and detailed its design and construction of chassis for many illustrious cars. These included the Maserati 1500 2C, Stanguellini 1100 SI and – most famously of all – Ferraris such as the 166 Formula 2 racer and Ferrari's first ever road car, the 125 S. From its base in Milan, Gilco went on to develop chassis for many more Ferraris, as well as the likes of Cisitalia, Siata, Ermini and many others.

In 1949, Gilco was approached by a company called CABI Cattaneo, which had produced special high-power versions of the Alfa Romeo 6C during WW2 for use in the Italian navy's landing assault craft. CABI had some left-over 6C engines and got Gilco to develop a chassis into which they could be fitted. CABI planned to have three cars built but only two were completed, both with low-slung coupe bodywork; one was done by Colli and the other by Riva (the third would have been by Touring).

The 1949 Gilco chassis for CABI was a fascinating bit of engineering. It was essentially a tubular frame consisting of two round-section longitudinal main tubes, a central crossmember and an 'X' bracing structure. It had two unusual features. The first was an upward kink in the main side tubes just ahead of the central crossmember, as well as a kicked-up assembly at the rear; this enabled the main chassis to be very low to the ground, yet for the original 18-inch diameter wheels to be retained. The second unusual feature was the suspension, which was Alfa 6C-based but used transverse leaf springs front and rear as elastic elements.

This lightweight but strong chassis was certainly far superior to Alfa Romeo's pre-war offering and would have been a very attractive – if costly – basis for someone wanting an advanced, sporty chassis. Which is where this car comes in.

The order for this car came from Sirca, which was a large car distributor based in the Milan area, and also the principal agent for Carrozzeria Ghia. The celebrated Ghia company had designed its own coupe bodywork for the Alfa Romeo 6C 2500 SS called the Supergioiello ('super-jewel'). Sirca requested that this body design be fitted to a Gilco chassis and so the 1949 CABI Cattaneo chassis was adapted for this purpose. While the latter had a wheelbase of 2560mm, the new 1950 chassis that sits under this car is unique among Gilco chassis in sharing the same 2700mm wheelbase as the Alfa 6C SS chassis. The running gear, suspension and brakes for this car all appear to be standard 6C components, it's thought dating from around 1948.

What of the Ghia body? Ghia's Supergioiello style was penned by the genius hand of

Felice Mario Boano, and was typified by a grand touring coupe line that was much more sober than Ghia's flamboyant pre-war designs. Such a clean shape, featuring straight-through wing lines, put Ghia at the

“ The clean shape put Ghia at the cutting edge of modernism in the early 1950s ”

cutting edge of modernism in the early 1950s. A variety of Gioiello and Supergioiello designs would eventually be created, the first being a Fiat 1100 Gioiello in 1948. The Gioiello and Supergioiello models were, incidentally, marketed exclusively by Sirca.

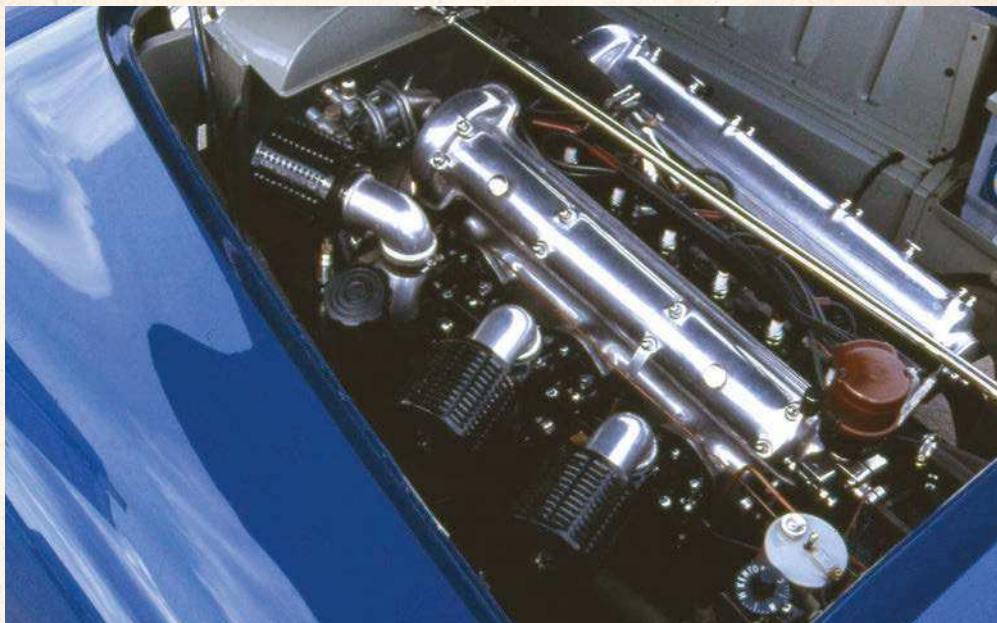
It was Felice Mario Boano's hand who created Ghia's Supergioiello bodywork for the Alfa Romeo 6C 2500 chassis. As previously mentioned, four 6C Supergioiellos were built, all but one on Alfa Romeo chassis – this being the one that isn't. The body shape is unusually clean, with an almost stark side profile that's only slightly broken by muscularly flared wheelarches and very small rear fins with chrome trimming. The roofline is low and elegant with a steeply raked, curved windscreen.

Neat design flourishes include triple port-holes in the front wings and recessed door handles that ping out at the touch of a button. There are two chromed air inlets towards the rear of the bonnet that are extremely subtle. The grille features a unique shape for an Alfa Romeo *scudetto* and features a chrome strip extending into the bonnet. Small grilles to either side of the grille are supplemented by driving lamps below. The boot has generous storage space, too, ideal for grand touring/rally use.

Inside, the design of the gauges, switchgear and levers has a wonderfully art deco flavour that's unique to this model. One delightful design touch is the almost identical shape of the window winders and door pull levers. Evocative 'Supergioiello' script is applied to the chromed centre dash panel, while the glorious art deco steering wheel is trimmed in blue. The passengers sit on a large bench trimmed in blue leather, the driver sitting on the right.

Having been delivered to Sirca in around 1951, this car's early years are sadly not documented. There has been a suggestion that this car was built as a gift for Juan Manuel Fangio, but this isn't borne out by any firm evidence; it's probably a simple confusion because Fangio got one of the first Alfa Romeo 1900 Touring Sprints.

However, what is known that, by 1959, this






car had made it over to the UK, where it was first registered on 7 August 1959. We're not sure what the original colour scheme was but an antique advert shows it was once white with a blue roof and Lmarr-style chrome wheel covers. In 1995, the car – by now in need of restoration – was entered in the first of several auction sales that it would see. Brooks of Earls Court sold it to an Austrian enthusiast, who had it meticulously restored (a task that apparently took 5800 man hours of work). The car was finished in time to appear at the 1997 Villa d'Este concours, an

event to which it returned in 2001, when it won its class win and second prize overall. Since then, the car has been owned by enthusiasts in the US and the Netherlands.

As for how it drives, it's understandably pre-war in flavour, reflecting its origins, but the Gilco chassis does make it a little sharper, as the one-time vendor of this car, Fantasy Junction, explained: "Throttle response is immediate, and the rotating mass of the engine feels well balanced, but also lighter than most Alfas of this configuration. The brakes are as effective as any from the

era, and the steering geared quickly, giving a competition-inspired feel. The all-synchromesh gear change is operated by way of the very slick column mounted lever, and has an affirmative feel. The chassis itself is well composed over rough surfaces, and has a robust, well balanced feel."

This absolutely unique machine – call it a Gilco, Ghia, Alfa Romeo or whatever you will – is among the nicest 6C-based cars produced in the post-war period. In 1950, it must have been the perfect grand touring machine for the sporting gent. 





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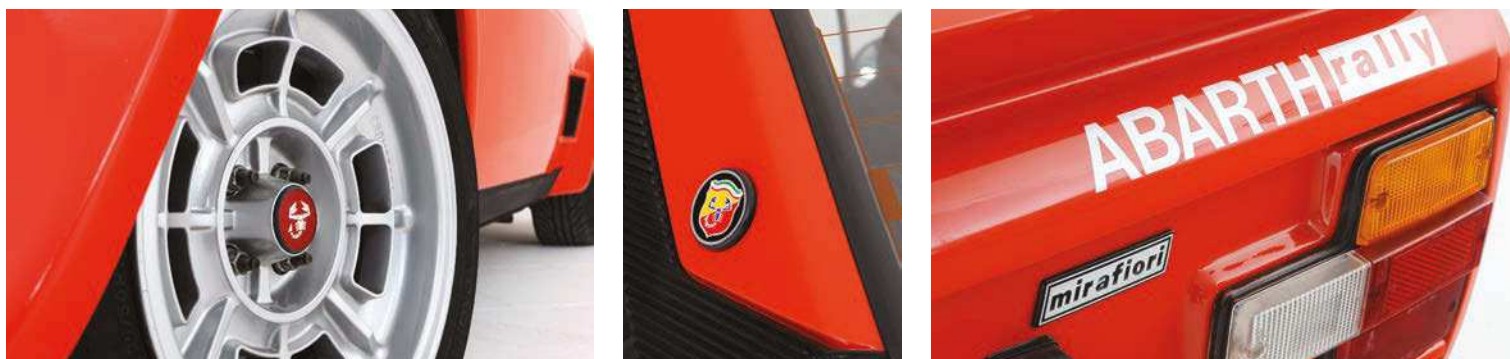
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Scorpion Saloon

The 131 Abarth Stradale was the homologation special saloon that allowed Fiat to go rallying in the 1970s. With only a few hundred built, it remains a legend today

Story by Phil Ward/Martin Holmes/Roberto Giordanelli
Photography by Michael Ward



The Fiat 131 Abarth Stradale has become much coveted by enthusiasts of the brand and collectors alike. Created to homologate the Group 4 rally car, it has just enough elements of the competition version to make it an interesting road car. Sadly very few have survived intact, with many being uprated to full rally specification over the years. The survivors are now very valuable and many of them are locked away in private collections.

It was a major shock to Abarth when its potentially Stratos-beating Fiat X1/9 rally car project was cancelled and the Fiat Group decided that the next World Rally Championship Fiat should be based on a saloon car. Work on 131-based projects had been active for some time, the first manifestation being the experimental SE031, fitted with a 3.5-litre V6 engine which gained a lucky last-stage victory in the hands of Giorgio Pianta on the 1974 Giro d'Italia.

Pianta himself was appointed the lead engineer for the Abarth 131 project, which made its debut in non-homologated form in the hands of Fulvio Bacchelli on the 1975 Rally delle Valli Piacentine,

which he won. Taking over after the sudden death of Mike Parkes, Pianta's influence on the design was strong and he masterminded the eight-month development period of the competition version of the car. As part of the operation, a David Sutton-prepared Ford Escort RS1600 rally car was rented during development, which gave a valuable insight into the qualities of the car which would be the Abarth 131's main rival.

All this work took place at the end of 1975, which was a tough time for the teams because of the arrival in 1976 of more restrictive rules about modification of production cars. The necessary special homologation versions of the Abarth 131 were produced, ready for the Group 4 cars to appear at Monte Carlo.

The opportunity to produce a 131 with the bigger V6 engine was discounted as that unit was no longer produced and also because of the promotional need to identify the rally car with mass production versions. The engine was a twin-cam, dry-sump, iron block, 16-valve, fuel-injected unit with an aluminium cylinder head. It was similar to that used in the Abarth 124 but enlarged to 2.0 litres. A request to



convert the engine into the traditional 86mm x 86mm dimensions was rejected, so Fiat's existing long-stroke design was maintained. A heavy but stiffer eight-counterweight crankshaft was fitted.

As standard, the production cars were fitted with non-synchromesh gearboxes, but buyers who did not plan to use their car in competition could fit dealer-supplied synchromesh units. There was a lot of

considerations the choice fell on the 'little spider'.

"The first prototype was put together with a car 'on loan' from the press office. It was fitted with the engine powering the Lancia Montecarlo, after making all the necessary changes to the chassis by cutting and restructuring the left side-member. The 1850cc 232B power unit of the 124 Spider, fitted with Weber 441DF carburettors, was used to provide a race car

“Abarth used as many cars as it needed for its competition programme and the rest went to dealers”

suspension experimentation, including a rigid beam rear axle, a De Dion system and a system derived from the X1/9 but a MacPherson system was eventually chosen, requiring the chassis to be modified to incorporate special locating turrets. The bodywork was extensively lightened with glassfibre panels.

The Fiat represented a new generation for the Fiat Group in rallying. The Lancia Stratos was still available for the team to use on prestigious events (such as Monte Carlo and Sanremo) and the Stratos still won a WRC rally after the Abarth 131 had won its last WRC event.

ABARTH X1/9 DIVERSION

Abarth engineer Sergio Limone wrote in his book *The Abarth Projects After Carlo Abarth* about the doomed X1/9 project: "The car was born in Corso Marche to beat the Lancia Stratos. The idea was to give an heir to the 124 Spider Abarth and based on the technical

engine. A prototype of the car, to be produced in 400 units for homologation purposes, was being prepared. The engine was the 2000cc derived from the Type 254 proposed in the past by Abarth for the Stratos.

"The top management of the Fiat Group was not happy with having two cars – both produced by Bertone – competing with each other. If they had to race they would do so with just one production car, hence the 131. Bertone scrapped all the tools it was getting ready and, in exchange, it was asked to prepare a line to make 400 units of the 131 Rally."

Sergio Limone later commented that the first 131 was actually fitted with a 124 16-valve unit as the 2.0-litre unit was not yet ready.

The Abarth X1/9 prototypes still exist in Japanese and Italian collections. Some were used successfully in Italian slalom events. During a visit by *Auto Italia* to the late Giuseppe Volta's workshop, an unrestored example was in storage. Volta explained that the



engine was a full 2.0-litre unit, the capacity achieved by fitting a sandwich plate on the 1850cc block to increase the stroke. At the time of writing, the location of this important car is unknown. Bertone's black-and-red Monte Carlo-engined 'Stradale' prototype is believed to be in Australia.

INTO PRODUCTION

Many thought the 131 was a most unlikely choice for a rally machine. After all, it was a big family saloon, in contrast to the 124 Spider's sports car pedigree. However, the 131 did have the basic elements for a successful competition car, being front-engined and rear-wheel drive with a simple but rigid body structure.

The Fiat 131 could already be considered a success. It was introduced in 1974 and by the time the rally version appeared, it had already sold 250,000 units, 70% of which were exported. However, it was decided that promoting the car through competition would boost sales.

To satisfy homologation regulations, 400 road cars had to be built sharing the basic elements of the full-blown rally version. Most reports at the time state that 50 cars were set aside for development into Group 4 rally cars, and that the remaining 350 units were offered for sale on the Italian market. That may not be the full story. Abarth competitions manager Giorgio Pianta, in an interview with journalist Paul Sesto, is on record saying that 408 cars were actually made in the first batch and then 200 more were built later. In any event, Abarth used as many cars as it needed for the competition programme and the rest went to dealers. Some reports suggest that Abarth actually used 35 cars, which is still a quite a big competition programme.

The Stradales didn't stay in the showroom for long,

selling out immediately. Fiat promised to build 5000 more 131s to Group 1 specification in 1978 for those who were disappointed at missing out. What actually happened was that Fiat launched the 131 Sport (or 131 Racing in Europe) instead; although it was well received, it bore very little resemblance to the 131 Abarth Stradale. While Ford's Escort RS2000 was a convincing effort at providing a rally-inspired road car, the 131 Sport was perhaps a little disappointing. The only Abarth branding was on the remote gear linkage cover on the gearbox, and that was hidden from sight. There was no 16-valve cylinder head, no independent rear end, and squishy velour seats seemed distinctly out of character.

The 131 Abarth Stradale was based on the standard 131 two-door bodyshell which was sent to Bertone for modification and the fitment of Bertone-styled panels. These consisted of plastic wings with big wheelarch extensions, front air dam, boot spoiler and roof spoiler. The door skins were alloy. After painting and trimming, the bodies were sent back to Fiat for final assembly.

The engine was based on the 1995cc unit already introduced in the Lancia Beta Coupe. The significant difference was the 16-valve cylinder head, which was a completely new design and had no similarity to the Abarth version fitted to the 124 Spider. Power output in the 131 Abarth Stradale was 140hp at 6400rpm, while maximum torque was 130lb ft at 3800rpm. Rally regulations allowed freedom over the fuel system so Fiat was not obliged to fit twin carbs, so carburation was via a rather asthmatic 34mm device that did no justice to the engine's otherwise high technical specification.

The rally version had a significant 215hp at 7000rpm (and ultimately as much as 235bhp), with a



10.5:1 compression ratio and Kugelfischer fuel injection. To overcome the homologation regulations, Fiat provided the minimum specification possible and offered the tasty bits as a series of conversion kits – in theory at least.

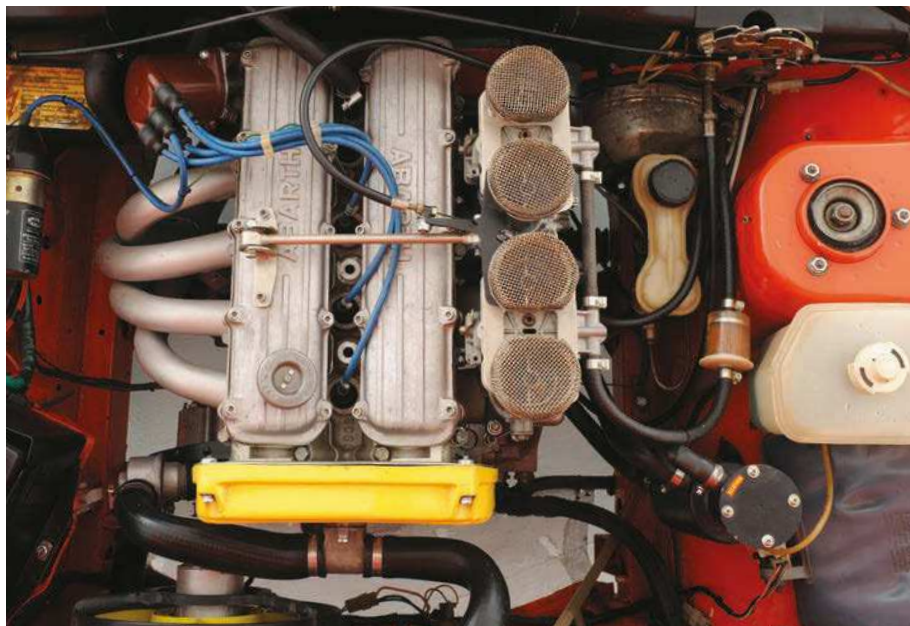
It was Giorgio Pianta's opinion that 90% of the 131's ability was down to the ride and handling. A major contribution to this was the adoption of the then-new Pirelli P7 tyres on 7Jx15 rims; in fact the 131 was the first car to use them. Abarth developed the 131 chassis around these tyres, which must be the first occasion a set of tyres was used as a basis to set up a rally car.

The homologation cars were painted in reddish orange or bright blue; however in 1985 a Fiat Twin Cam Register owner had an example that was finished in reverse Olio Fiat colours – yellow with blue wheelarches.

TRACK TEST

The 2.0-litre engine boasts Abarth cam covers and lots of special kit – very special kit like a 16-valve head, well ahead of the game for a 1970s sports saloon. Then there is a brace of twin downdraught Webers so each cylinder effectively gets its own carburettor. Ignition is electronic, which gives you a big fat spark. An efficient-looking 4-into-2-into-1 tubular exhaust system has generous pipe diameters. Although the cams fitted are sensible/fast road cams, it is clear that given some wild race cams, over 200hp would be available. In our test car's current conservative state of tune, expect about 140hp.

Booting the car around our test track shows up a few surprises. The engine's power band is not at all peaky; instead there's just a linear build-up of power. 0-60mph takes around nine seconds, while top speed is about 120mph. Traction from the rear suspension is superb, given the lightweight rear end. Unexpected is the lift-off oversteer at the limit – something very rare in this configuration. Geometric sacrifices must have been made in obtaining maximum traction 'on power'. The non-power steering is excellent on the move with plenty of communication and only 2.75 turns between locks.



TECHNICAL SPECIFICATIONS

FIAT 131 ABARTH STRADALE

ENGINE:	1995cc 4-cyl DOHC
BORE X STROKE:	84mm x 90mm
POWER:	140hp @ 6400rpm
TORQUE:	176Nm (130lb ft) @ 3000rpm
TRANSMISSION:	Five-speed manual, rear-wheel drive
SUSPENSION:	MacPherson struts, coil spring/dampers, anti-roll bars; semi-trailing rear arms
BRAKES:	Discs front and rear
TYRES:	195/50 VR15
DIMENSIONS:	4150mm (L) 1720mm (W) 1380mm (H)
WEIGHT:	980kg
MAX SPEED:	118mph
0-62MPH:	8.2sec

Many thanks to Ian Gwynne at BGMSport (bgmsport.com) for supplying our feature car



Conclusion: a good fun, chuck-it-about sort of car, which is just what the rally boys wanted. Just watch for that lift-off oversteer. Try to keep within the spin envelope, that way you can use it to help you turn in. 🇮🇹





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Trofeo Hunter

46 years after it rolled out of the factory, this Alfasud racer is still winning. We go for an unforgettably wild ride

Words: Tim Pitt

Photography: Michael Ward & Jeff Bloxham

I'm cross-legged on the floor of a Trofeo Alfasud, eyes straining over the scuttle, knuckles clamped around the rollcage as we blast up the runway. Rain hammers the roof, stones pepper the wheelarches and the squat tyres thud-thud over expansion joints. Into third, the straight-cut gearbox graunches, then the twin-cam race engine howls furiously to 6000rpm. It's Monday morning and I haven't even had breakfast yet. Think I can skip coffee.

My chauffeur for this rude awakening is Ted Pearson, owner of this magnificent Alfasud. Keen readers may recall his race-winning green 'Sud, which graced the cover of *Auto Italia* May 2019. On that occasion, Ted drove me around Brands Hatch, showing up supercars at an open-pitlane track day. Thankfully, I also parked my posterior in a proper seat. Today's





'Sud hasn't carried a passenger – a rally co-driver, no less – since the late 1980s.

Before we examine this Trofeo Alfasud (the car), a word about the Alfasud Trofeo (the race series). Launched in 1975, it comprised separate championships for Italy and Austria, then later France and Germany. The aim was to promote Alfa Romeo through motorsport, emulating the success of one-make series such as the Ford Escort Mexico Challenge

cars that competed in the championships in Italy and elsewhere. These are now extremely rare, as most were destroyed in period. Now the term seems to be applied to any Alfasud with wide wheelarches."

Despite its identical spec and decorated race history (more on that shortly), this car never actually took part in the Trofeo series. Nonetheless, Ted is keen to fight its corner. "In his book on the cars and the series, *Trofeo Alfasud*, Lincoln Cooper talks about 'CB 80008',

“ This car was converted to Group 2 spec by Autodelta, then triumphed in the 1977 Adriatic Rally Championship ”

and Renault Elf Cup. Trofeo Alfasuds were based on the Ti 1300 model, whose constrained 115hp output pushed driver talent to the fore. The most famous alumnus of the series was Gerhard Berger, who of course went on to Formula 1 success driving for Ferrari.

Alfa Romeo homologated the 'Sud for FIA Group 1 and Group 2. Alfa's competition arm, Autodelta, then created the Trofeo Alfasud, which its workshop in Settimo Milanese assembled as a complete, race-ready machine. Alternatively, privateers could buy parts off the shelf, which is what happened with Ted's car – it started life in standard spec, then was stripped down and rebuilt with Group 2 parts. If we're being pedantic, though, 'CB 80008' isn't a Trofeo at all...

"Strictly speaking," says Ted, "Trofeo Alfasuds are

but says it's a Trofeo replica," he retorts. "But it's far more than that!"

This car's story begins on 24 July 1974, when it was delivered to Naples as a road car. The 'CB' on its number plate stands for 'Campobasso' – a province and city 65 miles further inland. According to a well-known online encyclopaedia, "Campobasso is renowned for the craftsmanship of blades, including scissors and knives", which might explain the Alfa's future as a scalpel-sharp driving machine. Making a tenuous link with pears or scamorza cheese, the other specialities of Campobasso, is somewhat trickier.

The car only wore civilian garb for a matter of months before being converted to Group 2 spec by Autodelta. With new owner Fiorelli Vicci at the wheel

After many Italian victories the 'Sud has returned to winning ways in the UK in the hands of Ted Pearson



and Alfa Romeo concessionaire Socar providing sponsorship, it triumphed in the 1977 Adriatic Rally Championship. The victory is recorded in the book *20 Sculptures for 20,000 Victories*, published by Alfa Romeo in 1982. One of Ted's archive photos shows the Alfa in original livery outside a Socar dealership, its roof laden with trophies. However, the 'Sud's winning ways were just beginning.

In 1978, the car passed to Nicolino Moffa. He gave it a makeover, including a distinctive red grille and matching arches, then won the Adriatic Rally Championship again in 1978, repeating the feat in 1979. The car may not have competed on-track in the Trofeo, but on the road-rally stages of southern Italy it had nothing to prove. Another sepia-toned photo shows it hoisted on a trolley jack in a rally service area. The rear wheel is missing and the body language of Moffa and other onlookers suggests it won't be an easy fix.

The 'Sud was sold to another Italian, Franco Marianara, in 1982. He used it for rallying and hillclimb events throughout the 1980s, although without the same degree of success. Another photo from the car's history file has it competing in an autotest, weaving through a tight chicane of cones. After this, it seems the plucky Alfa took a well-earned rest during the 1990s, before being restored in the early 2000s. It was awarded an ASI 'gold plate' to reflect its historic competition status, then granted FIA papers in 2007 as a Group 2 Touring Car.

The stage was now set for a career comeback in the UK, as new owner Simon Jeffs entered the CSCC



Classic Touring Car Championship, winning Class D in 2015. He came second overall the following year, then won again in 2017. After three seasons of racing, it was ready for a rebuild – which happened when Ted took ownership in 2017.

Ted called on Tom Shrubbs at BLS Engineering of Lincoln, who had first prepared the car for Jeffs, to tackle the ground-up restoration of his green Alfasud. Results came swiftly: in 2018, the car finished second in the HRDC Classic Alfa Romeo Challenge at Donington Park. One year later at Castle Combe, Ted scored a pole position and a race win. While other 'Trofeos' have retired to the comfort of the concours lawn, this one showed no sign of slowing down.

Those recent results owe much to Ted's driving talent, of course, but the car must also take some credit. Its Group 2 modifications aren't particularly extreme, yet so many aspects of the factory-spec Ti 1300 have been strengthened, lightened, balanced, or a combination of all three. The whole car tips the scales at just 805kg, including those few kilos saved by the missing passenger seat.

A few other bits are missing inside, too. The bare bones of the dashboard remain (including the chrome 'Alfasud Ti' script), but the binnacle is cut away to accommodate a huge Fiamm rev counter that reads to 12,000rpm. The plastic centre console is swapped for a rudimentary metal affair, with a start button and toggle switches for the lights, fuel pump and fan. Ted sits in a hard-shell Corbeau seat, surrounded by a full rollcage and four-point harness, the floor-mounted fire extinguisher and battery cut-off switch within elbow's reach. Pub fact: the Trofeo fusebox is shared with the Ferrari 308 GT4.

Outside, everything screams 'RACE CAR'. The bumpers have been binned and the side windows are Perspex. A jutting chin spoiler flows into heroically wide wheelarches that – just about – contain the dished 8J x 13 Speedline alloys and Toyo Proxes R888 tyres (225/45 R13 front and rear). The original suspension is retained, albeit with rose joints instead of rubber

bushes, plus stiffer springs and dampers. And the front brakes are fortified with vented discs and four-pot callipers, while the rears are standard Alfa. "Brake fade is an issue," admits Ted. "You end up with a very long pedal. I might fit an Alfa 75 master cylinder, which is allowed under historic racing rules."

Alfa Romeo engines often look fabulous; this one is somewhat more functional. It sits strikingly low in the chassis, topped by two huge ITG air filters. Its 1286cc capacity is unchanged from the day it departed the Pomigliano d'Arco plant, but while the crank and rods are original, they're complemented by 48mm Weber IDA carburettors, plus Autodelta cams, pistons and valvegear. "The internals have been endlessly machined and polished," grins Ted. "We saw 128hp at 8500rpm on a rolling road – up from 79hp as standard. That's 100hp per litre."

The final piece of the jigsaw is the straight-cut gearbox: an exact replica of the "very worn" five-speed Autodelta original. "I double-declutch when it's cold," reveals Ted. "It's brutal but effective." Clearly, the 'Sud is also huge fun: "It's a fierce little car. There's absolutely no torque, so it totally relies on revs. On a 'power' circuit like Castle Combe, the key is simply not to slow down." The little Alfa even invites favourable comparison with a Ferrari: "I used to own an F355, but that was only exciting at eight-tenths or more. This is exciting all the time."

As for how the Trofeo compares with his modified, track-prepared 'Sud (Ted also owns a road-going 1981 Alfasud Sprint 1.5 Veloce, as featured in issue 275 of *Auto Italia*), they are "surprisingly different". The green 'Sud has a 1.8-litre race engine with loads more power (180hp at 8400rpm). Yet their varied ability to slow down is what stands out: "This car uses inboard discs, whereas the green one has bigger 15-inch wheels with outboard discs and AP Racing callipers. The uplift in braking force is massive."

This chat brings us back to where we started: contorting myself into the passenger side of Ted's car. Photographer Michael hands me a rubber mat (used for

Race-spec engine may only have 1286cc but it's seen 128hp on the rolling road – that's 100hp per litre





those 'ant's eye-view' shots) to sit on as Ted straps in. This arrangement wouldn't pass scrutineering at Brands Hatch, but on an empty Gosfield airfield runway it will have to suffice. It's raining steadily and we're on semi-slick tyres. What could possibly go wrong?

The zingy flat-four ignites with a brusque bark, then settles to a fretful idle. The big Webers gurgle and slurp as Ted slots first gear, then aims the 'Sud's snub nose at the horizon. Despite the slippery surface, traction is immediate, the limited-slip differential quashing any wheelspin as the car slingshots forward. I can already see Ted working at the wheel. "It follows every rut and camber – like a dog sniffing around a park," he laughs.

We accelerate hard and the revs just keep coming. Nothing much happens until past the point where most cars hit the limiter, but that final few thousand rpm is worth waiting for: a crescendo of exuberant mechanical energy. The cacophony of noise overwhelms everything. Strident and spine-tingling, it's the sound I'll play to my grandchildren after EVs have conquered the world. They'll scarcely believe cars could sound so uncouth and utterly alive.

Experiencing a Trofeo Alfasud – even from floor-level – is something to savour. Even so, it's the human connections brought about by the car that Ted values most. "Everyone who has owned it still keeps in touch. When I raced and won at Castle Combe last October, Simon Jeffs came along in person, while Nicolino and Franco watched via live timing over the internet. That history is why I wanted to buy the car so much. We're all part of its ongoing story." 🇮🇹





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SLICED LEMON

This cute-but-sharp Zagato 500 coupe was tragically cut from Fiat's product programme at the last moment. We visit the car and its father, Roberto Giolito, to find out why

Story by Chris Rees
Images by Michael Ward

The memory is still firmly etched on my mind, almost a decade on. It's March 2011 and I'm at the Geneva Motor Show. Like a yellow beacon through a fog of same-same supercars, a car on the Fiat stand is beaconing me in. Is that... a Fiat 500 coupe? And is that a Zagato badge on the bootlid?

Yes, indeed: the Fiat 500 Coupe Zagato was, by some distance, my star of the 2011 Geneva Show. Not only did it look great, and have the kudos of the Zagato name behind it, but it was also exciting for another reason: Fiat said it had every intention of entering production with it.

When Fiat launched its retro-novel 500 hatchback in 2007, few could have expected it to go on to spawn so many variations, including the 500C convertible, 500L MPV and 500X SUV. Some of those were more successful than others, stylistically and dynamically. But surely this gorgeous 500 Coupe would have been the best 500 of them all – and frustratingly, there was genuinely a niche marked out for it in Fiat's production plans.

After all, the 500 Coupe was proudly displayed on Fiat's own stand at Geneva, not tucked away in some obscure coachbuilt corner. It occupied pride of place with all the big cheeses in attendance. There was a real buzz surrounding it, and Fiat's people were making highly encouraging noises about its production prospects. Which of course never came to pass – and it's one of the things I've been keen to get to the bottom of for the best part of 10 years. I'm about to find out.

That's because we're lucky enough to be getting up close and personal with it at FCA's Heritage Hub at the Mirafiori factory in Turin. Even luckier, we have Roberto Giolito – the man who designed the 2007 Fiat 500 – with us to guide us through a project that he was central to creating.

Giolito is clearly still extremely proud of the little yellow buzzbomb. There's a glint in his eye as he points



out each little detail. That's not surprising considering he was one of the main lights behind it. While Zagato built the prototype, in terms of design it was very much a collaboration between Fiat Centro Stile and Zagato. The three principal individuals behind it were Roberto Giolito (who had by then been promoted to Fiat's Head of Design on the back of the success of the Fiat 500), plus

Abarth chief designer Ruben Wainberg and Zagato's design head Norihiko Harada.

Just look at it. It's like a Fiat 500 that's been on a fitness crash course: lithe, sinewy and essential, but dressed in catwalk cloth. At the time, Fiat said that it took inspiration from a coupe that Zagato designed in 1952 on the 500 Topolino – we're not sure exactly which model they were talking about but Zagato designed at least three Topolino coupes (see separate panel).

The body panels are all unique to this car, with the exception of regular 500 doors (below the window line, at least), front wings and bonnet. It's the chopped glasshouse and low roofline that really single the coupe out. The swooping shape works really well, and of course features Zagato's signature double-bubble roof profile. Viewed from the side, the roof appears to 'float' above the car thanks to a black-painted section in the C-pillar that cleverly hides the join. A small roof spoiler also neatly flicks the roofline up at the back. On the prototype, incidentally, the double-bubble roof was realised in carbonfibre, but in mass production this would have been changed to another, unspecified material.

The new roofline dictates a smaller, more steeply raked windscreen, chopped-down front windows and unique rear three-quarter windows. I approached the boot to open it and was surprised to discover that it's not a hatchback, as I was expecting, but a half-boot – basically like the Fiat 500C Cabrio's. The bumpers, incidentally, are shared with the US version of the Fiat 500 Sport.



The colour scheme is particularly striking. The main body is painted in 'Pop Yellow' triple-coat with contrasting dark chrome exterior trim (mirrors, door handles and boot handle). The 17-inch 'Chrome Shadow' wheels are unique to this car and one inch bigger in diameter than the Fiat 500S (which forms the mechanical basis of the Zagato Coupé – more on that later). The wheels feature a double-spoke pattern in between which are small plastic inserts that beef up the style. Just through the wheels you can see the drilled brake discs and yellow callipers. The wheels are wrapped in 205/40 ZR17 tyres, again rather beefier than the 195/45 tyres of the Fiat 500S.

Dimensionally, the 500 Coupé Zagato shares exactly the same dimensions as the regular 500, namely 3546mm long, 1627mm wide and – perhaps surprisingly – exactly the same height at 1488mm tall.

Inside, the lower rear roofline does make a difference to internal space. The official bumf of the time referred to the car as a 2+2 but even that description is generous. Headroom isn't too bad up front but things are much more of a challenge in the back. There's just enough headroom for small kids here but the lack of rear legroom would make anyone feel uncomfortable.

The cabin is upholstered in two-tone, featuring black leather and yellow chamois highlights. The leather steering wheel has contrasting stitching to match the yellow chamois grips, while there are natty yellow door inserts and yellow seat inserts with chequered centres. What was described as "eco-chrome" trimming is essentially burnished grey chrome applied to the dashboard. The roof lining is in a dark, high-tech fabric with a transparent single-filament yarn that seems to shimmer. There's also a port to slot in a smartphone or sat nav.

Sadly the sole prototype wasn't driveable when we went to inspect it at its current home, the FCA



Heritage Hub at Fiat's Mirafiori factory in Turin. Had it been, I would have expected it to behave very much like the Fiat 500S, since it's equipped with the same 875cc TwinAir two-cylinder engine with 105hp and 155Nm (114lb ft) of torque. And since the 500S is pretty much my favourite of all the modern 500s, that's no bad thing.

The zingy TwinAir delivers a good turbocharged punch once it's spooled up, the regular hatchback achieving 0-62mph in 10 seconds. The spool-up can be a little frustrating as you battle the lag on gear up-changes. Keep the engine in the 2000-4000rpm rev

a mainly female audience, we hoped to target male buyers with the coupe."

In the press, there were persistent rumours that the 500 Coupe was to be built at the same plant where Fiat was making the North American market 500 hatchback – namely Toluca, Mexico. However, Giolito tells us a different story: "This would have entered production as a mainstream model, not built by Zagato. The plan would have been to make it alongside the regular 500 in Tichy, Poland."

Of course, that never happened. We ask Giolito, why? "The 500 Coupe Zagato suffered exactly the same fate

“ The official bumf says it's a 2+2 but even that's a generous description. Space is a challenge in the back ”

range and it's always on song. While the 500S benefits from a six-speed manual gearbox, the Zagato Coupe is an automatic, which seems an odd choice for a model with sporty pretensions – mind you, when Abarth launched its 695 Tributo Ferrari edition, that was auto-only, too.

Wouldn't this have been great as an Abarth? Giolito seems to agree: "I would love to retro-fit a more powerful engine to this car," he tells us with a glint in his eye. "This car is light and efficient, perfectly designed for weekend outings."

At Geneva, the background noise was optimistic, as Giolito explains: "When we displayed it on the Fiat stand, we said it was a study model with the possibility of a production run. Our idea was to expand the 500 family. While the Fiat 500 hatchback attracted

as the Lancia Fulvietta," he tells us. "It simply required too much investment to put it into production."

Apart from some excellent images taken by Zagato in Turin for the book, *Leica and Zagato*, that was it for the 500 Coupe. A company in the US did – perhaps – take inspiration from this car when it created a one-off (see panel on following page).

I can't help broaching the subject of a future 500 Coupe, especially since the all-new 500 electric has just been revealed. Even though Giolito's role these days is head of Heritage Hub, and he is no longer directly involved with Fiat's Centro Stile, we're keen to know his views. Of course he won't tell us about future product plans but he admits he would love to see the second-generation Fiat 500 offered in coupe form, too. May we echo that sentiment – Fiat, are you listening?

Low roofline swoops back to a kicked-up spoiler. Clever paintwork makes roof appear to 'float'





ZAGATO'S 'FIFTIES 500S



It was over 70 years ago that Zagato designed its first Fiat 500 coupe – based on the 500 Topolino. As early as 1948 it had created a 500 'Airlux' coupe with notably aerodynamic lines (above). Then in 1950, when Zagato was experimenting with large



glasshouses, it presented the 500 Panoramica (above and below). Plexiglas – then quite a new material – allowed a level of curvature not available in glass at the time, as well as significant weight savings, airiness and a more spacious interior. Was the Zagato



500C Panoramica Coupe really attractive, though? Maybe not. But the Abarth 500 GT Zagato (right) presented in 1957, and based on the Nuova 500, certainly was: it's this car that can truly be regarded as the inspiration for the 2011 model.

ORANGES & LEMONS

Five months after the 500 Zagato's Geneva 2011 debut, a little-known Colorado-based company called Scagliarini Motorsports announced its very own 'Fiat 504 Coupe Zagato Elaborata'. This came about after an enthusiast in the UAE wanted something like the Geneva car. The design called for a double-bubble roof and panelled-over rear three-quarter windows, while the colour was bright Lamborghini orange. Its basis was the Abarth 500 esseesse with 180hp, manual transmission and 17-inch OZ wheels. The final '4' in the '504' badge indicated that it was four-wheel drive, since it used the Fiat Panda 4x4 drive system.

We strongly suspect, however, that the images released were mere photoshops and



that the car may never have actually been built. Whatever the story, Zagato in Italy certainly raised more than an eyebrow: it issued a legal statement saying it had absolutely nothing to do with the project. 🇮🇹



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METAL GURU

Vignale's talent for hand-forming stylist Michelotti's penwork into metal was unequalled in the 'Fifties. This 1952 Ferrari 225 S Berlinetta combines exceptional beauty with a rich racing history

Story by Peter Collins

Images by Darin Schnabel/RM Sotheby's



Although Enzo Ferrari eventually plumped for Pinin Farina as his favoured bodywork builder – and lifelong friend – this wasn't until after many other *carrozzerie* had tried their hand at constructing bodies on the bewildering number of different chassis that emanated from those famous portals on the Abetone road in Maranello during the Prancing Horse's formative years. Some were promptly relegated to Enzo's out-tray, like Allemano, despite victory in the Mille Miglia. Others got better treatment from the boss, often for no obvious reason, becoming favoured for many years. Up to 1952, despite many other bodyshops having been graced with Prancing Horse business, Carlo Bianchi Anderloni's styling house of Touring probably did more work on Ferrari 166 and 195 chassis than most others of the time.

Those 'other' bodyshops included Stabilimenti Farina, which Ferrari patronised in a very small way, before settling with Pinin Farina and Ghia which, in 1950, started to build road car bodies for Maranello that pandered more to clients who preferred luxury to sporting prowess. Ghia's salmon-pink-and-black Americanesque effort on a 375 chassis can't have endeared the coachbuilder to Maranello much at the time.

Whilst Boano's bodies for Ghia were

perhaps memorable for the wrong reasons, there was one *carrozzeria* which flourished in the 1950s and created, in its own particular way, some very elegant and often exciting clothing for Enzo's road-going and racing chassis.

Alfredo Vignale & Co of Turin made a strong contribution to Ferrari's projections of style. The reason so many of Italy's top *carrozzerie* were tried and discarded by Maranello was simply a matter of sifting through as many of them as possible, to find one that could produce not only the right bodies at the right price, but also work easily alongside such an unpredictable boss. Amazingly, by early 1954, hardly four years since the collaboration started, Vignale had built nearly 100 bodies for Ferrari. Remember, this was a time when Ferraris were ultra-exclusive: only 85 Ferraris were completed by 1952 and it would be 1957 before Maranello turned out more than 100 cars in a year.

Alfredo Vignale had been brought up in the world of *carrozzerie* as a master metal fabricator and became foreman at Stabilimenti Farina in 1947. From there, he moved to Cisitalia, where he was responsible for three special aerodynamic coupes with V-shaped windscreens and large aerodynamic fins at the rear, similar to





Scaglione's later BAT Alfas. Incidentally, one of the most influential aspects of these cars was the small portholes sited in the front wings – a style that was copied by General Motors for its 1949 Buick. Piero Dusio was so pleased with the cars he gave Alfredo 100,000 lire as a bonus.

Vignale swiftly set up his own business, and by the end of 1948 had his own workshops. After the usual round of special bodies on Fiat and Lancia chassis, in 1949 he designed a fastback coupe on a Ferrari 166 Inter chassis that was well-proportioned and handsome. One such car, in blue livery, was campaigned until recent times in Ferrari Historic racing.

Vignale was particularly careful with grille and bumper design, fabricating his own exterior and interior detail hardware as part of an overall integrated style. Not for him over-the-counter taillights that most of his contemporaries used. Chrome was often favoured, in particular decorative strips, sometimes to excess. He was also very partial to air scoops, both on the top as well as the side surfaces of his designs. These were not just affectations, but actual openings, although it is uncertain whether any of them actually did any good to the dynamics of the cars.

Most of these designs were the work of the prolific stylist, Giovanni Michelotti, who also worked for Ghia-Aigle at this time. He built up a very close relationship with Vignale, not least because of the latter's extraordinary ability to translate drawings into metal without the use of a full-scale buck. This was pretty much unique to Vignale and actually resulted in some of his

cars being asymmetrical. Measuring one of his early 166 MM coupes once revealed that one of the doors was just over 50mm longer than the other!

Vignale's method was to work exclusively in aluminium at this time, forming shapes by hand over wooden formers and finally folding the panels around the steel framework to hold them in place. When complete, the whole car would be covered in filler, known as Gumite to Italians, then worked to a smooth finish and painted.

Both the 1951 and 1952 Mille Miglia winners were bodied by Vignale and aspects of his gorgeous 1952 designs for the 340 Carrera Panamerica cars were carried over to some of his road cars. However, that comment does not apply to our feature car, a Ferrari 225 S Berlinetta chassis 0164 ED, which is due to be a featured consignment at auction by RM Sotheby's. There seem to have been five, or possibly six, of these Vignale-built coupes in total.

In Ferrari-speak, using numbers to denote the cubic capacity of each cylinder, '225' tells us that its engine capacity was 2715cc. Ferrari's V12 was designed by Aurelio Lampredi as a development of Colombo's earlier 12-cylinder engines, all of which had a 58.8mm stroke. The greater capacity came courtesy of ever-increasing bore sizes and the 2.7-litre V12 was endowed with a 70mm stroke, compared to 60mm of the 166. Power of the 225 was 210hp at 7200rpm, using three 36DCF Weber carburettors to deliver the fuel. The chassis wheelbase was a mere 2250mm, and somehow Vignale endowed these short-wheelbase cars with – according to Stan Nowak in *Ferrari, the Man and*

Machines, a "concise, clean, taut look, curvaceous yet restrained".

But there is a small conundrum – as there so often seems to be – because chassis 0164 is recorded as being driven by first owner Bordoni in both 1952's Giro di Sicilia and the Mille Miglia, running in the up-to-2.0-litre class both times. Yet it is described now as a 225 (and therefore 2.7 litres). Some light was thrown on this by Gianni Rogliatti in his definitive 1984 book on the Ferrari 166 Mille Miglia cars, where he describes 0164 as a 166, as do Giannino Marzotto and Sergio Cassano in their book *Red Arrows*, but Rogliatti goes on to say that this car did not continue racing like this, suggesting that it soon had a "212 or 225" motor substituted for the 166.

This must have happened very rapidly after the 1952 Mille Miglia, which was held on 3-4 May that year, as the car was next recorded as taking part in the Casablanca 12 Hours on 26 May, where it finished second overall. Not only that, but it was, by then, under new ownership in the shape of the Kleber Colombes Tyre Company and was driven, under the Los Amigos banner, by Jean Lucas, who later became Gordini team manager and 'Peron'.

The prestigious Grand Prix de Monaco was tackled next, as in 1952 the race was run for over-2.0-litre sports cars and not Grand Prix cars. Antoine Prunet in his *Ferrari Sports Racing and Prototype Cars* book stated that the grid consisted "almost entirely of 225 S sports racing cars", not all of them however with Vignale bodies. Lucas managed a fourth overall finishing position at the glamorous Cote d'Azur circuit.

Berlinetta shape by Michelotti has superb balance. It proved ideal for Mille Miglia competition





A busy year for 0164 followed with outings at Orleans, Bressuire, Les Sables d'Olonne and Reims, where it was handled by French ace Maurice Trintignant. Then it headed to the Nürburgring and Roubaix, once more in Lucas' hands. Into 1953 the activity continued with a return to Lucas's favoured North Africa and fourth overall in the Grand Prix of Agadir in late February, before returning to France to the Circuit de Nîmes a month later and a third place overall result.

Later that year, the little Vignale Coupe was put up for sale and snapped up by an enthusiast called Robert E Tappan of the USA. He took it to the Sports Car Club of America race meeting at Akron Airport. Possibly he couldn't get on with the car because it was listed as an entry for the Chanute National

Sports Car Races on 6 June but did not appear. It was later acquired by Alfred Momo of New York before passing through the hands of two further New York owners. By 1959, 0164 was in Philadelphia in the hands of Eugene Aucott and was displayed four years later there at the New Hope Auto Show.

It would seem that subsequently, for whatever reason, the original 225 engine was removed and went to Wayne Sparling in Florida, whilst a restamped 3.0-litre unit – its second engine change to date – was installed. Some 20 years later, 0164 turned up again, this time owned by computer man Anthony Wang in the 1980s.

He kept the car until 2012, when it changed custodians again to Najeeb Khan of Granger, USA. He decided it needed to be

used properly, so that year he competed in the sportscar race run as part of the Monaco GP Historique weekend before taking it on the 2013 Mille Miglia. Then it was back to Monaco for 2014 and four days after that the Mille Miglia again.

Now 0164 is coming to sale once more. RM Sotheby's gavel was due to fall in Monaco – an entirely appropriate place considering that this car competed there, in Jean Lucas' hands, 68 years ago. The coronavirus outbreak has sadly pushed that back to October 2020. The new owner should enjoy what represents a short but highly significant period in the development of the front-engined racing Ferrari sportscar – an unbroken line that leads directly from then via the 250 GTO right into the 21st century. 🇮🇹



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Farina Fantastica

Battista Farina created his coachbuilding business exactly 90 years ago. It went on to become arguably the world's greatest design house. We pick our highlights via the *carrozzeria's* most talented designers

Story by Richard Heseltine

Few other styling houses, if any, boast such a rich catalogue of iconic designs as Pininfarina. This storied coachbuilder, design firm and sometime manufacturer has somehow endured to the here-and-now when most of its rivals have been consigned to history.

Battista 'Pinin' Farina established the firm 90 years ago, and the famous 'P' badge has survived to this day. There's no 'I' in team and all that, but many great artistes have been employed at this Turin couturier, some of whom were revered in period, if only within the design industry. Others, sadly, have only been appreciated in retrospect. Here we pay tribute to the man who created this globally-renowned brand and 10 Magic Marker-wielding stars who helped cement its place in history.



BATTISTA PININFARINA

You could argue that Battista 'Pinin' Farina (who officially changed his surname to 'Pininfarina' in 1961) wasn't a designer in a strict sense. He had a critical eye for detail, and an innate sense of style. He knew what mattered and what didn't. Farina's greatest skill was in recognising talent and nurturing it. He found a brilliant collaborator and foil in Giovanni Savonuzzi, and their Cisitalia 202SC coupe (*pic above right*) proved far more influential than perhaps they ever expected.



Given that most sports cars in the late 1940s were reheated pre-war models – often with cycle-wings – the fixed-head Cisitalia appeared breathtakingly advanced when it was presented to the public at the Villa d'Este Gold Cup event in 1947. With a fully-enveloping body and a beautifully arched roofline which barely came up to shoulder level, it was revolutionary. Delightful details included a wide grille which was a one-piece casting, slats and all. Numerous coachbuilders were approached with a view to transforming Savonuzzi's sketches into a 1:1 reality, but it was Pinin Farina that made it happen. That an example is on display in the Museum of Modern Art in New York speaks volumes.

FRANCO MARTINENGO

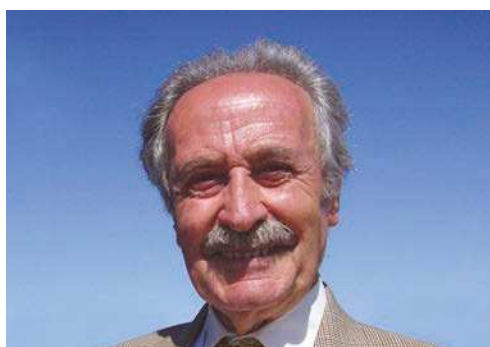
This artist and designer was perhaps Battista Farina's greatest ally, their relationship stretching back to the late 1920s. He was comfortably past pensionable age when he retired in 1970. Martinengo's name isn't as well known as it should be, but he was referred to as 'The Master' by those who worked closely with him. He was renowned for nurturing young talent, too, Tom Tjaarda recalling in 2009: "I joined Pininfarina in late 1961. I learned a lot from Franco who was head of design. I hadn't yet developed 'the eye', and we worked on everything from proportions to shutlines."





Martinengo was more than a mere tutor and facilitator, though. His resumé included several memorable designs such as the Alfa Romeo Giulietta Spider, a one-off Ferrari 375 America built for Gianni Agnelli (Aldo Brovarone was also involved) and the influential Lancia Florida I. Perhaps his greatest-ever creation was the Lancia Aurelia B24 that broke cover in 1954. Rarely has a roadster appeared so exquisitely proportioned. Nobody toils in a vacuum, however, and the team that worked on the B24 with him included Francesco Salomone, Adriano Rabbone, Aldo Brovarone, Luigi Chicco and Giacomo Borgogno.

ALDO BROVARONE



Born in Biella, northeast of Turin, in June 1926, Brovarone's rise to prominence began several thousand miles away. It was difficult to find a job in post-war Italy so, like a lot of Italians, he packed his bags and departed for Argentina. Arriving in 1949, he produced graphic designs for Siam di Tella, a manufacturer of household appliances. He subsequently joined the ambitious Cisitalia outfit, which saw him return to his homeland where marque instigator Piero Dusio introduced him to 'Pinin' Farina. That was in September 1953, and he would spend the next 35 years working for the atelier.

"My initial role was simply to produce

sketches," he recalled in 2012. "I was a young man and not yet what you could call a proper stylist, but if some of my proposals were selected, I would go so far as to create full-size drawings."

The first design to which he contributed set the bar preposterously high for future efforts, the seminal Maserati A6GCS coupe, which transferred from rendering to fully-functional road car within only a few months of his arrival.

He commented: "For me, it was still a time for learning. Back then, it was a very small company – we had a few wooden desks, some drawing boards and not much else – but I learned a lot from working with the likes of Francesco Martinengo and Francesco Salomone."

His future output spanned everything from the Peugeot 504 saloon to his personal favourite, the Lancia Gamma Coupe (*pic below*). However, you could argue that his greatest contribution to car design was the Dino 206 GT. "My original ideas were more radical," he insisted. "In 1965 I did the one-off Dino Berlinetta Speciale (*left*) which in turn led to the production car. I wanted a more wedge-shaped profile, which is how I designed it, but it was later changed by Leonardo Fioravanti."



**TOM TJAARDA**

This American-born, now sadly departed, artiste visited Italy as an architectural student in 1959. He was to spend no more than sixth months working with Ghia, ostensibly deciding whether or not he wanted to switch full-time to car design, but he remained in Italy until his death in 2017.

On joining Pininfarina in 1961, he found the working culture somewhat different. "Mr Pininfarina was very open to ideas, but he wouldn't sign off on a car until it was perfect," he recalled. "He would leave a prototype for at least a couple of months until he'd walked past it a hundred times or more. He had to get used to it. When I did the Ferrari 330 GT 2+2, it took a long time for him to accept it."

While at Pininfarina, he styled a number of cars including a one-off Mercedes 230SL, the Ferrari 365 California and the Chevrolet Rondine show car. The latter inspired the Fiat 124 Spider (*pic above right*) which, ironically, Tjaarda had little involvement in past the initial design concept. "Fiat's bosses had seen the Rondine in Paris. They wanted a scaled-down copy but the proportions were completely different. I did my best to make it work but it wasn't easy. I didn't see the completed car until the 1966 Turin Salon as I'd returned to Ghia by then, but it was pretty faithful to my renderings."

**PAOLO MARTIN**

Born in 1943, this brilliant Torinese designer began his career at Studio Michelotti while in his teens, learning the ropes before being tempted away by Bertone in 1966. He would jump ship to Pininfarina a year later and would go on to pen such cars as the sublime Fiat 130 Coupe (*below*), Rolls-Royce Camargue and Sigma concept car.

Martin, it would seem, cared less about career development than satisfying a compulsive need. His inspirational Modulo concept car (*pic above right*) was a case in point. "The design itself dates back to the end of 1967," he recalled. "I had an idea for a



car that was almost perfectly symmetrical, front to rear, but something so radical wasn't in Pininfarina's DNA. Back then, cars were made, designed and produced in other ways. There was no place for my ideas. They were simply not ready for it. The model was put away, almost hidden I would say."

However, Martin was supported by Franco Martinengo, who had the ear of second-generation principal, Sergio Pininfarina. The Modulo was finally given the green light in late 1969, the change of heart coming about because the March 1970 Geneva Motor Show wasn't far off, and Pininfarina had yet to start work on a new concept car; dusting off a design that was already partway there was a pragmatic decision. The Modulo went on to win 22 international design awards.





FILIPPO SAPINO

Perhaps better known for his output at Ghia, for whom he did two tours of duty, Filippo Sapino nevertheless created several great designs for Pininfarina from the late-1960s to 1971. His Ferrari 365 GTC/4 (*bottom*) sits in the shadow of its Daytona stablemate, but it was well received in period, while the 1969 Abarth 2000 Scorpione was a true masterpiece. With its one-piece lift-up canopy and exposed racing engine slung out back, it was every bit as outré as more celebrated show queens from arch-rival Bertone.

His greatest Pininfarina design was, however, the Ferrari 512S Berlinetta Speciale (*below*). The firm's 1969 Turin Motor Show showstopper was "an exploration of new aerodynamic solutions" built in conjunction



with engineers from the Polytechnic of Turin. Almost twice as wide as it was high, this slice of futurism boasted a dart-like outline, an obligatory one-piece flip-forward canopy and, notionally at least, a 4993cc V12.



LEONARDO FIORAVANTI

This legendary designer joined Pininfarina in 1964 and left in 1990. He personally shaped nine Ferraris, the 365 GT4 BB and 308 GTB (*pictured top*) among them, and project-managed several more.

His most feted creation was the 365 GTB/4 'Daytona' (*pic right*). Not that Ferrari commissioned Pininfarina to create a new

model. This was strictly off the books stuff and Fioravanti was flying solo. He recalled in 2008: "Ferrari had the 275 GTB which was still quite new [launched at the 1965 Paris Motor Show] and there certainly were no plans to replace the car: it was supposed to remain in production for several more years. I never really liked it, though. I had in mind something different and, in late 1966, we had a couple of Ferrari chassis in the factory. Normally, I saw them just as bare frames but these already had their V12 engines and suspension. When I saw them I had this incredible idea. I realised that there was the possibility of doing a very special car. I don't know what inspired me but seeing those chassis did something."





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“Legendary designer Leonardo Fioravanti personally designed nine Ferraris, including the sublime 365 GT4 Berlinetta Boxer”

“When my ideas were shown to Mr Ferrari, he liked what I had done and he asked for a 1:1 model. *Il Commendatore* saw that and was pleased but suggested the track was not wide enough so we added maybe 6mm to the front and also to the back. And that is how it came out.”



DIEGO OTTINA

While not as well known as other Pininfarina alumni, Ottina was nevertheless central to several intriguing projects during the 1970s and 1980s. He personally designed the fabulous Peugeot Peugeotette and later authored the Alfa Romeo Vivace and Honda HP-X concept cars. He also collaborated with Leonardo Fioravanti on the sadly stillborn Ferrari Pinin saloon (*pic above right*) that emerged in 1980.

His most memorable design, however, was the remarkable Ferrari Testarossa (*right*) which prompted jaws to slacken when it was



unveiled at the 1984 Paris Motor Show. Broad of beam, and bedecked with vents and side strakes, it was nothing if not controversial. Many designers have claimed credit for its

outline, but Ottina shaped it under Fioravanti's supervision, with other members of the team including Ian Cameron, Guido Campoli and Emanuele Nicosia.



**KEN OKUYAMA**

This Japanese talent enjoyed spells at General Motors and Porsche prior to joining Pininfarina. He project-managed the shaping of several Ferraris including the Enzo (*below*), 599 GTB Fiorano and 612 Scaglietti. He also styled the Maserati Birdcage 75th concept car. He is perhaps best known for penning the one-off Ferrari P4/5 for James Glickenhaus (based on original renderings from Jason Castriota) but arguably his greatest contribution to car design was the Maserati Quattroporte V which emerged at the 2003 Frankfurt Motor Show. This super-saloon breathed new life into the brand, and also tempted customers away from German marques. It still looks fresh today.

**ENRICO FUMIA**

Prolific and very outspoken, Fumia joined Pininfarina in 1976 and remained there for 15 years. His first standalone project was the Audi Quartz (*above*), a 1981 show car that in many ways foretold styling themes explored on his 916 Alfa Romeo GTV and Spider. He is best known, however, for shaping the Alfa Romeo 164 (*pic top*), which endured a lengthy gestation process prior to its launch in 1987. Fumia had previously worked on a 154 saloon project which subsequently morphed into the 164 when Alfa Romeo became part of the Type 4 platform-sharing scheme alongside Fiat, Lancia and Saab.





More recent masterpieces: Maserati Birdcage 75th (above), Quattroporte V (below) and Battista supercar (bottom)



CARLO BONZANIGO

This Italo-Swiss joined Pininfarina in 1995, initially working on interior concepts for cars such as the Maserati GranTurismo. He departed for Citroën in 2004 before returning to Turin where he moved between studios

and acted as a consultant to Ferrari. Working in collaboration with Luca Borgogno, he styled the Battista electric hypercar which broke cover at the 2019 Geneva Motor Show. Historically, Pininfarina acted a subcontractor rather than a manufacturer per se, the

Spidereuropa (ex-Fiat 124 Spider) being the last car made under the Pininfarina brand prior to the Battista. This dramatic-looking machine sees Pininfarina heading into new territory as a boutique constructor, with production limited to 150 units. 🇮🇹



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Fast Four-Ward

Four seats, four-wheel drive, 660hp and now selling for less than £80,000 – could the FF be the perfect modern Ferrari buy? FF owners and specialists reveal its secrets

Story by Richard Dredge
Photography by Michael Ward

When Classic Car Auctions dropped the hammer on a 2012 Ferrari FF with 37,800 miles last December, it left many raised eyebrows. The selling price was just £79,875. That's well under a third of what the Ferrari had cost its owner when new, seven years earlier. It's no secret that most Ferrari values have been softening for more than a year, but a 208mph, 660hp, 6.3-litre V12 GT with four-wheel drive and all mod cons for less than 80 grand? That's got to be the sale of the century, surely?

However, James Caborn of Kent High Performance Cars (www.tfcgb.com) isn't so sure that the buyer necessarily got a bargain. He told us: "I wouldn't have paid any more than the hammer price for a number of reasons, including the relatively high mileage of almost 40,000, the lack of an opportunity to test drive the car, and the bright red quilted leather trim which could make the car hard to sell on."

One thing he is absolutely sure about is the FF as an ownership prospect. "The FF is a fabulous car and represents incredible value right now. If it has a weakness, it's that it's costly to fix. The four-wheel


drive transmission features a front differential called the PTU (Power Take-off Unit) and its seals are prone to failure. Quite a few cars had replacement units under warranty.

"Less of a weakness but still something to watch out for, is weeping shock absorbers. They have to be replaced in pairs, which means a parts bill alone of £3350. By the time labour is taken into account, the bill will run to more than £4000. While any of the shock absorbers can leak, it's the rears that are the most likely to give problems."

The FF was launched in 2011 and it entered new territory for Ferrari with its shooting brake configuration and four-wheel drive. There was no manual gearbox option, all cars getting a seven-speed dual-clutch gearbox as standard. Almost a decade on, the FF is ageing well, with the owners and specialists that we spoke to all agreeing on its all-round brilliance. They all made the same noises about dependability, value, usability and V12 performance. Uniquely for a Ferrari, you can add to these four-wheel drive security and estate car practicality, with ample carrying capacity whether the rear seats are folded or in use.







“ My car has never needed any warranty work, with not so much as a warning light displaying ”

Mark Collins bought an early (2012) FF in 2016 to go with his 458 Spider; it's now done 24,000 miles with complete reliability. Says Mark: "The car has never needed any warranty work with not so much as a warning light displaying. With the car out of its original warranty I've paid for an extension, which was £2500 last year, and with the seven-year maintenance package now finished I'll have to start to pay for servicing, but the running costs aren't exorbitant. Fuel consumption isn't bad either; I typically get somewhere in the high teens, but if you drive the car with verve, this soon plummets.

"I've owned 550s, 575s and 599s before now and the FF is such a brilliant package. It's fantastically fast, responsive, comfortable, spacious and handles superbly, too. A trip to France with three adults and a

dog – with luggage – was no problem at all. It's hard to fault the car, aside from its ability in snow. Even on winter tyres, my FF struggles in icy conditions, but in the UK that's not much of a problem.

"My car came with a lot of options, some of which are more useful than others. The rear seat entertainment doesn't get used, but the heated and ventilated seats are superb, and if I was buying again I'd probably look for a car with a panoramic roof; the FF's cabin doesn't feel cramped but the glass roof really opens things up. The improved sat nav from late 2014 would also be worth having as what's fitted to my car is quite poor, but not terrible.

"I thought about selling my car last year and I even advertised it to see what interest there was. I had quite a few enquiries but I ended up keeping it, as it's



V12 power is a big draw and the four-wheel drive chassis is liked by owners. FF is superb on motorways

so good – I don't know what I'd replace it with. I had a GTC4Lusso for a long weekend and I preferred the FF with its better all-round visibility and sportier soundtrack; the newer car is also too quiet for my liking. It would also cost a lot of money to upgrade which makes the FF seem like even more of a bargain."

Simon Ragg is equally enthusiastic about his FF, which he bought in 2015 when it was 18 months old. As an ex-press car, it's absolutely loaded with extras including a glass roof, carbon steering wheel, extended leather and rear-seat entertainment. Five years on and with 21,000 miles on the clock, Simon remains smitten. "I saw one in London and didn't know what it was, but it looked perfect for weekends away with my dogs. When I investigated, I found this car at HR Owen in London with 11,000 miles on the clock.



"The car is everything you could want, with four-wheel drive security, incredible performance and relatively low running costs. Fuel consumption isn't punishing – it's not hard to get low-20s – but any car like this is likely to cost at least £10,000 per year in depreciation, as mine has done. The cabin is big enough for four adults so the FF shouldn't be viewed as merely a 2+2. I've taken my car to the south of France and

service there costs £834, while the major service is pitched at £1434. The company's Matthew Honeysett told us: "Once an FF is out of its seven-year servicing package, realistically you need to budget £2500-£3000 per year to run an FF in terms of maintenance, with depreciation on top of that. All FFs came with ceramic brake discs which tend to wear out somewhere between 30,000 and 40,000 miles, which means the car

“ Maintenance costs aren't as high as you might think. An annual service is as little as £750 ”

while you can tell it has four-wheel drive from the handling, I haven't driven in the snow.

"What's been really impressive is the maintenance costs, which have totalled just a few hundred pounds so far, thanks to the seven-year maintenance package which includes all servicing and which still has another couple of years to run. I've had to pay for a few odds and ends, including a new battery, but so far everything else has been included in the package. Buy an early car without one of these programmes in place and you'll need to budget significantly more each year to run your FF."

But maintenance costs needn't be as high as you might think. James Caborn says Kent High Performance Cars charges £750 for an annual service, while the full service that's due every 12,500 miles costs £1650. As a result, if you do a relatively low mileage each year, your annual maintenance bill should be just £750; you won't have to pay for a major service until the car hits 12,500 miles.

These figures are very similar to those of Kent-based Simon Furlonger (simonfurlonger.co.uk); an annual

sold at auction may well need a set soon – and at around £10,000 all-in, it's not a cheap job.

"The most likely fault is a weeping PTU; we've had to rebuild three of them so far, all on cars that had covered over 25,000 miles. We're the only specialist in the UK that can rebuild a PTU rather than just resort to wholesale replacement. We've invested a lot of money in developing new seals that are an improvement on the originals and so far our rebuilds are proving very durable – and at £7950 all-in to remove, repair then refit a failed PTU it's a very affordable option.

"Overall the FF is very tough but beware of cars that have been used very sparingly and not left on a battery conditioner for prolonged periods. These cars have a tendency to drain their battery which can lead to all sorts of problems further down the line, so watch out for warning lights on the dash that don't go out once the engine is running."

If you're feeling inspired to go out and buy an FF of your own, the advice from both James Caborn and Matthew Honeysett is that decent cars start at £95,000, with mileage, colour scheme and age all

Made from 2011 to 2016, the FF could be the perfect Ferrari all-rounder, with space, style and speed



affecting an FF's worth. Options can also make a difference, but in reality few extras really add value – they just make a car more desirable and therefore easier to sell.

Says Honeysett: "Some cars are still advertised at £160,000 but I think the ceiling is closer to £125,000, bearing in mind the GTC4Lusso now starts at £145,000 or so. Whatever you buy, analyse its spec closely because some cars have a lot more extras than others. Parking sensors and a rear camera are essential, while our customers like to have Scuderia shields in the front wings. Heated and/or electrically adjustable seats are nice but they aren't especially sought after. There's also no need to seek out a car with the front lift kit fitted, as ground clearance on these cars isn't really a problem".

Caborn concurs on the lift kit desirability, while he also reckons a glass roof is well worth having as it really opens up the cabin. "Our buyers like to have the carbon steering wheel with built-in LED lights that illuminate as the engine's red line is approached. This was a costly option and, like the panoramic roof, it's not especially rare, and well worth seeking out. Most FF owners want a dark interior, as these will take a high mileage more easily; lighter colours can look grubby quite quickly. Compared to most Ferraris, the FF is less mileage-sensitive in terms of values; our customers aren't fazed by a 40,000-mile car, although most of the FFs that we see have done between 20,000 and 30,000 miles." 🇮🇹

TECHNICAL SPECIFICATIONS

FERRARI FF

ENGINE:	6262cc front-mounted V12
POWER:	660hp at 8000rpm
TORQUE:	504lb ft at 6000rpm
TRANSMISSION:	7-speed dual-clutch auto, 4x4
WEIGHT:	1880kg
MAX SPEED:	208mph
0-62MPH:	3.7sec

TYPICAL PRICES

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 2012, black, 31,200 miles – £97,995
 2012, blue, 24,725 miles – £112,950
 2016, silver, 20,000 miles – £125,000
 2015, grey, 2300 miles – £139,950



THANKS

Many thanks to Kent High Performance Cars (www.tfcgb.com), Simon Furlonger (simonfurlonger.co.uk), Mark Collins and Simon Ragg for their help with this feature





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PARIS RENDEZVOUS

A round-up of the Italians that stormed Rétromobile this year

Story and pictures by Peter Collins



An incredible variety of vehicles and stands were on display again at Rétromobile, the traditional European show season opener. Cars you have never seen before are often tucked away in corners of the Parisian halls, and the event seems to grow in size every year.

From clubs to parts stands, and cars for sale – from affordable classics right up to the absurdly expensive – it's all here at Rétromobile. If you like quirky cars, you will spot more examples here than you could ever imagine possible.

And it's not just French cars, either: Italian metal is a big part of the show. We've picked out 10 of the

most interesting exhibits at this year's event. If you've never been before, they should whet your appetite for a visit next year.

1

A Bertone collection feature stand included a good number of the less well-known models to emerge from Nuccio's *carrozzeria*. Pictured is the Volvo Tundra, which hails from 1979 and is a good example of how coachwork created for one manufacturer in concept form can evolve to become productionised later by another – in this case, the Tundra developed into the Citroën BX.



2

Best looking race-car at Rétromobile? OK, this is totally subjective, but take your pick from the Ferrari P4 or the 312 P coupe. For my money, the latter just pips the former. The 312 P looked extra-sexy at the show, having just emerged from a full rebuild by preparer Edie Wyss. As its regular driver, David Franklin, said to me, "It's a fabulous machine to drive, although the roof is so low, I have to incline my head slightly. Aren't I lucky though?"

3

It is always worth spending time seeking out Swiss historic car dealer Lukas Hurni's stand at Rétromobile. Firstly, it is one of the largest; secondly, he majors on one particular marque each year in addition to his offerings for sale. This year it was Alfa Romeo with examples from the 1930s to the 1970s, including a full set of Giuliettas (other than Berlins). One of the two Sportiva prototypes was there, as was a Tipo 33/TT/3 sports racer from 1972.

4

Here we have Jim Stokes with a fascinating piece of surviving Alfa Romeo kit. After the company withdrew from Grand Prix racing in the 1950s with its ultra-successful Alfetta cars, development took place behind closed doors of a future possible four-wheel drive car to be called the Tipo 160 – and here are some parts to prove it. In the middle of the block can be seen where it was proposed the power take-off would have been.

5

Simca was created to build Fiats under license in France in the 1930s and, despite predatory financial inroads by Chrysler during the 1950s, it continued to enjoy collaboration with Turin until the company succumbed to a total American takeover. This is a Simca 1200 S Coupe, as designed by Giugiaro while at Bertone. It was based on the 1000 saloon, a design that had originated as an idea in Turin – the stillborn Fiat 122 – and was passed on to the French company to develop.



6

In addition to Rétromobile, the Paris week includes three auctions by Artcurial, Bonhams and RM Sotheby's. At Bonhams this Frua-bodied Glas 3.0-litre V8 Coupe one-off sold for £174,200. Glas started out making Goggomobil microcars and by the 1960s was producing a quality range of cars from one to three litres. The company was eventually bought by BMW, hence the motif on this car's front panel.



7

Of many proposals to construct retro-styled modern versions of the Lancia Stratos, the MAT Stratos is the only one to reach production. We think it looks great and it goes extremely well, too, being based on the chassis of a Ferrari 458. Perhaps because of this, it did very well at the Bonhams sale in Paris, making £574,340.



8

This Fiat Abarth 695 SS, a very rare genuine example, was tucked away in a corner at the RM Sotheby's sale. It has spent its entire life in the USA and is original down to the correct factory stickers. Highly desirable but in far from perfect condition, it sold for £35,800, which was a little below its lower estimate.



9

The Artcurial auction, located in the Rétromobile show, always comes up with unusual consignments. Following its famous Serenissima sale in 2019, one further Serenissima was consigned this year: the 1969 Group 6 3.0-litre sportscar, with the bodywork and fuel tank of the previous year's 1968 358V sports racer. The chassis for the latter was under the former, but if anyone fancied a project, it was basically a McLaren M1B Can Am car, so the 358V could fairly easily be recreated.



10

Carrozzeria Frua appears twice in our Top 10 selection. In this instance, Frua was responsible for the special bodywork on a Citroen SM. This was at a time when, briefly, Citroen was the owner of Maserati and this very attractive coupe looks perhaps somewhat similar to the latter's Khamsin.



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THE LANCIA RALLY COLLECTION

1



2



3



4



5



THE ALFA CORSE COLLECTION

6



7



8



9



10



*Frames for illustration only

Rallye Monte-Carlo Classique

A Fiat 2300S Coupe proved to be the perfect grand tourer for this absolute classic of a rally

Story & images by Doug Martin and A Thomlinson



The Rallye Monte-Carlo Classique is one of the best-kept secrets of the motoring calendar – an opportunity to experience the magnitude of the Monte-Carlo Rally without needing a full rally-prepared car. Run by the Automobile Club de Monaco, it takes place alongside the main Rallye Monte-Carlo Historique.

This is a serious 2000-mile plus drive over five days, starting from Glasgow. Entry is open to any model of car that competed in the Monte-Carlo Rally before 1965. No roll cages or trip meters are required.

I was lucky enough to buy my 1964 Fiat 2300S Coupe a couple of years ago, the fifth

owner of an original, never-rebuilt 43,000-mile car. Her first owner sent the car to his holiday home in the South of France where she spent 23 years and did 27,000 miles. On her return to the UK, she was bought by a Fiat specialist. We have used her for various events including the VSCC Pomeroy Trophy, but her biggest win was Best Car in Show at the Blenheim Place Concours d'Elegance in July 2019. She is such a delightful car to drive that we were tempted by this epic journey.

Preparation is the key to success in these events. We check every detail of the car thoroughly and complete a couple of 400-mile trips, then put together a spares kit, a fix-it kit and a decent tool kit. We decide to

drive from home in Herefordshire to Glasgow the day before the start, some 320 miles.

DAY ONE

The morning is spent at scrutineering where they check for a period-correct car, fire extinguisher, secure battery and correct tyres. The Automobile Club de Monaco is there to check the paperwork and issue you with the decals and two international competition licences. After a Civic Reception at Glasgow City Hall, we drive up the ramp in a rain-soaked George Square at 19:08 and are flagged away for the night drive on A-roads to Harrogate. The weather is atrocious, so we are pleased to arrive at 23:00 after 251 miles.



DAY TWO

We leave at 8:30 heading for the Banbury checkpoint, where there are maybe 50 classic cars. We are met by Prodrive's Dave Richards who greets us all like old friends. A quick lunch and then it's off to Dover for the ferry and we get to our Calais hotel at 22:00. The Fiat is proving to be an excellent tourer, very comfortable and easy to drive. 331 miles today.

DAY THREE/FOUR

After a lazy morning checking the car and getting to know our fellow competitors, at 12:30 we leave for an easy motorway drive to Reims (168 miles). Here we join the 312 Historique competitors in a real party atmosphere in the parc fermé. At 21:08 we are flagged off the ramp on the Concentration Run to Valence – 883 kilometres on A and B-roads, via eight time-limited checkpoints, to be completed within 24 hours. We really have to press on to reach all checkpoints while they are open. This is a serious navigation/driver challenge, but each checkpoint is a party, some giving us bags full of goodies or soup and rolls. At 03:00 in the morning we have a little issue with the alternator, which costs us a couple of checkpoints, but in rally style we jump to the



next available and we are on our way again.

At Valence, all 324 cars are parked up in a super parc fermé and the ACM has provided a superb buffet worthy of probably the most respected motor club in the world. The ACM gives all competitors two backpacks, two gilets and two digital note cases.

DAY FIVE

All the Classique competitors are staying at the same hotel and some have car issues so the car park becomes a repair shop, the mechanics amongst us mucking in to fix what we can. Unfortunately one car is terminal so we offer two competitors a lift to Monaco. We are given a choice of routes to Monaco, either the passes through the Alps or via Cannes, Nice and the Riviera.

It was really quite an easy choice; our Fiat spent her early years on the Riviera and what better car to don your sunglasses and motor along the coast road in than a Fiat 2300S Coupe, a real grand tourer.

We arrive at the finish ramp in Monaco after 245 miles, tarrying for those important photographs, then off to the five-star Fairmont, courtesy of the ACM. We are collected at 20:00 for a black-tie dinner at the exclusive Automobile Club de Monaco dining room.



Then you need to get home. Our Fiat is an absolute dream, she cruises effortlessly at 75mph at 3500rpm, so the journey home is most enjoyable. The pressure being off, we head up the motorway with decent hotels at Lyon and Reims to ease the 830-mile journey home.



12 Monkeys

£500 Italian Car Challenge in Yorkshire

Story by Chris Fairbank

Photography by Michael Ward/Tracy Fairbank



The 25th anniversary of my Christmas Get Together event for Italian cars in North Yorkshire came up in 2019. What could I do to celebrate this milestone and make the weekend even more memorable? What started as a bit of banter between friends the previous year became reality – the £500 Italian Car Challenge was set!

The criteria would be to purchase an Italian car for no more than £500 and then declare how much money had been spent on it in addition to the purchase price. The roots of the event go back to 1994 when, after

joining the Fiat Motor Club (GB) in 1993, it soon became apparent that nothing ever happened around the East Yorkshire/North Lincolnshire area.

I decided to take up the gauntlet of becoming an area organiser – not an easy task as, long before the internet and email, the only way of spreading the word was via *Parliamo*, the FMC monthly magazine, and you had to submit an article the month before.

Back then, I decided to organise a meet at a local pub to see if anyone turned up and to my surprise a small but enthusiastic crowd did. I attended several national events over the summer months, such as the





FMC National Weekend and an event organised by the Italian Car Club UK (if anyone remembers that) where I met up with fellow enthusiasts.

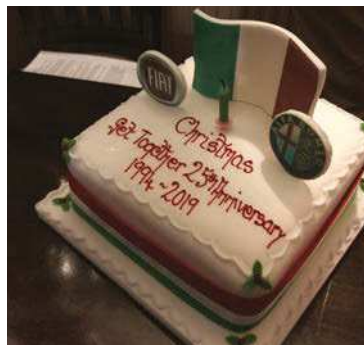
To keep up the momentum over winter, I decided to arrange an event in December at The White Horse Farm Inn at Rosedale Abbey, North Yorkshire, consisting of a few drinks and a meal, an overnight stay and a scenic drive ending up in Whitby for fish and chips. We probably only had five or so cars but the interest was there and so The Christmas Get Together was born.

The Fiat Coupe was launched in the UK in June 1995 and at our December event that year we had three of them – all 16-valve models – in Broom Yellow, Speed Red and Blitz Blue. Very rare on UK roads back then, what an amazing sight this was as we travelled along in convoy the following day.

This event was a great success and continued to grow over the years, we had some great times, and as the numbers attending increased (people travelled from all over the country), we quickly outgrew the original venue and had to find somewhere more accommodating. These included The Crown Hotel Scarborough, East Ayton Lodge and the Gisborough Hall Hotel, Guisborough.

In the mid-2000s, we managed a record attendance of 50 Italian car enthusiasts in a variety of cars – Fiats, Alfas, Lancias and even a Ferrari – and enjoyed Christmas Party nights and discos into the early hours of the Sunday morning.

Over recent years a decision was made to scale down the event and return back to its original venue, where we wanted a decent meal and great





hospitality, as opposed to a Christmas Party Night. But for 2019's 25th anniversary of The Christmas Get Together, it was decided to make it a full weekend event with the option of staying for three nights for those travelling from further afield.

The first thing I decided on was an optional *Top Gear*-style £500 Car Challenge, where by you had to buy an Italian car for no more than £500. The cars would then be judged on condition, rarity, desirability, originality and reliability throughout the event. Each challenge car would display a rather cool vinyl sunstrip.

12 people took up the challenge and purchased a challenge car. This was not an easy task – we had all expected to find a mint example of something unusual that was within budget. Unfortunately the now extremely rare, low-mileage Fiat Tempra SW 2.0 SLX of James Nicholson wasn't ready in time due to running issues and the Fiat Brava ELX of Chris Brogden suffered an alternator failure eight miles from the hotel and had to be recovered back to Knaresborough to allow him to return in his back-up vehicle – a Kia Ceed!

We all met up at the Hotel on the Friday evening for pre-event drinks, a natter and an Italian car-themed quiz. Then on the Saturday, I issued each of the challenge car drivers a very convincing Jeremy Clarkson, Richard Hammond or James May face mask. We climbed aboard the NYMR Santa Special at Pickering and enjoyed a scenic ride on an old steam train to Levisham and back, which was great fun as we were all in the same carriage.

We then had a superb lunch at the nearby Fox and Rabbit Inn, where the Stig made a special appearance. This was followed by a close look around the Alfa Romeo Challenge cars (two 147s and two GTs) in the Hole of Horcum car park, and judging by



All parked up and ready for a fish and chip supper in a rather chilly and windswept Whitby

Michael Ward and Neil Vincent. Once judging was complete, we headed back to the hotel over the moors for an anniversary toast with prosecco and a 25th anniversary cake. On the Saturday evening we enjoyed an excellent three-course meal and Italian Car Years quiz.

After breakfast the following morning, the Fiat Challenge cars (two Seicentos, Punto, Grande Punto, Sedici and Idea) were all inspected and judged in the hotel car park. We then set off in convoy along the challenge car route, which consisted of a number of very steep hills, narrow roads, beautiful scenery and a deep ford following recent heavy rain. Michael Ward was on hand to take some fabulous photos of the cars as they drove through.

We made a refreshment stop at Danby Visitor Centre, where we all voted for our favourite Alfa and Fiat challenge car. The winners were: Steve Eltringham's Fiat Sedici Multijet 4WD and Theo Kyriacou's Alfa GT 2.0 JTS. They both received the people's choice trophy courtesy of James Nicholson.

We then carried on to Whitby where the results of the Challenge car competition were announced. All cars behaved impeccably with the only issues throughout the weekend being a split windscreen washer hose on the Sedici (this was duly repaired courtesy of Theo and his amazing spare parts inventory) and one of the Seicentos had an EML come on after driving through the deep ford, which was promptly sorted using Steve's OPD reader.

Michael and Neil announced that the highest-scoring challenge car was my Punto with 256 points, but I



declined the trophy. That meant the Fiat Idea Eleganza of Simon Ryle was first with 243 points; Stuart Merton and his Fiat Seicento SX was second with 241 points; and Steve Eltringham and his Fiat Sedici Multijet 4WD was third with 240 points. Each received a trophy, anniversary medal and *Auto Italia* goody bag. Following a walk round Whitby to work up an appetite, we all went to the famous Magpie Fish and Chip Restaurant.

I would just like to thank everyone again for their support over the years and for making the 25th anniversary event possible – and a massive thank you to Michael Ward and Claire Prior for taking time out of their busy schedule in order to join us for what was definitely a weekend to remember.

AN UNEXPECTED PURCHASE

There is no better way to assess a car you're interested in than seeing it in action. Having inspected, in fact judged the grey Punto Active, I was impressed by its huge service history and superb condition, then to see it driven enthusiastically through fords, up and down the Yorkshire landscape without a single issue, a deal was made. Two weeks later I met up with Chris at Doncaster station and drove the car home, £400 lighter.

Five months later it's been fitted with a DAB stereo at Torque Automotive in Bedfordshire and had its annual service at Alfaworks in Royston, Herts. The Fiat 1.2 was always a zingy little motor. No it's not a Sporting or an HGT but it's a lightweight and very practical little Fiat and I see many months of cheap motoring ahead! – **Michael Ward**





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MILES HIGH CLUB

I read your story on the 291,000-mile Alfa 156 (April 2020 issue) and I was amazed at how many miles it had done. On the high-mileage subject, I have a 200,000km Alfa Romeo 156 2.5 V6 here on the Croatian coast. Wishing all the best to the *Auto Italia* team.

Neven Vuina

DON'T ROB GIUGIARO

What's this? Are you robbing Giugiaro of another of his great designs (the Miura, in which I'm convinced he had a major hand, is always attributed to his successor at Bertone, Gandini)? In your article about Italian designs for foreign car companies

(May 2020 issue) you say: "Bertone (via the hand of Franco Scaglione) was also responsible for one of the great, if underrated, coupé shapes of the 1960s, the Simca 1000 Coupé." Scaglione was a maestro in his own right and doesn't need to be attributed with cars he didn't design. Credit where credit is due: the Simca 1000 Coupé was another of the great Giugiaro's masterpieces!

Norman Hawkes

SUPER CARS, NOT SUPERCARS

For years I have been a massive fan of all things Italian, with their cars being a major factor in all of it. Your magazine is also part of it and I eagerly await it appearing on the news-stands and enjoy for the most part



the content therein. However, having purchased the March 2020 issue, I was left feeling a little nonplussed.

The Panda article got me more excited than reading about 'yet another' 800hp Ferrari or another Lambo with ridiculous power. Modern Ferraris, Lambos etc are to me now just BORING, BORING, BORING! I never thought I would say that. And if I have to read about yet another bloody SUV I will scream.

Maybe it's not your fault that you can only feature what is currently available but I feel the whole industry is now completely inward-looking with no desire to be too controversial for fear of being criticised.

Everything now seems to be down to the lowest common denominator, be it Ferraris and Lambos with a ready market from 'new money' or SUVs because that's what the market wants, or so we're told! In this month's issue you featured a 'proper' Alfa Giulia GTA – noise, feel and tactility in spades with only 150-160hp. Also within the same issue you featured

an electric Giulia GT with a 500hp electric motor. So what? Talk about missing the point...

My motoring career started in the early 1970s. During my life I have owned various Triumphs, MGs, Jaguars etc and then I discovered Italian cars. Alfasuds followed, then Alfettas (saloon and GTVs), Giulietta, 156s, 916 GTVs, Fiat X1/9s, Lancia Fulvias, Themas and Betas (coupe and Montecarlo), Delta Turbos, Fiat Pandas, Unos (including Turbos), Stradas (including cabriolets and two 130TCs), Bravos (including HGT) and Stilos. I have also enjoyed a full-on Alfa 155 Touring Car evocation track car. We currently own a Fiat 500C (OK), Alfa

916 GTV Phase 3 (cracking car) and Panda 100HP (fantastic and a real rarity these days).

Gary Charles Albrighton

GET INTO GHIA

I really enjoyed your feature on the Top 50 Italian Concept Cars (April 2020 issue). I agree with almost all of your choices but I may have ordered a few a little differently! Incidentally, your image of the Ford GT70 shows the original Ford design, not the rebodied Ghia version. Do you possibly have an image of the Ghia one, as I've never seen it?

Richard Lord

Your wish is our command – the Ghia GT70 is duly pictured below – Ed





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ALFA ROMEO



1973 Alfa 2000 Spider Veloce. Red, RHD, one owner since 1991, permanently garaged, all receipts for work since 1988. Some blemishes in coachwork due to age, UK registered until 2008, currently French registered with current French MOT. Still have the old UK headlamps and some spare parts, scope to do as much or as little as you want with this car and still own a classic Alfa, £13,000. Enquiries to Richard: martin@dumar.co.uk. A292/022

Alfa Romeo Spider Veloce S2. 1980, 69,000 miles, red, American car originally, came into UK 1991, converted to RHD by previous owner. Clean and rust free, been restored to European spec. All new leather clad seats and door cards reupholstered in finest black leather, bespoke carpeting throughout, most interior fittings replaced provided by Alfaholics as with the 7x15 alloys. Genuine Italian mohair hood, Koni shocks and springs, comes with factory hardtop in black, £28,000 ovno. Tel: Mark, 07740 793446. A292/028



1974 Alfa Giulia 2000 GTV. 50,000 miles, Alfa Red, Type 105.22 (engine AR 01623 175bhp), 2004 extensively restored. Front axle completely new, upper wishbone adjustable, 35mm stabiliser, rear axle with 2 adjustable aluminium semi-trailing arms, Spax shock absorbers, 2-piston Brembo front calipers, original Minilite rims. New nitrided crankshaft with 3-way balancing, 50% relieved aluminium flywheel, aluminium pressure plate, new simplified and balanced connecting rods, new pistons, cylinder head with Venturi tubes, long intake manifold, greatly relieved valve train, hollow Prallor camshaft, original! Weber DCOE45 double carburetors, 123 ignition, light alternator with long gear ratio, thermo-controlled electric fan, new black leather seat covers, new rear wheel bearings, PU bushes, £40,000. Email: drdan@gmx.de. A292/021



Alfa Romeo 156 Sportwagon 1.8 T Spark Lusso. Rosso Red with natural tan leather in excellent condition throughout. Full service history, low mileage 54,000 miles, recent major service in November 2019 by Autolusso Penrith, new cam belt, oils, filters, water pump, idler, front suspension with polyurethane bushes, new rear bearings. Sony DAB stereo with 4 uprated speakers, hands free bluetooth facility. New tele dial alloys with four new tyres February 2020, solid underneath, interior as new, 156 mats plus accessories. Madeno Racing rear box, BMC air filter, two keys full doc pack, £2750. Please contact Richard for full photo description. Tel: 07767 677309. Email: richardperegrine@btinternet.com. A292/002



2007 Alfa Romeo 159 Q4 3.2 V6. 92,500 miles, black, swaps considered. Excellent condition, very rare!! Believed to be one of five 3.2 V6 6 speed Qtronic Q4s in the country and 1 of 2 with paddle shifters. Car is in 100% working order, new MOT, the car wants for nothing and has had £10K spent on it in last 3 years, this includes engine out and trimming chains replaced by Autolusso, this job alone was nearly £3K. All Autolusso invoices for works carried out available, £7K over last 3 years. Massive spec: Powerflex bushes, yellow Brembo calipers, remapped, stainless exhaust (£1500), offers around £3500. Tel: 07590 895925. A292/027



Alfa Romeo Spider JTS 2008. Excellent condition (19,600 miles), two owners, working retractable roof, two keys, MOT May 2020, garaged in Devon, £12,000 ono, viewing by appointment. Email: symrel84@gmail.com. A292/026



2002 Alfa Romeo GTV 3.0 V6 Lusso. 78,500 miles, Nuvola Blue, mechanically sorted, thousands spent - Quaife, GTA flywheel/clutch, overhauled heads, Wizard stainless headers and CF2 conversion all by Autolusso Penrith 18 months ago. Teledials, white leather, HIDs, 12 months' MOT, custom stainless steel twin exit exhaust. Would benefit from some minor cosmetics: front stone chips etc. History/invoices, used for long journeys mainly, £6350 ono. Selling to reduce Alfa fleet from 5 to 3, may have Alfa 164 for sale soon. Tel: Alec, 07872 391880. A292/023



2017 Alfa Romeo Giulia Quadrifoglio V6 Bi-Turbo. 16,205 miles, Tri-coat Competizione Red with yellow brake calipers, leather/grey Alcantara interior, convenience pack, plus sat nav, electric and heated seats, blind spot/collision warning and a full service history, UK supplied, VAT paid. Excellent condition, balance of warranty (04/2020), recently serviced, new brakes and tyres all round, contact me for details and photos, photo shown was taken in the UK prior to registration in Guernsey. Please contact me for more details and photos, £34,995. Tel: Darren Clement, 07839 180000. Email: darrenclement@protonmail.com. A292/019



2007 Alfa Romeo GT 3.2 V6. 46,000 miles, two owners, red with light tan leather interior. Alloys with good Pirelli P Zero tyres, CD player and Bose audio, Scorpion rear box - great sound. Cam belts changed Sep '19, full Alfa specialist service history and comprehensive history file. Two keys, handbook, recent annual service and new MOT, this car is in excellent condition, £6500 ono. Tel: Charles Lumby, 01252 843584. Email: charles.lumby@btinternet.co.uk. A292/001



2001 Alfa Romeo GTV Cup number 63 of 155. 67,600 miles, presented in a flawless classic Alfa Red with black interior. Well maintained from new and has had belts, brake fluid and spark plugs all done in the last few years. The front brakes have been upgraded to 330mm calipers, and a Q2 limited slip differential and GTA clutch fitted, and the suspension renewed, £13,995 ono. Tel: 07412 579160 for further details. A292/020



2000 Alfa Romeo GTV 3.0 V6 Lusso. 56,500 miles, finished in rare Sargassi Verde with unmarked tan leather interior. Improvements/maintenance during my 4 years of ownership (3 previous), Quaife diff, GTA clutch, cat back Wizard exhaust (the sound!), cambelt, water pump, brakes, new radiator, new oil cooler, 4 new Pirelli P7 Cinturato tyres, just serviced by Alfa Specialist with MOT until March 2021 and no advisories, £10,995. Agreed insurance valuation £13,500, car comes with all 3 keys. Tel: Steve, 07968 959809. A292/024



2019 Alfa Romeo Giulia 2.0 TB 280 Veloce. 700 miles, regrettably forced to sell due to illness. Only 9 months old, in showroom condition, stunning Misano Blue with black leather interior, high specification including 19-inch wheels with yellow brake calipers. Supagard body protection, 5 years warranty, servicing and roadside assistance, £29,500. Tel: 07774 745254. Email: roger.randle@icloud.com. A292/006

Alfa Romeo 156 2.4 JTD Lusso. 183,000 miles, this car drives very well with a strong engine, currently delivering 49mpg, recent work includes new turbo hose and new 'GTA' style headlights, FSH, £1250 ono. Tel: 07557 809678 (Surrey). A292/029



2015 Alfa Romeo MiTo Cloverleaf TCT. 35,324 miles, Magnesio Grey, reluctant sale, 1 owner. Safe, reliable, 210bhp/240lb, £20K build by professional garages, all receipts and FSH, 2 keys, £12,995. Tel: 07912 575755. A292/025



2001 Alfa Romeo GTV Cup V6 no.73. 40,365 miles, a beautiful example of a modern classic and has been lovingly restored by AutoLusso with original parts where possible. There is lots of history which came when I bought her in 2016 (£16,000) as well as a pile of receipts from the recent restoration work (£10,000). She wants for nothing, is in excellent health, garaged during winter and the interior is immaculate. Please contact me for details and photos, offers. Tel: 07839 180000. Email: darrenpclement@protonmail.com. A292/008

FERRARI



Ferrari 430 Challenge (GTC) 2007. White car + 3M blue wrap and graphics. Run by Ferrari GB, FF Corse then Graham Reeder and SB Race Engineering, current owner 2015. FF Corse GTC specification, Aero pack, 3 way dampers, uprated ECU, steel brakes. Racelogic VBOX, 3 sets of wheels, slicks and wets. Factory 430 Challenge diagnostic and laptop, factory Challenge engine at 30,000 Euros, light use last 5 years, discs and pads one race. Podiums and class wins Festival Italia, FCR Series, AMOC GT, eligible for lots, £79,950. Tel: Nicky Paul-Barron, 01296 622770 or 07831 328308. A292/069



Ferrari 355 Competition car. Ready to race in PFFC challenge specification, RHD with spares package, offers to John, 07823 447241. Email: johnshirleyinverroy@gmail.com. A292/013



1989 Ferrari Mondial T. Well known car, fully modified Ferrari Classic Group 4 race car specification, road legal with MOT, ready to race. Complete with original seats, trim and glass to return to road car specification if desired. Spare wheel/tyres, black tailored car cover with Ferrari logo, £39,995. Tel: Nick Taylor, 07747 002941. Email: nicktaylor.com@gmail.com. A292/015



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Ferrari F12 Berlinetta 2015. Grigio Silverstone, 14 months balance Ferrari warranty, full Topaz PPF, yellow calipers, yellow dial, black/Bordeaux Daytona comfort seats, Bordeaux carpets, carbon driver's zone and bridge, front lift, f&r parking cameras. A strongly specced car in top condition purchased from Meridian Modena, £189,995 ono, club member, first to see will buy, strictly no canvassers. Tel: Charles, 07919 046630 for more information. A292/016



Ferrari F430 Challenge - project. Race/track day car, this car is damaged and is sold as a project. Manufactured in 2006, this car was purchased in the USA on the 16 February 2016 and imported into the UK on the 25 April 2016, and all import duties, VAT etc have been paid. It runs and drives (video available), but needs body/panel work. The clutch has 37% wear, £40,000. Tel: Anthony, 07779 726845. A292/017

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Ferrari 488 GTB. May 2018 registered, 1400 miles, perfect and 1 owner. Red/cream/red stitching, Bordeaux carpets, carbon fibre LED steering wheel, Scuderia shields, Matte Grigio alloys, Sports sill, Sports exhaust, park sensors, 7 years free service, 4 years warranty from new, £174,950 or reasonable offers, please email me for detailed photos of the car, may part exchange with a 458 Italia. Tel: 07881 260192. Email: gilespalfreyman@gmail.com (Stratford-upon-Avon). A292/009



Ferrari 458 Challenge. Upgraded Aero by f.f.Corse. Recent CCM discs, includes two spare sets of wheels with fresh Dunlop slicks, 10,500kms only. Great condition and well maintained, race at Brands, Spa, Nurburgring, Hockenheim and Ochersleben (FCR & FCD) in 2020 and do the fabulous Red Bull Ring event in May or just play in the UK in Britcar, GT Cup, or AMOC GT – plus track days! Priced to sell at £120,000, no VAT liability, displayed NEC Classic Car Show. Tel: Nicky Paul-Barron, 01296 622770 or 07831 328308. A292/045



Ferrari 430 F1 Spider '08. Finished in Rosso Corsa with Crema leather and Crema roll bars, only 6500 miles, first registered 03/08. This immaculate concours prize winning vehicle is fitted with Red brake calipers, carbon fibre driving zone, Scuderia Ferrari shields, Daytona style seats, Rosso stitching, Bordeaux carpets, 60th Anniversary plaque, yellow rev counter, front and rear parking sensors, 6CD changer, original tool kit, charger, tyre kit, cover, original book pack and leather wallet with all manuals, FFSH, £110K. Email: caecmw@hotmail.co.uk. A292/042



Ferrari F430 Spider F1. Beautiful black with Nero leather, tons of original extras and upgrades including Ferrari Sports exhaust, headers, stereo and much more. Mine for 7 years, knew previous owner too. 26,800 miles, full service history, new battery and front tyres. Private 430 plate by extra negotiation. Ceramics and lots of carbon, sounds awesome, looks great, drives nicely, happy to answer more questions, call for more info, £80k, no crazy people please. Tel: 07710 835837. A292/047



Ferrari 599 GTB. 2010 Ferrari 599 Factory HGTE pack. Nero Daytona Metallic Crema leather interior, £34,000 of EXTRAS incl Alcantara A and B pillars, rear zone, out of range paint colour, painted 20" Monolithic wheel rims, Diamond style roof lining, Diamond style for rear bench and under door covers in leather. Full service history, original handbooks, service book, leather wallet, tool kit, 2 sets of keys and tracker fobs, car cover, battery charger, file of MOTs, invoices and historical documents. Email: taylor354@msn.com. A292/043



2010 Ferrari California. Massive spec, Rosso Corsa with creme leather, 26K miles, fully electric and heated seats, yellow calipers, yellow dials, ceramic shields, carbon fibre number plate surround, carbon fibre door entry sills, carbon fibre vent surrounds, carbon fibre dash, carbon fibre steering wheel with led gear change indicator, carbon fibre paddle shift, carbon fibre door cards and handle, sav nav, ceramic brakes, plus loads more! £79,500, may px. Tel: 07968 897716. Email: imy5000@hotmail.com. A292/044

Ferrari 308 GT4 UK RHD rolling chassis project. I have a UK RHD Ferrari 308 GT4 project car for sale, needs rebodging, ideal for a special. Complete with Build Confirmation from The Maranello Archive, offers invited. Tel: 07375 288003. Email: ferrari50595@gmail.com. A292/030

FIAT



Fiat Panda 1000CL 1990 in Neptune Blue. Genuine 13,200 miles in museum condition. Despite having a few owners, this car stood for a decade and has VOSA recorded documentation for proof of mileage. The car is original showroom condition, professionally recommissioned and undersealed in 2019. Flawless interior, paintwork, wheels and tyres. New cam belt, oil filters, clutch slave, distributor, brakes, wheels and tyres at 12,500 miles. The very best available, offers over £4500, incredible 30 year old gem, please email for full photographic description. Tel: Richard, 07767 677309. Email: richardperegrine@btinternet.com. A292/003



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1998 Fiat Barchetta LE. No.2484, 109,000 miles, silver, red leather interior, good red mohair roof, DTR sports exhaust, new clutch, cambelt, variator, water pump, front tyres, body needs tlc, owned last 4 years, £2250. Tel: 07831 223103. Email: julian@julianphilip.co.uk (Surrey). A292/050



1998 Fiat Coupe 20 V Turbo for sale. In blue, 2nd owner, no mods and the paintwork and body is in very good condition, runs and pulls well and has just had its MOT renewed, £2900. Tel: Dean, 07722 929404 (Northants). A292/049



Fiat 124 Spider Lusso Plus. 2017, only 3800 miles, with full luggage pack including 3 designer bags, auto lock, black piano trim, reversing camera, sat nav, Bluetooth with seat speakers and much more. Delivery anywhere in the UK, contact Robin for more information and pictures, £16,995. Tel: 07890 269143. Email: robingeorgepaul@gmail.com. A292/070



Fiat Tipo Sedicavalove 16v. Hot hatchback, just recommissioned after hibernation, very unusual specification with green Recaro interior and Momo steering wheel and gear lever, believed a dealer special. MOT'd and ready to drive again, 86,000 miles, £9500. Tel: 07496 203434. Email: marcusservini@gmail.com. A292/007



Fiat 1900A 1952. Right-hand drive, very rare car! Very good condition, original bodywork, very low mileage. Been in family for 22 years, featured in *Auto Italia* in November 1999 by Phil Ward, lots of spares included, sensible offers considered. Tel: 07925 904194. Email: miller221245@gmail.com. A292/048

MASERATI



2014 Maserati Ghibli 410 S. The rare high power model in the classic Emozione Blue/cream leather combination with 20" alloys, 55K miles, full history (serviced at 51K), £24,950, Tel: 07904 114414. Email: JBailey121@aol.com. A292/046

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PARTS



Ferrari 458 wheel set. I have a Ferrari 458 Syder coupe wheel set, all original in a new condition, price £4800, contact Colin. Email: teaalicol@gmail.com. A292/052



Ferrari 599 left-hand drive headlights. Barely used, only used for a few months, price: £1750 open to offers. Tel: 07768 028400. A292/061



Ferrari 456 and 599 gearbox ECUs. I have 2 new gearbox ECUs for sale, one is for a 456 GTA part no. 175093, and the other is for a 599 part no. 236507. They were both purchased from authorised Ferrari dealers but never used, these are expensive items (especially the 456) but I am open to sensible offers for each, please contact me for more details. Tel: Tim, 07773 328543. Email: trwadman@outlook.com. A292/056



Ferrari Dino 246 parts. I have roof top from a 246 GTS, 1 water temp gauge, 1 oil pressure gauge, 1 oil temp gauge and 1 set tool kit, please send me your offers. Email: gerassimos@windowlive.com. A292/051

Ferrari 575 19" modular wheels. Genuine Ferrari 575 19" modular wheels, will fit all 575s with big brakes. 4x brand new genuine centre caps, 3x TPMS sensors comes free with the rims, straight and true, £5500. Email: auzennemark7@gmail.com. A292/031

Alfa 75 TS wheels. 4no. aluminium wheels off 75TS, will fit 156 + possibly others? Grey colour, reasonable condition, 6Jx15 (not Revolutions). Tel: 07952 525053. A292/032



Ferrari 430 Challenge centre lock wheels and bearings. 2 sets of single nut wheels (race used, but all run true, with almost no marks at all), one set of tyres (old but with loads of good thread), and two new (but with storage and handling marks) single nut skf bearings (one left and one right) with their nuts. All have been bought for an abandoned project. Collection preferred, but I can ship them worldwide, we are based in Thessaloniki, Greece. Please email: info@northplastics.gr for more photos and information. A292/055



Ferrari 308 GTS/GTB rear apron panel. This part is no longer available from Ferrari, this pattern part is made from GRP, same as the original. This panel originally cost £1985, now £1500 ono. Tel: 07711 764768. Email: kevinvester@adm-group.co.uk. A292/054

Alfa GTV, Sud + Giulietta parts. GTV, bonnets, doors, wings, hatch, grilles, front spoiler, all parts on eBay. Alfased 3dr side window glass set, Alfa Giulietta '76-'85, 4 doors. Tel: 07779 998116. A292/033

Ferrari A12/F12 gearbox for sale. This has been professionally stripped down and rebuilt with new bearings and NOS parts. Email: edseymour@outlook.com. A292/034

Mirror covers. A pair of genuine Giulietta mirror covers for 2015 model, £10. Tel: Paul, 07810 753952 (north Hampshire). A292/035

Giulietta roof bar and bike rack. Genuine Alfa Romeo roof bars and bike rack, bought for 2011 Giulietta, used twice, £100 ono. Tel: Paul: 07810 753952 (north Hampshire). A292/036

g16 Spider exhaust. Alfa g16 Spider MY1999 rear exhaust section, brand new, £75, buyer collects. Tel: Ian Mackenzie, 07552 238394. Email: ianmackenzie56@gmail.com (NE Lincs). A292/037

AR51 Matta parts. I have a large quantity of Matta parts for sale, body, electrical, instruments, electrics, wheels and mechanicals, 1900 engine, gearbox. Email: edseymour@outlook.com. A292/038

Ferrari 456 gearbox mounts. I have 2x brand new gearbox mounts, purchased for Ferrari 456 but never used. I am selling a pair. These are discontinued by Ferrari so impossible to find new, part number is 176995, please let me know if you would be interested in these. Email: louisemon1@hotmail.co.uk. A292/010



Ferrari Scaglietti 612 headlamp. Headlamp for Scaglietti 612, new, for left-hand traffic, colour: Rubino Mica, £1200. Email: charlotte.rawson@btopenworld.com. A292/053

MISCELLANEOUS

Ferrari 275GTB workshop manual. 275GTB workshop manual in blue Ferrari binder, used condition, reprint, part number 95990801, £150. Email: mark.charles@ntlworld.com. A292/039

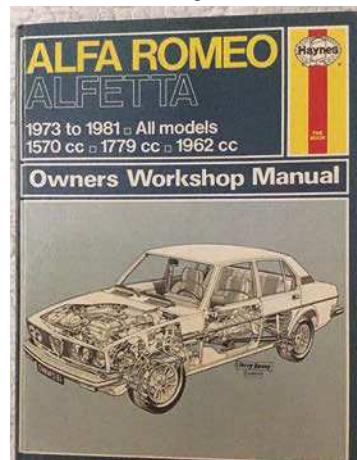
Ferrari Dino 246 tool kit. Dino 246 tool kit for sale. Email: gerassimos@



Auto Italia magazines. Collected over 19 years, issue 53 (Jan 2001) to current issue 290, £150 for all 237 issues, collection from Bristol or delivery at buyers expense. Tel: 07773 767859. Email: mark@xenodesign.co.uk. A292/058



Genuine Ferrari leather jacket (red). XXL 2004 motorcycle style jacket, only worn for photos, hence brand new condition, it commemorates M Schumacher's 7th world championship win and is embroidered accordingly, please see photo, they are currently listed at £700 approx, but offered at £250 ovno, can be viewed at KT12 or delivered FOC within 20 miles, or post is approx £15. Tel: Martin, 07766 436454 (Surrey). A292/066



Alfa Romeo Alfetta Haynes workshop manual, 1973 to 1981, all models, hardback, £3.95, vgc. Tel: 07399 359072. A292/005

F430 Schedoni luggage. I have an F430 3-piece leather luggage set in red



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458 Schedoni luggage. Ferrari 458 Italia, Schedoni luggage set of 3, 2000 Euros. Email: gerassimos@windowslive.com. A292/060

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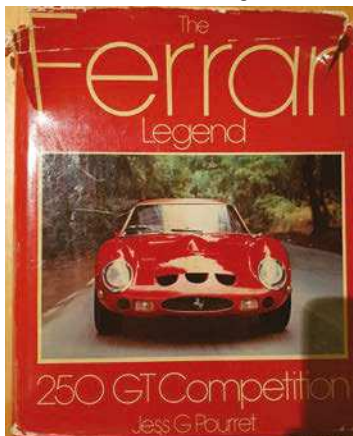
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Official Ferrari magazine number 2 (2008). I have a very good condition copy of number 2 printed in 2008, looking for £25 please. Tel: Douglas, 07711 699425. Email: smithmearns@aol.com. A292/062



Ferrari Legend 250 GTO book. Jess Pourret's volume is a classic, my unique copy contains a 1977 hand written 2 sided A4 letter from Ronald Stern (owner) to Campbell McLaren of Ecurie Ecosse fame, who owned a few Ferraris, discussing the 250 and current values. The current owner of 3757GT is Nick Mason, offers please. Email: smithmearns@aol.com. A292/063



Ferrari 365 GTB/4 handbook. Daytona 'operating, maintenance and service handbook' printed in Italy in 1973, in near mint condition, offers around £750 please. Tel: Douglas, 07711 699425. Email: smithmearns@aol.com. A292/064



Silverstone car badge. 1950/1970, bar fix, mnf JR Gaunt, London, nice condition, no damage, £165 post free. Tel: 020 8399 7541 (Surrey). A292/057



Ferrari brochure collection. A set of 6 good condition brochures: range, 456, 550 (inc very rare sleeve), 575, 430 and California, can split. Looking for £195 for full set please. Tel: Douglas, 07711 699425. Email: smithmearns@aol.com. A292/065



'A1 GTV' registration plate. On retention for sale, offers please. Tel: Montu, 07890 630610. A292/067 (2 identical hard cases and 1 garment bag), has never been used, price £3300. Email Will: wilsthp@gmail.com. A292/012

WANTED

Wanted: Fiat X1/9. Any model considered, must be in excellent order. Please email me at: julian2@tvsound.demon.co.uk. A292/004

Wanted Maserati 4200 Spyder. Tel: 07710 393864 or 01932 953435 (Surrey). A292/040

Wanted all Alfa Romeo cars and parts. Spiders all models, Bertone 2000 GTV, 1750 GTV, 1300/1600 GT Junior, Sprint GT, GTV, Zagato, Montreal, Giulia Super, Berlina, 750-101 series cars, any year condition, rusty, unfinished projects, barn finds, unwanted etc, we pay cash and collect anywhere in the UK, best prices paid, contact Adam for a professional and friendly service. Tel: 07960 706555. Email: VeloceSport@aol.com. A292/041

Coriasco 127 Farm

ITALY'S VERY OWN 'CROSSOVER' SUV WAS WAY AHEAD OF THE GAME IN 1978

Story by Chris Rees



Even among Italians, Coriasco does not rank high on the list of household *carrozzerie* names. Founded by Giuseppe Coriasco in 1938, this Turin-based coachbuilder specialised in transforming Fiats, notably the Multipla, 850 and 900, into commercial vehicles.

As well as vans and trucks, Coriasco also made many passenger cars, pretty much all of them converted Fiats. Among these were sports cars and dolled-up luxury Fiats but by far the most common were practical conversions of mundane Fiats, including estate cars.

One such was the Coriasco 127 Familiare. This transformed the regular Fiat 127 into an estate, offering far greater luggage space than the saloon. Launched in 1973, it slotted in below Fiat's own 128 estate, which had been on the market for three years by then. While priced at a similar level – 1.2 million lire – the fact that Coriasco's 127 Familiare used the smaller and more

economical 0.9-litre engine gave it appeal to budget-minded Italian families.

Sadly, Coriasco's story is one of coming up with great ideas only for Fiat to crush them by promptly introducing very similar models of its own. Coriasco's 127 Farm is a great case in point.

The 127 Farm was, in fact, almost the world's very first 'recreational vehicle'. In 1977, Matra-Simca had come up with the Rancho, a clever concoction based on a Simca 1100 van platform that melded off-road aesthetics with front-wheel drive and leisure-focused marketing. Coriasco was the first company to recognise that a gap existed for such a vehicle in the Italian market.

It duly launched the 127 Farm in 1978, just one year after the Matra Rancho. Like its French counterpart, it was based on a light commercial vehicle – in Coriasco's case, the Fiat 127 Fiorino. Coriasco cleverly took the Fiorino and created all-new upper rear bodywork. Notably

the roofline was stepped with a taller rear section; the front roof was also raised and metal rack tubework was added.

The rear body sides gained tall new windows to give the interior an airy feel. The glass was split with the lower part able to slide back and forth to provide ventilation for passengers. At the rear end was a new tailgate, or rather a split 'gate with the upper window hinged at the top and the lower section hinged at the bottom. Inside was seating for up to five passengers.

The Farm was marketed as a

true multi-purpose vehicle: estate car, working vehicle and holiday/leisure car. Company literature showed it was aimed at young, cost-conscious families who also wanted something fun.

The Fiorino basis was chosen because it had a higher payload than the 127 saloon (at 450kg), courtesy of uprated suspension. Power came from a standard Fiat 903cc engine. Despite its 4x4 pretensions, the 127 Farm was front-wheel drive and had no off-road tricks such as raised suspension, increased departure angles or underbody protection.

The 127 Farm anticipated not only the SUV crossover movement but also the van-based MPV sector (Fiat Doblo and the like). So why don't we know it better? The answer is: Fiat effectively squashed it. In 1979, Fiat launched its own crossover, the 127 Rustica – a 127 hatchback with bull bars (the subject of an Obscurati piece back in Issue 268). More pertinently, perhaps, Fiat also launched the 127 Fiorino Panorama in 1980, a passenger-carrying version of the Fiorino van, complete with side windows and longitudinal rear seating. Unsurprisingly, this sounded the death-knell for the Farm, which ducked swiftly out of production. Coriasco called an end to vehicle production full stop in 1991.



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