

# AUTO **Italia**

Issue 302 April 2021 £4.99

## ALFA 4C 410HP ALFAWORKS' STEALTH SUPERCAR

FERRARI V12s  
7 CARS - 7 DECADES



POPULAR ALFAS  
Best sellers list  
MASERATI  
Levante Trofeo  
MICHELOTTI  
Designer interview



# GREEN WITH ENVY



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United Kingdom

*La meccanica delle emozioni*



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So now we know how most of Italy's car industry is going to look in the immediate future. The January 2021 merger of the giant Fiat and Peugeot groups under the Stellantis banner seems to me – although of course plenty of uncertainties lie ahead – nothing but positive news.

There are so many reasons for Italian car enthusiasts to be cheerful. Chief among those is the news that Alfa Romeo and Lancia are now corralled into a new 'Premium' group, alongside French brand DS. There had been fears that ever-decreasing-circles Lancia might be killed off altogether but the new Premium label for Lancia raises some enticing prospects.

After all, men who seem to understand Italian brands are now in charge. Alfa Romeo is headed by ex-Peugeot CEO, Jean-Philippe Imparato (seen above inspecting a Giulia at the Alfa Romeo Museum), while Lancia is being run by Luca Napolitano, former head of Fiat in Europe (pictured above with Abarth). Imparato is of distant Italian descent and has declared his "passion" for Alfa, adding that his father owned many Alfas, including a Giulietta, Giulia, Alfetta and GTV 6 – pretty good credentials, I'd say.

Alfa's immediate future lies with the Tonale SUV (due in November 2021) and a new MiTo-sized SUV expected in late 2022, likely to be called Brennero. Looking further ahead, managers have confirmed a new joint programme for the Premium brands, which will see the first fruits in 2024. Could this be a new Alfa Giulietta?

There may be equally tantalising prospects for Lancia. As part of the new 'Premium' group, could it be that Lancia will finally be relaunched? Don't expect anything soon, though. For now, Lancia is a one-model, one-market brand, with the Ypsilon reserved for Italy alone. New Lancia models won't arrive until 2024 at the earliest, perhaps sharing the new Alfa Romeo/DS platform. We're told that a full product plan will be announced in September. I can't wait.

**Chris Rees**  
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### ALFA ROMEO GIULIA TB LUSSO TI

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### ALFA GIULIA TB VELOCE

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### ALFA ROMEO GTV V6 LUSSO

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### ALFA ROMEO GIULIETTA TB

This lovely Giulietta in Red was bought as a pre-registration by the last owner who has hardly used it in 2020 for lockdown reasons. Although two owners it has covered under 2k miles and is superb value against a RRP of 19529. Finished in classic Alfa red and with Alloy wheels, Air conditioning, Electric windows, Infotainment system and Remote central locking; this Giulietta still has the balance of its manufacturers warranty for total peace of mind. Price: £12,995



### ABARTH 595 TURISMO

2019 (69). 3,700 miles. This beautiful Abarth 595 Turismo 70th Anniversary edition is finished in red with black leather upholstery. Full service history with Monza and still with just under 2 years of manufacturers warranty remaining. Featuring Alloy wheels, Climate controlled air conditioning, Electric windows, Electric door mirrors, Infotainment system with 7" screen and Sat nav, Reverse parking sensors and Apple carplay / Android auto. Price: £14,990



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- \* No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. July-Sep 2018
- \* No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. April-June 2018
- \* No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. Jan-Mar 2018



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# ITALIAN CAR NEWS

## Bizzarrini 5300 GT Revived

Legendary Italian sports car marque, Bizzarrini, is being revived with a new 'Revival' run of its classic 5300 GT model, intended for international historic racing.

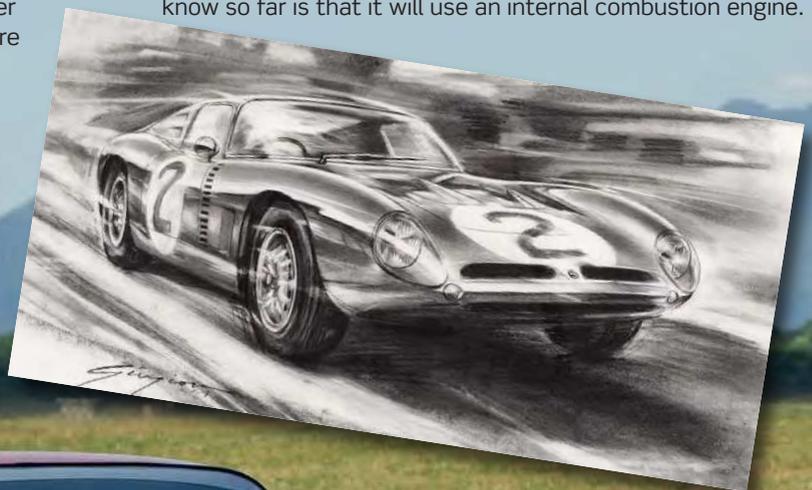
The original 5300 GT was designed by Giorgetto Giugiaro and refined by Piero Drogo of Carrozzeria Sports Cars. The name of the new version – 5300 GT Revival Corsa 24/65 – recalls a famous racing victory: Bizzarrini 5300 GT chassis 0222 won its class at the 1965 Le Mans 24 Hours, with Regis Fraissinet and Jean de Mortemart finishing ninth overall. Giotto Bizzarrini then personally drove the car back to Italy after the race.

The new car will have a lightweight composite body, as per the original, mounted over a tubular steel frame. Inside, there

are two seats, race-grade roll bar and safety fuel cell to meet FIA specifications.

The engine is a "period-specific" 5.3-litre V8 with Weber 45DCOE carburettors developing between 400hp and 480hp. The chassis has independent rear suspension and all-round disc brakes. Overall weight is just 975kg.

No more than 24 examples of the Bizzarrini 5300 GT Revival Corsa will be made. Bizzarrini is also promising a second "contemporary" model that will be designed by Giorgetto Giugiaro. Described as "a superlative high-performance sports car", all we know so far is that it will use an internal combustion engine.



## FERRARI BREADVAN HOMMAGE

London-based Niels van Roij Design has unveiled a one-off Breadvan Hommage for an enthusiast of the original Ferrari GTO 'Breadvan'. Based on a Ferrari 550 Maranello, the shape apes that of the famous Kamm-tailed racing car of 1962.

The body is hand beaten in aluminium by coachbuilder Bas van Roomen in the

Netherlands, with only the windscreen of the donor car being retained. The roofline continues at a high level to a sharply cut-off Kamm tail. Other echoes of the GTO include vents in the front wings, vertically stacked circular taillights and distinctive rear wings.

The unique bonnet incorporates two intakes plus a transparent 'bubble' that references the racer. A reshaped grille has a

new pair of foglights mounted within it.

The only mechanical changes are the gear lever sited higher in the cabin and single-adjustable Koni dampers. The handmade interior features carbonfibre seats trimmed in blue Alcantara, unique dials with pure silver inlays, milled aluminium switchgear, quilted black leather upholstery, bare metal door elements and red cord door-pulls.



## STELLANTIS: ALFA & MASERATI BOOSTED, LANCIA SAVED

The merger of Fiat (FCA) and Peugeot (PSA) to form Stellantis having been completed in January 2020, the shape of the new combined organisation has been revealed. The Italian brands in Stellantis are now arranged into three different groups: Core, Premium and Luxury.

The 'Core' brands are Fiat and Abarth, alongside Citroen, with Frenchman Olivier François remaining as the head of Fiat. The 'Premium' brands are Alfa Romeo (headed by ex-Peugeot CEO Jean-Philippe Imparato) and Lancia (headed by Luca Napolitano), alongside DS. The sole 'Luxury' brand is Maserati (headed by Davide Grasso).

New design chiefs have also been announced. Ralph Gilles will take care of US brands as well as Maserati and Fiat in Latin America. Meanwhile Jean-Pierre Ploué will head design for all other brands, including Abarth, Alfa Romeo, Fiat Europe and Lancia.

Stellantis CEO Carlos Tavares says he recognizes the "grand value" and importance of Alfa Romeo and Maserati, and plans a long-term strategy for their profitable growth that will be revealed in September 2021. Already known is that both Alfa Romeo and Maserati will launch new SUVs in 2021: the Tonale and Grecale respectively. Alfa Romeo will also launch a new small SUV in late 2022, likely to be called the Brennero.

PSA and FCA are also already working on models based on shared platforms, due for launch in 2024. DS, Lancia and Alfa Romeo will work on joint models, using powertrains and technologies exclusive to these 'Premium' brands. Developments are likely to include a new Alfa Romeo Giulietta and possibly additional models in Lancia's line-up.





**MASERATI SPORTIVO EDITIONS**

New Maserati Sportivo and Sportivo X special editions have been launched for the Levante V6 350hp and Ghibli Hybrid 330hp. The Levante Sportivo comes with 20-inch 'Efesto' dark alloy wheels and red brake callipers, plus a panoramic sunroof, black leather upholstery, aluminium paddle-shifters and 12-way heated front sport seats.

The Sportivo X adds a Nerissimo style pack, LED Matrix headlights, 21-inch 'Anteo' dark matt alloys, premium leather trim with red stitching, heated steering wheel, stainless steel pedals, power tailgate and a suite of extra safety functions.

The Ghibli Sportivo features a Nerissimo pack, gloss black 20-inch 'Urano' alloys, extended leather upholstery, piano black wood trim and a rear-view camera. In Sportivo X guise, the Ghibli adds Skyhook active damping, LED Matrix headlights and 21-inch 'Titano' forged alloy wheels, as well as a plusher cabin.

There's a choice of three paint options: grey, blue or black. Prices are: Levante Sportivo £69,975, Sportivo X £80,800; Ghibli Hybrid Sportivo £64,200 and Sportivo X £72,950.



**UNIQUE MASERATI SCIÀDIPERSIA FOR SALE**

The one and only Maserati Sciàdipersia Coupe made by Carrozzeria Touring in 2018 is to be sold at auction on 3 March. With styling inspired by the Maserati 5000 GT Touring of the late 1950s, the Sciàdipersia is based on the Maserati GranTurismo but has completely redesigned bodywork. Weighing 120kg less than the donor GranTurismo, the Sciàdipersia does 0-62mph in 4.8 seconds and has a top speed of 186mph. Some 15 cars were planned for production, but only one Coupe and one Spider were ever completed. Bonhams Paris quotes an estimate of £340,000 to £510,000.



**HEIDFELD TESTS PININFARINA BATTISTA**

Racing driver Nick Heidfeld has tested Pininfarina's new Battista on track for the first time as part of an ongoing development at the Nardò track in Italy. His brief is to support the dynamic set-up of the 1900hp, all-wheel drive electric "hyper GT".

Heidfeld said: "We are testing Battista with around 80 per cent of its potential power, the performance and



acceleration is already beyond anything I could imagine. What really surprised me was how natural the Battista feels on the track. Minimal traction control and torque vectoring are active at this stage of prototype development, yet there is so much grip to exploit." The Battista is claimed to be "the most powerful road-legal car ever designed and built in Italy". No more than 150 will be built in Turin, with production due to start in summer 2021.



**FIRST LAMBORGHINI SIÀNS DELIVERED**

Lamborghini London has delivered two Sián models to customers. Only 63 Siáns will be built and all are already sold. With 819hp of hybrid power, the Sián is the most powerful and fastest accelerating Lamborghini ever made. The Siáns were photographed at iconic London locations such as the O2 and Tower Bridge. The cars both have Ad Personam personalisation features making them look very different from each other.





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## ALFA 156 DESIGNER'S NEW SUPERCAR

Walter De Silva, the man who styled the Alfa Romeo 156, is designing a new supercar being co-developed in Italy and China. The first of a range of models will be a new hypercar called the Hongki Sg. This will not only be styled in Italy but also manufactured in Emilia-Romagna, Italy's 'Motor Valley'.

De Silva, who is Vice President of Styling and Design for the joint venture company, Silk-FAW, commented: "China and Italy are establishing a new cultural model that believes in the beauty of design and technology as the link between these two great countries."



### LANCIA BARN HAUL

A 'barn find' collection of eight pre-war Lancias has emerged for sale on eBay. The collection was apparently amassed from the 1950s to the 1970s and is described as "largely unknown in the Lancia world". The collection consists of an Ardea Series 2, Augusta Sport Saloon (1935), Augusta Deluxe Saloon (1936), Augusta Cabriolet (1935) and four Aprilia Saloons (1939 to 1960). All are described as "needing a lot of attention". A large quantity of Lancia spare parts is also on offer, including body panels, mechanical components, electrical items, interior trim and wheels. The UK-based vendor is selling the collection as a single lot with a £100,000 guide price.



### ITALIAN BERLINETTAS STAR IN LONDON

The London Concours will celebrate Great Italian Berlinettas at its 2021 event. A 10-strong line-up of 1960s design icons is promised. Already confirmed to appear is the Ferrari 250 SWB 1961 Sefac 'Hot Rod' in which Sir Stirling Moss enjoyed considerable success; it's the only right-hand drive example ever made. Another Ferrari, a 275 GTB6/C, will be also on display – one of only two built to this spec. A Lancia Flaminia Super Sport Zagato is also lined up to appear, as is an Iso Grifo GL 365.

Previously held over two days, the London Concours moves to a three-day format in 2021: VIP Preview Day, Style Edition and Supercar Day. Almost 100 cars will appear over 8-10 June at the Honourable Artillery Company HQ. Tickets are available from londonconcours.co.uk



### FIAT'S BABY FAVES

The Fiat 500 and Panda have once again been confirmed as Europe's most popular city cars, achieving a record market share of 35.6% between them, up three percentage points on 2019. In its 40th anniversary year, the Panda notched up the best share of the city car sector in its history in its home market (47.8%). The 500 also achieved its best market share ever outside Italy at 19.3%.





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### ABARTH'S VIRTUAL TEST DRIVES

Abarth has launched the world's first Virtual Reality (VR) 'test drive' pack. Potential customers can experience 'driving' an Abarth from the comfort and safety of their homes via VR headset. An Abarth 595 Scorpioneoro is driven across locations in North Wales chosen by Abarth owners, including Great Orme, Llyn Ogwen and Black Rock Sands.

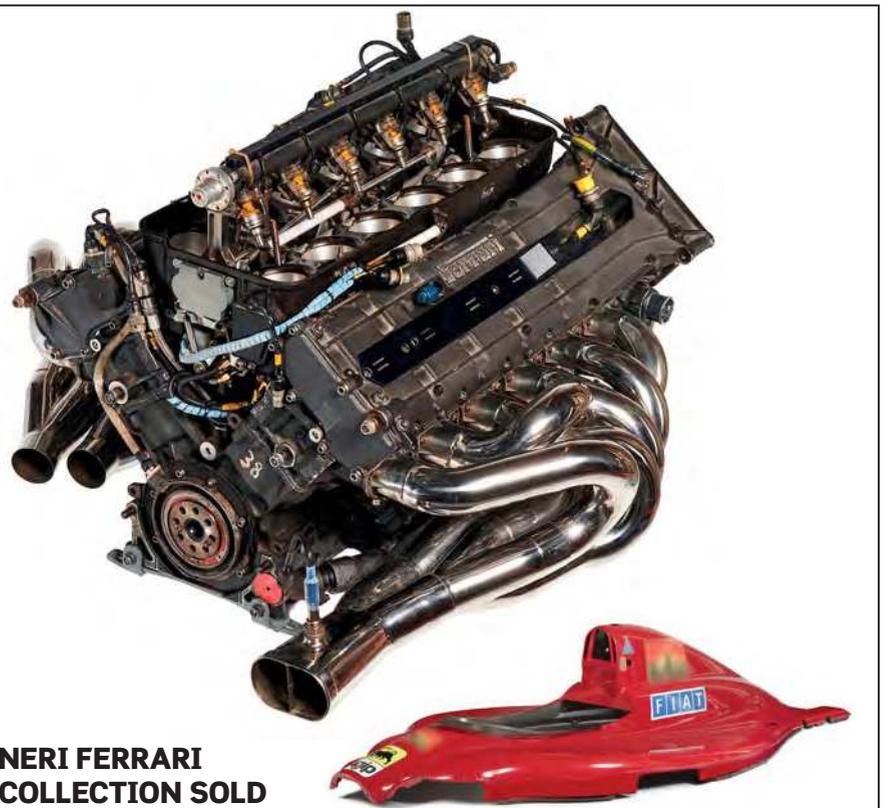


### ALFA ROMEO MUSEUM'S ANNIVERSARIES

The Alfa Romeo Museum is to host a series of virtual conferences in 2021 marking key anniversaries. Each conference will be supported by testimonies from past employees, designers and drivers, as well as historic documents.

Upcoming events include Vittorio Jano's 130th birthday legacy (March), Balocco Proving Ground retrospective (April), Alfa 147 (May), Alfa 4C (June), Giuseppe Luraghi (July), Alfa 12HP (August), Alfa Matta (September), Alfasud (October), Protéo Concept (November) and 8C 2300 (December).

The events will be live-streamed on Sunday evenings at 19:00 on the @museoalfaromeo Facebook page. Once the museum is allowed to reopen, the conferences will also take place live, with fans invited to parade around the Arese museum's own track.



### NERI FERRARI COLLECTION SOLD

The automobilia collection of Giuseppe Neri, manager of the legendary restaurant *Il Cavallino* in Modena and a close friend of Enzo Ferrari's, has been sold at almost double its Artcurial auction estimate. Almost all of the 170 items sold, realising €905,554 in total.

One of the last F1 V12 engines built by Ferrari, a 412 T2, sold for €169,000, while another F1 engine, a tipo 056, sold for €41,600. A section of bodywork from Alain Prost's Ferrari 641 sold for €143,000. Many other spare parts, catalogues and manuals fetched well above estimates, including five Ferrari mechanics' overalls that totalled €11,050.

### NEW LANCIA DELTA PARTS FROM WALKERS GARAGE

Walkers Garage is continuing to recommission long-forgotten Lancia Delta parts. Its latest range of additions are now on sale.

New standard-specification rear anti-roll bar supports have been reproduced in stainless steel and are now in stock. Also available are new replacement gearchange rod bulkhead gaiters, along with stainless steel battery trays.

Tubular rear differential carriers offer what is claimed to be "a significant upgrade over standard".

Walkers are also reproducing an original design integrale Evolution-specification parcel shelf with standard fittings, which will be available soon.

Also in the development phase are other items that are no longer available. For news as they arrive into stock, check out Walkers' Facebook and Instagram pages and its website:

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# TROPHY CABINET

How does the Levante Trofeo perform with its 580hp of V8 grunt and 'Race Mode' chassis?

Story by Chris Rees  
Photography by Michael Ward



**F**errari doesn't make an SUV – not yet, at any rate. For the time being, the nearest thing to a Maranello mule is the car you see here: Maserati's mighty Levante Trofeo. After all, this range-topping leviathan packs a pukka Ferrari punch under the bonnet: the 3.8-litre twin-turbo V8 was not only designed at Maranello but is also built there.

The V8 lies at the heart of the Trofeo's appeal. V8 power just suits Maseratis – and what a V8 this is. Open up the aggressively vented bonnet and you get an eyeful of splendour: evocative red cam covers topped with Trofeo-specific carbonfibre.

It's not just your eyes that will be pleased, though; your ears are in for an even better treat. At start-up, the promise is already there in a rich burble of intent. Pressing the 'Sport' mode button on the centre console makes it much better. You're instantly transported to the classic V8 Maserati era as exhaust baffles open up and the engine note develops a harder edge. Rev it up and there's a delicious orchestra of rasps, crackles and booms to enjoy, with mighty thwumps with every gearchange and crackling thwacks whenever you throttle off.

As the stat sheet hints – those output figures of 580hp and 730Nm look pretty impressive – this is a mighty quick animal. Absurdly quick for a car weighing 2170kg. I discover this in full measure when I try activating Launch Control, a function unique to the Trofeo in the Levante line-up. Press the Sport button twice to activate Corsa mode, pull the left-hand carbonfibre flappy gearshift paddle, hoof the brake pedal hard, mash the accelerator down and then release the brake. Wow. With no wheelspin at all, this huge beast simply lunges forwards at an absurd pace. For the record, 62mph comes up in 4.1 seconds and you can reach 186mph before aerodynamics eventually put a halt to forward momentum.

Corsa mode is also the best way to experience

what the Levante can do in other ways. It not only sharpens up accelerator and transmission responses, but also lessens the intervention of the stability control and stiffens up the suspension. The Trofeo really comes alive in Corsa mode. Turn-in is way sharper than you have any right to expect in a car this size, as torque vectoring helps the rear end to follow the front obediently through corners. This is a supremely easy car to drive very quickly, so intuitive does its chassis feel.

Yes, the sheer extremity of the physical forces being applied does start to make itself felt – or rather, heard – as the tyres squeal in protest. Little twitches of the back end lurk in Sport mode; things get much lairier in Corsa, when more torque is sent to the rear wheels. As a result, oversteer can be induced via the throttle with absolute ease, although you never feel the chassis is going to bite you.

The brakes work superbly well, too. They're much bigger than V6 Levante's: ventilated and cross-drilled discs that measure 380mm x 34mm up front and 345mm x 28mm at the back, with six-piston and four-piston callipers respectively. Of course, with a car this hefty you need to set your braking points with care, and your nose should be trained to expect that whiff of powdered brake pads at the end of enthusiastic journeys.

That gives you the chance to appreciate the aggressive look of the Trofeo, which offers up a smattering of carbonfibre inserts (enhanced by an optional Nerissimo black trim package on our test car). There have been some MY2021 changes since we drove this car, including red flashes on the front wing air vents and on the Trident badge on the C-pillars, plus new rear light clusters inspired by the boomerang-like 3200 GT.

One thing I would say – and I'm shocked that I'm actually putting this in print – is that the Trofeo's 21-inch wheels don't seem big enough for the





## TECHNICAL SPECIFICATIONS

### MASERATI LEVANTE TROFEO

ENGINE:	3799cc V8 twin-turbo
POWER:	580hp at 6250rpm
TORQUE:	730Nm at 2500rpm
TRANSMISSION:	8-speed auto, all-wheel drive
BRAKES:	Vented drilled discs (380mm front, 330mm rear)
TYRES:	265/40 ZR21 front, 295/35 ZR21 rear4
DIMENSIONS:	5003mm (L), 1968mm (W), 1679mm (H)
WEIGHT:	2170kg
FUEL CONSUMPTION:	21.4mpg
CO2:	319g/km
MAX SPEED:	186mph
0-62MPH:	4.1sec
PRICE:	£124,940



wheelarches. Luckily, you can specify 22-inchers as an option. Another option you can't miss on our test car is the Italian tricolore stripe running up the bonnet and along the roof. This is a special 'Fuoriserie' extra that costs – wait for it – £8475.

As ever, Maserati's cabin is a text-book template for a luxury car. Even if it's starting to show its age now, it feels very special. The super-soft Pieno Fiore natural leather that covers the seats, dashboard and door panels is simply gorgeous, as is the Alcantara headlining and the Trofeo logos on the headrests. There's a liberal dose of carbonfibre here, too, including the flappy gearshift paddles.

The central touchscreen, however, no longer feels state of the art; many family hatchbacks have better offerings these days, let alone a £125k luxury SUV. But

there's an improved system for MY2021, we're told, so we'll have to wait and see how that works.

Other niggles are few and far between. Your left foot feels squeezed up against the huge transmission tunnel, which is probably a right-hand drive thing. The official fuel consumption claim is 21.4mpg but I couldn't get near that; mid-teens was my experience.

But the Trofeo feels every inch a proper Maserati. And you'd better snap one up now if you want one, before it's too late. As Maserati embraces V6 turbo and hybrid power with the MC20, the HQ in Modena has declared that it'll stop sourcing engines from Ferrari by the end of 2022, making the current Trofeo range – Levante, Ghibli and Quattroporte – the very last to have V8 power. Truly, this is the end of an era. 🇮🇹

*That's a proper-looking engine! Cabin is luxury personified. Brutal looks are matched by agility and astonishing pace*





*The new Maserati Levante Trofeo.  
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Fuel economy and CO<sub>2</sub> results for the Maserati Levante Trofeo in mpg (l/100km) combined: 17.7 (16.0) to 17.8 (15.9). CO<sub>2</sub> emissions: 363 - 359 g/km. Figures shown are for comparability purposes; only compare fuel consumption and CO<sub>2</sub> figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load.



# Seven Times Twelve

Why have one front-engined V12-powered Ferraris when you can have seven? Even better if you can have one from each of Ferrari's seven decades of production

Story by Richard Dredge  
Images by Richard & Vicky Dredge



**A**t the start of this year we received the very sad news that Peter Holloway had died suddenly and unexpectedly, just before Christmas (and we extend our condolences to Peter's partner Elizabeth and her son Sebastian). Peter's name might not be familiar to you but his cars probably will be, as he was the owner of the oldest Ferrari in the UK, a 1949 166 Inter, alongside six other V12-powered Ferraris. None of his cars was a garage queen, either, as Peter drove them all over Europe to concours events and on tours.

Peter called his collection the 'Twelvolution', as it represented the evolution of the V12 front-engine, manual-gearbox Ferrari line from the earliest days up until 2008, when automatic transmissions became the default choice for Prancing Horse buyers. Peter loved to swap cogs himself.

Last year, when we visited Peter to see his collection, he told us: "I started driving in 1970 and all of my cars until about 2008 were manual. I wanted to maintain that sense of truly being in control of a car with a manual gearbox, of engaging in the driving of it."



For many years I was the proud owner of a 246 GTS, and I was very fond of it, but I always hankered after a front-engined V12 model. After many years I bought a silver 550 Maranello, and I realised that its V12 gave all the power a normal mortal ever needs.

"After a couple of years I realised that, fantastic though the 550 was, I had become completely used to the sun on my head after 27 years with the open Dino, and so I replaced the 550 with the 575 Superamerica. A few more years went by and I had an opportunity to buy a 166 Inter by Touring, and a

365 GTC in unrestored condition.

"I was also able to find a 365 GTB/4 and a rare 250 GT Ellena shortly after. Suddenly I had a front-engined V12 from the 1940s, '50s, '60s, '70s and noughties. To complete my plan to own a model from each decade, I searched for good examples of the 412 (1980s) and 456 GT (1990s). Most front-engined Ferraris after the noughties were equipped with a semi-automatic gearbox and so I decided I would stop at the Superamerica, with all seven cars sharing a manual gear lever and a V12 engine in front of the driver."



### 1940s: 166 INTER

Ferrari's first production model was the 125 S, of which a mere two were made in 1947. The 159 S took over the same year and again only two were built before the 166 picked up the baton in 1948. This third Ferrari tipo remained in production right the way through to 1953, and during its five-year production run an array of derivatives was produced. While it's the open-topped editions that get most of the attention, there were fixed-head versions too. Many of these closed cars have been rebodied over the years as more desirable barchettas, so Peter's Touring-bodied 166 Inter (chassis # 017 S) is a fascinating survivor that's a true piece of history. It's something like the ninth road-going Ferrari ever to come out of the Maranello factory.

Peter didn't set out to buy the 166. He had gone to a Ferrari specialist to buy a 275 GTB but saw the unusual Inter, as he recalled: "I was more drawn to this

166 with its understated elegance, outlines of the moustache between the headlights and sheer age of it. I realised, too, that historically it was an important car and at last finding a Ferrari older than myself – just – it was really meant to be.

"I take the 166 to local car shows and pubs as well as international concours, and it evokes great interest and admiration. In its 70 years it has undertaken the Historic Mille Miglia four times and in 2019 I completed the 166 Celebration Tour in Italy on mountain roads between Milan and Turin. The car was a joy to drive up the steep corkscrew bends in the mountains and surprised many by her agility.

"The engine is still as reliable as it was when built 70 years ago, although the gearbox lacks synchromesh in first and second and the steering is somewhat vague. With only a single carburettor and 103hp, which was amazing in its day, it could be the slowest Ferrari on UK roads and definitely the oldest."

“ With only 103hp, this could be the slowest Ferrari on UK roads – and it's definitely the oldest ”



## 1950s: 250 GT ELLENA

There was a bewildering array of 250 derivatives offered throughout the 1950s and into the 1960s. Most are well known, such as the Testa Rossa, SWB, GTO and LM, but among the more obscure editions is the 250 GT Ellena. This was the 250 that propelled Ferrari into the big time in terms of production and sales figures.

Launched at the 1953 Paris Salon, the 250 Europa was produced between September 1953 and July 1954. Just 21 were made, 16 by Pinin Farina. The 250 GT then made its debut at the 1954 Paris Salon, once again Pinin Farina bodying most initially (26 of the 36 built), but by 1957 the company was struggling to deliver on all of its production promises. As a result, Boano took over 250 GT production, at least initially, but when Mario-Felice Boano was appointed design chief for Fiat later in 1957, his carrozzeria was taken over by his son-in-law Ezio Ellena in conjunction with Boano's previous business partner Luciano Pollo. The new company was called Carrozzeria Ellena.

Said Peter: "I found the Ellena in one of those vast car stores that make me weep: hundreds of cars in racks, owned but not driven for years on end. As can be imagined, the 1950s offered a huge range of Ferrari models but this car had all the elements I wanted: scarcity, an understated elegance and matching numbers. The extra power, more than twice as much as the 166, makes this car easier to drive. This 1957 example, although only eight years younger than the 166, shows the incredible progress Ferrari was making in those early cars, incomparable with the 166 even. There is obviously more power, the steering is crisper and the body shape more distinctive than the rounder SWB/Lusso in the 250 family."

The Ellena was overshadowed by the 250 GT TdF,



with which it shares its Type 128/C engine and running gear, which is why many Ellenas have been modified to look like the TdF. That has made the Ellena considerably rarer: according to Peter there may be only 15 original Ellenas left from a production run of 50.





### 1960s: 365 GTC

The array of 2+2 GTs offered by Ferrari in the 1960s was bewildering. The 250 GT 2+2 kicked things off in 1960, followed by the 250 GT Lusso (1962), 330 GT 2+2 (1964), 330 GTC (1966) and 365 GTC in 1968. Along the way there were also the 330 America and 365 GT 2+2. The one thing all of these tipos have in common – 2+2 front-engined V12 configuration aside – is that they were made in small numbers.

Between 1968 and 1970 Ferrari built just 168 365 GTCs. This is the Ferrari that has it all: discreetly elegant looks, V12 power, rarity and usability (courtesy of its four-seat configuration). That rear seats aren't much good for carrying people (small kids aside) but they ensure that this svelte grand tourer can carry everything you need for a week or two of continent crossing. Phil Hill and Paul Frère both opined that the 365 GTC was one of the most accomplished all-round GTs of the 1960s, and back then there were plenty to choose from.

Peter told us: "My two 365s are very different from

each other. The 365 GTC has to be one of the most elegant of all cars, one of Pininfarina's best from any angle, but particularly the rear quarter. And with 4.4 litres to keep it moving, it is great fun for a brisk canter to the shops or a cross-country journey.

"I love the metallic snick of the gear lever when selecting the ratio I want, when I want it, compared to the impersonality of driving automatic and semi-automatic cars. As a mere mortal, I cannot understand why I need gear changes measured in microseconds undertaken by what is in essence a mobile computer.

"This is the 26th Ferrari 365 GTC made out of 168 and so it is also a rare car, which I found at the same time as our 166. The car spent much of its life in the Californian sun and I loved the fact that it still looked great unrestored. Such cars are not so welcome at the more polished end of the concours circus but that was not the point of making the collection. It is incredible how relatively crude the interior is, with its basic door trim and imitation wood facia, but I intend to keep it in this patinated state and just maintain her as she left the factory."

“ The 365 GTC has to be one of the most elegant of all cars, and is great fun for a brisk canter to the shops ”





**1970s: 365 GTB/4 DAYTONA**

“ Under the bonnet the 12 carburettor throats look up at you like hungry chicks in a nest. Feed me! ”

Nowadays the 275 GTB is more sought after and valuable than the 365 GTB/4 Daytona that followed it, but back in 1968 when the Daytona was introduced, it was light years ahead of the 275 in terms of its looks as well as its dynamic ability.

When the Daytona project was started by Leonardo Fioravanti, it was an unofficial Pininfarina project that mated a 275 GTB nose with a new fastback shell aft of the front wheels, the whole thing based on a 330 GTC chassis. When Enzo saw the prototype in 1966 he loved it and commissioned the car to be developed, but with a new nose as he felt that something more radical was needed. The result was certainly that, with its quad headlights mounted in a wedge-profiled nose behind Perspex covers.

Power came from an updated version of the 275 GTB's Colombo V12, which now displaced 4390cc. Fed by a sextet of Weber twin-choke carburettors, there was a healthy 352hp on tap which was enough to take

the Daytona all the way to 174mph.

Peter told us: “As one of the most recognisable of the early Ferrari tipos, there is probably nothing new I can say about the Daytona, but the surprising realisation is that it feels physically smaller than one would expect of a car with such a huge reputation.

“Of my seven cars, it's the one which excites the most interest because it is probably the best known Ferrari shape. I am a great fan of wire wheels and in my opinion both the GTC and the Daytona look lighter and less truck-like than they do on disc wheels. I also seem to break with tradition because, although I have the leather gaiter that covers the gear stick, I prefer to see the famous chromed H-gate.

“The Daytona is the last of my seven V12s fitted with carburettors, as the 412 and the 456 GT began the transition into the modern age with fuel injection and power-assisted steering as standard. Under the bonnet the 12 carburettor throats look up at you like hungry chicks in a nest, which is something missed on modern machines. Feed me!”





**1980s: 412**

The old saying that you don't know what you've got till it's gone could have been coined for the 365 GT 2+2, 400 and 412 family. So many of these cars have been broken over the years because repair bills so often outweighed the car's value. Now that these elegant 2+2s are on the endangered list and word has got out about how usable they are, demand has shot up.

It was Pininfarina's Leonardo Fioravanti who designed the 365 GT4 2+2, which arrived in 1972 with a 4390cc V12 in the nose. This was upgraded to a 4823cc unit in the 400 of 1976, and when the V12 was enlarged once more to 4942cc, the four-seater in which it was housed received a name change to 412; as with its predecessors, the name gave away the displacement of each cylinder.

Peter commented: "I appear to be just the third owner of my 412, which is one of only 24 right-hand

drive cars built. The 412 was described by the late great LJK Setright as 'one of the most beautiful and one of the most elegant bodies ever to leave the lead of Pininfarina's pencilling vision'. It truly is a Gran Turismo.

"I first saw the timeless shape in a 365 GT 2+2 at Snetterton in the 1970s. The car in question would always park near what is now Brundle Corner, while its occupants enjoyed the action in armchair comfort. These 2+2 cars are great for race-going and family outings. I took grandmother out to the seaside in the 412 and we stopped for fish and chips. 'Fish and chips in a Ferrari, we can't do that!' she said. Oh yes we can, I said, and we did, and why not? If a car cannot be used for such ordinary trips, what's the point of owning them? I had a bale of hay in the passenger seat of my Dino once, and again, why not? It goes back to the basic purpose of a car which is to be functional. It can be fast, it can be pretty, but a car has to functional or it is just an expensive toy."

“ I took grandmother out to the seaside for fish and chips. 'We can't do that!' she said. 'Oh yes we can!' I replied ”



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### 1990s: 456

The 456 GT is in danger of going the same way as the 365/400/412, as its reputation is still in the doldrums. Its front-engined 2+2 format doesn't endear itself to Ferrari fans and nor does the tipo's reputation for fragility.

Things were very different when the 456 GT arrived in 1992, three years after the final 412 had been built. The new car was streets ahead of its predecessor – which is only what you'd expect considering the 456 made its debut 20 years after the 365 GT had done.

Featuring an aluminium bodyshell bonded on to a steel chassis, and a wheelbase 100mm shorter than the 412's, the 456 doesn't look or feel like it was launched almost three decades ago. However, this was a car that was developed on a budget and some build quality issues have led to this compact family-friendly coupé being discounted by many Prancing Horse fans.

Not Peter, though: "The 456 GT is the second front-engined V12 produced in the 1990s when the majority of Ferraris were mid-engined. I bought this car because I had already owned a 550 Maranello. It is very different

in appearance from the 412, even though still a Pininfarina design. The engine had grown from 5.0 litres to 5.5 litres and it has stonking performance, more than adequate for mere mortals.

"The first 20 years of my 456's life were spent in Hong Kong, where I imagine it would have been difficult to explore its 442bhp. Driving it around the UK allows it to be opened up more, and because it is not over-aggressive in appearance, surprises those who are overtaken! It is also a phenomenal car, and in manual form rather few in number, with 171 made in right-hand drive. It's generally overlooked and unforgivably underrated in my view, probably because its looks begin to show that low front that fed into virtually all later cars: uber-functional but rather ubiquitous at the same time.

"This was the most powerful road Ferrari made up to that time, with blinding acceleration and very sure-footed even in damp conditions. If a Gran Turismo is defined as 'motoring at speed, with style, safety and comfort at the upper limits of all continental roads', this car does just that."

“ It is a phenomenal car, generally overlooked and unforgivably underrated in my view ”





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### 2000s: 575 SUPERAMERICA

Launched in 2005 and limited to 559 units, the 575 Superamerica picked up where the even rarer (448 units) 550 Barchetta left off. The problem for Peter was that only 43 Superamericas were ever fitted with manual transmission, so his right-hand drive stick-shift edition is a true rarity.

Whereas some tifosi prefer the fixed-roof 550 over its 575M equivalent, the Superamerica is much more highly regarded than the Barchetta because of its far better chassis and its greater practicality; the earlier car had no weather protection that was usable in the real world.

The 575 Superamerica's roof is the height of brilliance: simply a pivoting carbon and electrochromic glass roof that takes just seven seconds to swivel electronically through 180 degrees. Carrying a 60kg (and £35,000) penalty over the regular 575, that glass roof could go from clear to tinted in only one minute. For an extra £14,455, buyers could opt for the HGTE package which

brought stiffer suspension, ceramic brakes and a sports exhaust; more than 40% of Superamericas featured this kit, while over 92% of them had Ferrari's F1 automated gearbox.

Peter commented: "The Superamerica is a truly amazing machine. The boot was big enough for my god-daughter to climb into when she was six (her brother didn't close the lid!) and it's a truly functional supercar, a proper Gran Turismo. With a tad under 200mph possible, it has phenomenal acceleration, sensible ground clearance and a fast-acting roof when the inevitable happens. It truly is a rewarding and engaging experience, and a privilege to hustle down the A143 on an early spring morning, even knowing that the destination is the office!

"No driver really needs more power than is developed by this car, or is likely to be able to make much use of more if it were available. This was my commuter car when I worked in London, and memories of five o'clock starts from East Anglia make me smile, although that smile slipped when I reached the A13 heading into London!" 🇮🇹

“ It has a fast-acting roof when the inevitable happens. It truly is a rewarding and engaging experience ”



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# TURNING IT UP TO 1100

Fiat's 1100 was a remarkably adaptable car: from a modest family saloon, an exclusive convertible was also developed. We drive two very early examples to see how they compare

Story by Hugo Reis  
Images by Rui Reis





**W**hen I see these two cars together, I picture a typical 1950s Italian scene: in chaotic traffic, a family man proudly drives his Fiat 1100 Berlina, wife and children aboard. They're suddenly overtaken by a convertible driven by a young, elegant lady, hair beautifully tied back. The family man can't help thinking about what he has forsaken to build a family and a respectable life. He's still wondering when a snappy hand from the passenger's seat hits him, followed by a high-pitched voice that brings him back to earth: "What are you looking at?"

In fact he's looking at another Fiat 1100: the Trasformabile. It's simply amazing how the same model can span two realities so far apart. While the 1100 Berlina was a humble family car with the tightest packaging possible, the 1100 TV Trasformabile was an extravagant toy for the well-heeled. For a car without a separate chassis, it's remarkable how many different shapes it ended up wearing. That's simply a sign of how versatile Dante Giacosa's little jewel was.

The 1100-103 was introduced at the 1953 Geneva motor show as a successor to the aging 1100 B, which was essentially a pre-war car. The new Millecento was much more forward-thinking, featuring a new overhead valve engine, four-speed transmission and hydraulically assisted brakes, as well as a 12-volt electrical system.

Up to its first major update in 1956, the 1100 was available with two engine variants: the entry level with 36hp and the sportier TV, standing for Turismo Veloce. Coded 103.006, the latter engine had a higher compression ratio (7.4:1 versus 6.7:1) and a twin-choke Weber carburettor, giving it 50hp at 5400rpm.

Despite some exclusive styling features such as a third headlamp, the 1100 TV Berlina still looked pretty harmless. But it was anything but harmless in competition: in the sub-1100cc class, the little Fiat scored impressive results in tough challenges such as the Mille Miglia and Algiers-Cape Town, where it managed an overall win in 1954. The TV engine also



powered several Formula Junior racers, including the significant Stanguellini, which extracted as much as gohp from the little four-pot.

'Our' Berlina is an early example dating from 1954. Competition career notwithstanding, it's easy to love the car for its cuteness: this four-door saloon measures under 3.8 metres long and has curvaceous lines that make it almost cartoonish. This early generation is easily identified by its small-diameter headlights and minimalist front grille of three

horizontal bars. Later cars would feature a more conventional framed grille, as well as more protruding headlights surrounded by thicker rims. Another distinctive feature is the rounded profile of the rear end; the later 1100-103 E would adopt Americanised tailfins. Both were elegant in their own way, but this early shape is the purest.

Same goes for the cabin, which is wonderfully clean and elegant. Just two round instruments decorate the otherwise plain body-coloured dash: speedometer on the right, fuel gauge and warning lights on the left. There are a few stalks, a period Blaupunkt radio and, right in the middle, the ignition key. Before twisting it, I take a minute to wonder if I'll actually manage to drive this car because of its driving position: the huge body-coloured steering almost touches my chest; the floor-hinged pedals demand a frog-leg posture; and I can almost rest my nose against the windscreen.

*Convertible is no lighter than saloon but extra power gives it more verve. It's more elegant than sporty*

“ Get right and it's nimble and fun, but it can lose grip without warning at the slightest abuse ”

them, and with the top three ratios synchronised, it's very easy to operate.

Out on a more suitable stretch of road, it becomes clear there's a lot of play in the steering at the straight-ahead. Otherwise, it feels very precise, light and high-gearred, a feeling amplified by the car's narrow track and short wheelbase. Smooth and well-judged steering inputs are required to avoid destabilising the car. If you get it right, it feels very nimble and fun, thanks to good damping and relatively modern independent front suspension by wishbones and coil springs. The rear end's live axle and leaf springs feel less precise, losing grip without warning at the slightest abuse.

The hydraulically assisted drum brakes are easy to modulate but their stopping power is almost laughable, even taking into account that this car dates from 1954. Otherwise, even by today's standards, the Fiat 1100 is very easy to drive, and any driver of the

With a twist of the key, the engine wakes up with

With a twist of the key, the engine wakes up with



# FIAT 1100 BERLINA & TRASFORMABILE





1950s, no matter how skilled, would quickly feel at home behind the wheel of the Berlina. In its day, this was the ideal family car, even for someone who could afford a more expensive model.

Speaking of which, many of Turin's coachbuilders like Ghia, Pininfarina and Allemano offered plusher, sportier variants. Fiat would soon develop its own ideas, thanks to its special projects department, called *Carrozzerie Derivate e Speciali*. This department benefited from its own studio and a bespoke production line that was well suited to low-volume models.

That's exactly the case with the 1100 TV Trasformabile (convertible). The styling was done by the same man who designed Fiat's 8V – Fabio Luigi Rapi

– and clearly shows American-inspired ideas, as per many 1950s European cars. The first version of the Trasformabile – which you see here – was unveiled at the 1955 Geneva Motor Show. It featured the 50hp engine and, according to Fiat, only 142 examples were built before the first update. These early series cars are easily identified by their recessed headlights, chrome mesh grille and distinctive indicators on top of the front wings. In late 1956, a subtle restyle introduced a new front bumper (to meet US regulations), a black mesh grille and slightly different headlights. Peak power was now 53hp, while the rear suspension was also updated.

Around 450 examples of this upgraded version

*Later saloons (below left) got a mesh front grille. 1100 Berlina became an unlikely Mille Miglia star*



## FIAT 1100 BERLINA & TRASFORMABILE



were built before the 1200 TV Trasformabile succeeded it in 1957. When the original model was presented, its price was equivalent to the upper range Fiat 1900 Berlina so, for the new Trasformabile the goal was to lower production costs, so many of the exclusive features were dropped. For instance, the pair of round instruments was changed for a ribbon speedometer, as used in the 110-103 E saloon; the extravagant Nardi steering wheel was swapped for a simpler three-spoker; and the bonnet ornament was simplified. The new 1221cc engine was rated at 55hp, making it slightly brisker. Its lower asking price boosted sales and 2360 units were sold before the end of the line in 1959, as it



## TECHNICAL SPECIFICATIONS

### FIAT 1100-103 BERLINA

ENGINE:	1089cc 4-cyl OHV
BORE X STROKE:	68mm x 75mm
COMPRESSION RATIO:	6.7:1
INDUCTION:	Solex 32 or Weber 32 carb
POWER:	36hp at 4400rpm
TORQUE:	51lb ft (69Nm) at 2500rpm
TRANSMISSION:	4-speed manual
SUSPENSION:	Wishbones, coil springs, torsion bar (fr) Live axle, leaf springs (rear)
BRAKES:	Drums
TYRES:	5.2 x 14
DIMENSIONS:	3770mm (L), 1458mm(W), 1485mm (H)
WEIGHT:	825kg
MAX SPEED:	72mph

### FIAT 1100-103 TV TRASFORMABILE

ENGINE:	1089cc 4-cyl OHV
BORE X STROKE:	68mm x 75mm
COMPRESSION RATIO:	7.4:1
INDUCTION:	Weber 36 carb
POWER:	50hp at 5400rpm
TORQUE:	56lb ft (76.5Nm) at 3200rpm
TRANSMISSION:	4-speed manual
SUSPENSION:	Wishbones, coil springs, torsion bar (fr) Live axle, leaf springs (rear); anti-roll bars (fr and rear)
BRAKES:	Drums
TYRES:	5.2 x 14
DIMENSIONS:	3785mm(L), 1470mm (W), 1450mm (H)
WEIGHT:	850kg
MAX SPEED:	89mph



*Bizarre, almost baroque, winged bonnet mascot was toned down on the later 1200 TV Trasformabile*

gave way to Fiat's Pininfarina series.

Style wise, the convertible couldn't be further from the design language of the saloon. While obviously attractive, it is perhaps a little overdone. Every detail on the Trasformabile feels like a desperate cry for attention, with such over-the-top elements as laughably faux turbine knock-off hubcaps and a very strange winged bonnet ornament. Yet other details are lovely, such as the wrap-around windscreen, which reminds you of the Lancia Aurelia Spider America, born the same year. The bumpers are another nicely done element, as are the large vertical trims behind the doors.

Our test car is one of only six examples originally sold in Portugal and has recently undergone a full restoration. It's not an easy task to get all the details right on such a rare car, but the final result is convincing, except for the steering wheel rim, which seems thicker than it should be. The dash is covered in leather, matching the interesting two-tone bucket seats, which have a body-coloured steel structure. All the buttons you need are hidden under the dash, keeping the look very neat. The form-over-function philosophy continues with the ignition switch, which is positioned right between the instruments, making it difficult to reach through the steering wheel.

On the road, almost immediately the Trasformabile

shows its resemblance to the base model. The controls have a similar feeling, all very light and precise. This car weighs almost the same as the four-door and, with the chassis not significantly reinforced to compensate for the lack of a roof, the wheels shudder over road imperfections.

The Trasformabile's driving experience is transformed once you start pressing on. The power hike is very palpable, as well as the longer gearing, which makes it easier to keep up with modern traffic. I don't feel the urge to experience the claimed 89mph top speed, which surely must feel like 150mph, but that's not the car's fault; it's just that I'm a little less brave than period drivers. Let's not forget that Massari and Gatti entered a Trasformabile in the 1956 Mille Miglia and finished an amazing 81st place overall and fourth in class.

Undoubtedly this car appeals to a more relaxed, day-dreaming attitude. I might be travelling through Portugal's countryside but my mind is picturing a more glamorous backdrop – Sardinia, Biarritz or even Ocean Drive in Miami Beach. These were surely the places that Luigi Rapi had in mind when styling this car. I'm not the kind of person who enjoys drawing attention, but I'd love to drive this car in such settings. Everything seems much prettier and more colourful when seen through this wraparound screen. It's



*Special thanks to Mecurito Autoclássicos and Pedro Pinheiro for making this feature possible*



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# EDGARDO MICHELOTTI

## Maestro & Son

ON THE 100TH ANNIVERSARY OF GIOVANNI MICHELOTTI'S BIRTH, WE INTERVIEW HIS SON AND CO-DESIGNER, EDGARDO MICHELOTTI, ABOUT A DYNASTY THAT WAS RESPONSIBLE FOR AN ALMOST UNCOUNTABLE NUMBER OF DESIGNS

Story by Chris Rees  
Images by Chris Rees/Archivio Storico Michelotti



“ My father worked alone, at night, accompanied by cigarettes, a bottle of whisky, lots of coffee and a radio ”

Today, car designers are superstar celebrities. It was very different back in the 1950s and 1960s, when car penmen were hidden away from the public gaze, mere unidentified cogs within the working machinery of coachbuilding companies. And few designers were more veiled than Giovanni Michelotti, the precocious talent who, more than any other designer, propelled Italy into the epicentre of car design during its golden era.

That's not hyperbole. Michelotti was responsible for more than 1200 car designs in his time. Among them were some of the best-loved Ferraris (109 distinct models), as well as Maseratis and Abarths; numerous Morettis and Siatas; and countless coachbuilt specials. He was a pioneer of international design: for Triumph he penned the Herald/Vitesse, TR4/TR5, Spitfire/GT6, 1300, 2000 and Stag; for Dutch company DAF the 44 and 55 Coupe; and for BMW the 'Mittelklasse' saloons, CS Coupe, 2002ti and Touring. Famously,

at the 1954 Turin Motor Show alone, more than 40 Michelotti designs were present, but hardly anyone knew that his was the master hand behind them.

The 1200 total we mentioned represents just the designs that were made in the metal. Many more can be found in a spectacular archive tucked away in the Turin suburbs. That's where we met with Giovanni's son and collaborator, Edgardo Michelotti, now 68 years old, to talk about his father and his legacy.

**AI:** *Edgardo, perhaps we could start with your earliest memories of your father as a car designer.*

EM: When I was child, I really didn't see my father much because he worked so hard – in fact, every day except Saturday and Sunday nights, Christmas and Easter. When he was designing, he needed to work alone, so he did it at night. At six o'clock in the evening, he would prepare sandwiches, cigarettes, a bottle of whisky, lots of coffee and a radio. The design would be completed in one night: by seven o'clock in the morning it would be ready for his workmen.

These curved, ski-like pieces of wood you see

here were used to make full-scale drawings. Each one had its own name, a girl's name, so you would hear people shout, hey pass me Lola, would you?

Another thing I remember: he would whistle all the time – he and I both whistled like birds. To work with him was such good fun. He had a very sweet character but he knew how to behave so that people could never say no to him. My father very much liked to work with younger designers and always wanted to know the opinions of younger people.

**AI:** *How did you join your father's design office? Was it easy for you to follow him into the world of design?*

EM: Honestly, no. I liked design but I followed that path more because it was a family business. If my father had been doing something else, I would probably have done a different job. I started in 1972 when I was 20 years old. I always worked very closely with him but as soon as I entered the company, I stopped being the son of Michelotti and was just another employee at the same level as anyone else.



Edgardo Michelotti (above) with one of the thousands of sketches in the collection of his late father Giovanni Michelotti (facing page)



Lancia Mizar was Edgardo's first full design. It remains the only four-door gullwing hatchback ever made

AI: What was your first design project?

EM: The Lancia Mizar, based on the Beta, was my very first design in 1974. My father asked me one day: "What do you think of making a concept car for a motor show with four gullwing doors? Nobody has done it before." I didn't have the experience to know exactly how to reply, but I was very happy to accept his challenge.

My father did a quick sketch and asked me to come up with a drawing in 1:1 scale. When I'd finished he said, "Very good, but these two lines here are no good". When I tried to erase them with a rubber he

said no, get another sheet of paper and do it again. The second one was also wrong and I had to redo it. This went on for days, for weeks, and I started to go crazy. Every time there was something wrong. One day, he saw the look in my eyes and said, "OK stop now, it's OK." I don't know if it really was OK. Perhaps my first sketch was correct, or maybe the last one was still wrong. But I understood this: he was teaching me not only how to draw but also how to behave in life. By the way, the Mizar remains the only car ever made with four gullwing doors and a tailgate.

AI: It's well known that your father was probably the most prolific car designer who ever lived. Do you have a favourite among his designs?

EM: Actually I know maybe fewer than half of the cars he designed because he did so many. He joined Stabilimenti Farina in 1936 aged 15 and was chief designer at 17. At the time this was the biggest carrozzeria in Turin, employing 800 workmen. He went freelance after the war, just a few years before I was born.

Some designs in the archive are clearly by other employees but I have learned how to recognise my father's

hand. It's in the proportions, the balance of the volumes, the shapes of the wheelarches and bonnets. I can be 99% sure that any design is his.

He told me that cars are weapons that kill more people than any other, and was obsessed with safety. For example, he thought about how the brake lights are seen by the driver behind but not the car behind that. So he invented the high-level braking light by putting an antenna with small red lamps on it. Another innovation was on the OSCA 1600 Coupe at the 1961 Geneva Motor Show, which had red stop lamps on the sides of the wings to



Studio  
 Nichelini  
 TORINO  
 1974



make it much clearer that the car was braking.

One car I have to say I really like is the Jaguar D-Type that my father rebodied in 1963.

**AI:** Your father worked for so many companies, didn't he?

**EM:** He was lucky to be born at the right time for an artist to truly express himself. After his purely design role at Stabilimenti Farina, he went to Allemano for 18 months as chief of the company,

which was very helpful for him to understand how cars were made. He went on to work for almost everybody.

He worked with Vignale for more than 10 years and they were great friends. Vignale was a big company that did fast work, if not perhaps the best quality. People said that Ferraris were all about the engine but my father showed this was not true, that the bodywork could be just as important. The bodywork for racing Ferraris, for

instance, had a very aggressive look.

Another very important evolution for him was working with Ghia-Aigle in Switzerland, because he worked on so many different chassis for so many varied clients.

His career progressed slowly but always upwards. 1957 was the year of the big leap forwards, when he was finally ready to work for the big car companies, not just the carrozzerie. This was the year when he started working with

BMW, Alpine, Triumph and the Japanese companies Prince and Hino.

**AI:** Could we talk about the relationship that your father had with Triumph and its director of engineering, Harry Webster?

**EM:** Working with Triumph was wonderful and I think Harry Webster was one of my father's most important friends. We were once invited to his house – the old schoolhouse at

**ABOVE:** Did the 1960 Osca Michelotti inspire Lancia's Fulvia Coupé? We'll be investigating next month...

**BELOW LEFT:** Ferrari 212 Inter by Michelotti for Ghia-Aigle. **BELOW RIGHT:** Alluring Jag D-Type Le Mans





TOP TO BOTTOM: Triumph TR Le Mans, Triumph Italia sketch and production car, stillborn proposal for Triumph Stag coupe



Longbridge. The ceilings were very low and I had to duck down, and the house was all white inside.

The friendship all started with the TR3 'Dream Car', commissioned by Standard-Triumph as a styling study before they knew who my father was. My father really impressed Harry Webster with that car. I am still searching for it, to find if it still exists. It was registered in Turin, so I think it must have stayed in Italy.

Standard-Triumph's managing director, Alick Dick, met my father at the Geneva Show and said if you can redesign my Vanguard by tomorrow, I will give you a bottle of champagne. My father worked all night and came up with not one but three designs. Dick gave him the bottle of champagne – and also a contract. That was the start of a 20-year cooperation.

My father's designs for the Herald and Spitfire went into production untouched, which is why they look so well resolved. As my father used to say, "A camel is a horse designed by committee"!

**AI: It wasn't just Triumph that your father worked for but many other companies too. He was a truly international designer, wasn't he – perhaps the first from Italy?**

EM: My father worked very hard and I think it's true to say that he built the story of the automobile in the world. He designed cars for the British, for the Germans, Dutch, French and Italians and even the Japanese. In 1958 he designed the

Skyline Sport for Prince in Japan and became the first person to go to Japan to teach car design. Incidentally, he was also asked to go to the USA as chief designer at General Motors but he refused.

**AI: I've just noticed that the logo for Giovanni Michelotti is 'GM', just like General Motors!**

EM: Yes, that's a funny coincidence. My father preferred to remain in Turin, eventually creating cars under his own name, from 1959 as Carrozzeria Michelotti. In those days, Turin was the only city in the world where it was possible to build a car completely. Coachbuilders didn't make windcreens or lights; in Turin it was possible to find people to build any component you needed. Now almost the whole industry in Turin is finished.

**AI: What did your father think of other designers?**

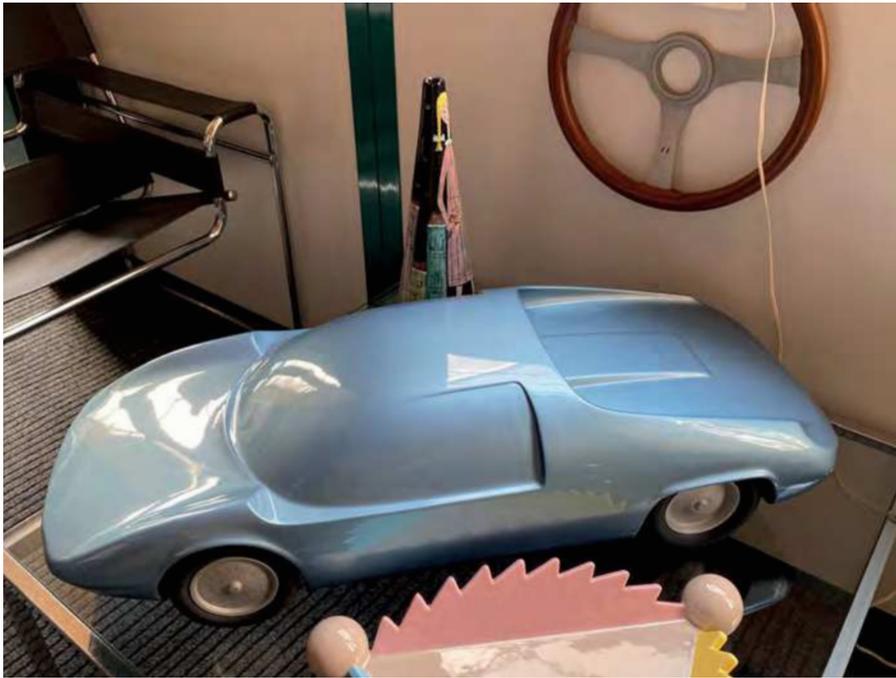
EM: My father was very honest. He did not believe that he was the best and that everyone else was rubbish; he appreciated what others were doing and carefully observed design trends throughout the world.

**AI: When your father died in 1980, aged just 59, the company came to you.**

EM: Yes, after he died I carried on with the company for 11 more years. In 1990/1991 the situation was becoming impossible. Actually Fiat made me close down, as they did for almost everyone.

It was the end of an era. My grandfather had worked for Itala, a true craftsman and part of the





team that won the Peking-Paris race. Itala was based just a few hundred metres from my office here. The building still exists but it's now a Carrefour department store. That's the way it is!

It's sad to see the car story of the last century in Turin has ended. When I go to Lingotto and see the cinema and shops there

now, it's painful for me. I remember going there in 1970 with my father, when steel was still being made there, and he took me on to the roof to do two or three laps of the track.

**AI: Did you keep any Michelotti cars yourself?**

EM: Yes, I owned five cars personally, including the

Fiat 128 Pulsar, Fiat 132 Flares and Fiat 127 Every 4R. The only 'car' I still have is the full-size wooden mock-up of the last Ferrari my father made.

**AI: And today you are looking after this amazing archive.**

EM: Over the course of

four or five years, I have selected drawings from the archive and digitised them, about 6000 drawings in total. There are many more... I am currently looking for a university to carry on my father's archive so that it can be saved for future generations. It's undoubtedly one of the most important

**CLOCKWISE FROM TOP LEFT: Ferrari 275P model, Ferrari Super Sport Vignale, Abarth 750 'Goccia', Fiat Flares/Pulsar and Every 4R**



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# Supercar by Stealth



By expanding the 4C's engine from 1.75 to 2.0 litres, AlfaWorks has unleashed a 410hp, 600Nm monster. As we discover, it delivers supercar pace with Q-car looks

Story by Chris Rees  
Photography by Michael Ward



**A** long straight at our private test track beckons invitingly. It would be the height of rudeness not to bury the throttle pedal into the floor and experience full beanage.

After all, this is no ordinary Alfa Romeo 4C – despite its stock appearance – and behind me sits no ordinary engine. I've got the new AlfaWorks 2.0-litre stroked engine with 410hp at my disposal. OK, here we go: with just a little shimmy of the tail, I'm off. Yup, this is quick. Make that very quick indeed. But not supercar quick. Then I glance down at the speedometer and I have to recalibrate my senses. It's reading well into three figures. I take it all back: this is indeed supercar pace.

The phrase 'deceptively fast' could have been invented for this car. Maybe it's because regular supercars explode with a full symphony of sound and spectacle; in contrast the four-cylinder 4C deploys its pace with far more coolness. Maybe it's

because regular supercars have become so damn heavy, and in contrast the lightweight 4C – which tips the scales at well under a ton, remember – just picks itself up and goes. Whatever the reason, you certainly don't get a sense from the driver's seat just how fast you're going.

This force-fed 4C is a ticket into the world of supercar performance by stealth, which suits its owner just fine: it's his everyday transport. Top man. So far, AlfaWorks has built two 2.0-litre engine conversions for 4Cs. While the other one is used exclusively as a track car, this is a 'stealth build' road car. It's a 2017 4C that's kept its regular white paint and resisted the temptation to have carbon goodies added. The only clues to the big changes under the skin are wider wheels and discreet '410' shields on the front wings. That's it.

Even when you open up the engine lid, it pretty much looks the same as any other

4C. Only a few small clues give it away: a different manifold, some new silicone hoses and a bespoke ECU bolted to the rear bulkhead.

The team behind this conversion is AlfaWorks, the Royston-based Alfa specialist run by Jamie Porter that has very much made the Alfa 4C its own. We've tested several AlfaWorks 4Cs with clever tweaks to the steering and suspension. We've also been impressed with the extra power that AlfaWorks has succeeded in extracting from the 1750 engine (up to 330hp).

This 2.0-litre conversion is on a totally different level, though, as the headline figures of 410hp and 600Nm attest. The 2.0 engine has been tested and proven in another AlfaWorks machine: the amazing Alfa Romeo MiTo racer that's been tearing up the circuits in recent Alfa Championship events. There's no greater test of a car than the heat of competition and the upgraded engine has





proven itself to be not only high-performing but also robust.

The engine has expanded from its original 1742cc to 1995cc. This increase is achieved not by boring the cylinders liners but by stroking the engine. New Omega CNC pistons and rings are fitted, while there's an all-new modified and

balanced crank, different thrust bearings and Arrow con

rods. The cylinder head is gas-flowed to increase flow rate as the original 4C engine was designed to create swirl in the combustion chamber to lower emissions rather than maximise flow.

The camshafts (by Colombo & Bariani) are hotter, too, but only mildly so (Stage 1), the reason being that this engine is really about getting air into the turbocharger. And that's

the other big change: the fitment of a twin-scroll turbo made by Borg Warner. This is attached to a free-flowing tubular exhaust manifold which, since it sits so close to the bulkhead, requires some new shielding to alleviate heat soak. The boost pressure control valve is new, while there's silicone

engine bay. Described as 'Stage 2', SCS has put in a massive amount of time and effort to get it just right, including integrating it with the car's other electronic systems via the computer network (CAN).

Two very different engine maps are dialed in depending on which driving mode you're in.

You only get the full 410 horses and torque of 600Nm in Dynamic and Race modes. In

“ Not much happens below 2500rpm but as soon as the twin-scroll turbo wakes up, all hell breaks loose ”

hosing from turbo to intercooler. The turbo oil return pipe is also modified, gaining extra heat protection, while a wastegate actuator is fitted on a specially machined mounting plate to enable fitment into the engine bay.

One other arena of major development is the engine management system. This is performed by an SCS Delta Motorsport ECU that bolts unobtrusively into the back of the

Normal and All-Weather modes, power is restricted to 300hp. But I can tell you, even when you're in these lesser modes, the 4C remains a very feisty machine with the capacity to challenge the driver.

Luckily our test day is dry and sunny, albeit cold. That means we can happily play in Dynamic mode. Press the accelerator at low revs and you might initially wonder what all



*Wider wheels are the only external clue to the 410's modded nature. Sheer pace demands that the driver concentrates at all times*



## ALFA ROMEO 4C 410 BY ALFAWORKS



the fuss is about. There's not much power below 2500rpm but as soon as the twin-scroll turbo wakes up, all hell breaks loose. Put your foot down in the fun zone and acceleration is monumental. It just picks it up and pelts you at the horizon. AlfaWorks hasn't done 0-60 runs (this is a customer car, after all) but it has compared 70-100mph times and the difference is massive: the standard 4C does it in 6.8 seconds; the 410 takes just 3.8 seconds.

Since peak power is delivered at below 6000rpm, the upper rev limit has not really needed to be raised. What you really notice is the epic wall of torque available in the mid-range: an instant kick in the back, notably in the 3000-5000rpm range. It all feels so smooth, too, even at idle.

To fit in with the everyday, discreet nature of this car, it retains the factory-fitted 'Racing' exhaust system. The exhaust note is a bit like a modern Abarth 595's: raspy, charismatic and with a pleasing volume level,

but it's certainly not over the top. For me personally, it could do with a little more oomph, a little extra drama, more of a sense of occasion. For the sheer performance you have on tap, the sound of a four-cylinder engine going through a standard exhaust is, for me, too subtle. Luckily there are upgrade options available, and the owner of AlfaWorks' other Alfa 4C 410 – the track-focused one – has gone in a very different direction. His car is fitted with a Sound Architect system, which incorporates an active electronic flap-valve system. This allows you to switch from sensible, muted and refined to the complete opposite – full-on monster volume – all controlled via Bluetooth using an app on your phone.

The original Alfa Romeo TCT automatic gearbox has also been left completely standard, as it's proven itself more than capable of handling extremely high outputs. One change that has been made is the clutch. Having tried but rejected a Kevlar

clutch, AlfaWorks has opted for an organic clutch from LUK, boasting increased clamping pressure. Incidentally, the MiTo racer uses a manual gearbox taken from a Giulietta 1750. Would it be possible to do a manual conversion on the 4C? I think it's fair to say, judging by Jamie Porter's expression when I ask him just such a question, that we should watch this space...

So how about the twisty stuff? AlfaWorks has, of course, made a big name for itself in the field of suspension geometry for 4Cs. Small changes can make a big difference to stability under braking and sure-footedness through corners. Since the owner of this particular car loves the way the 4C behaves as standard – and let's acknowledge that some people do like that feeling of feistiness – the only suspension mod this car has is a set of eight 'Fast Road' spacers (you can also order 'Race' spacers with more aggressive camber and castor settings but these increase wear on the inside edge of





the tyres). The spacers do have a notable effect on stability and steering predictability; the car doesn't insist on darting about under braking or over less than billiard smooth tarmac.

This 4C's handling is massively enhanced by the bigger wheels and tyres. Don't those Titan 7 forged alloys look great in their matt gold finish? They're the same diameter as the original Alfa teledials but significantly wider than standard: 8.5x18 up front and 9.5x19 at the back. No spacers are needed for them to fill the wheelarches perfectly. The Michelin Pilot Sport Cup 2 tyres that they're wrapped in (225/40 front and 255/35 rear) are super-grippy on this 4C. At low speeds on cold tyres, the front end offers benign understeer. As your pace and tyre temperatures increase, turn-in sharpens up noticeably. But even with rubber this grippy, it's still possible to loosen the rear end very easily with all that torque on offer. If the regular 4C is a lairily snappy terrier, this 2.0 is a Rottweiler that's just itching to bite you. It definitely demands respect – and not a little circumspection.

As we've discovered in other AlfaWorks

4Cs we've driven, it's possible to make even greater changes to the handling, for instance by eliminating the rubber from the rear suspension and fitting adjustable coilspring/damper units. In just a couple of minutes, you can dial in a full-on track weapon spec, then just as easily change it back to B-road benign friendliness.

Another intriguing new development at AlfaWorks – although not fitted to this 4C – is electronic power steering. Part of us asks why on earth you'd want power assistance on a helm that's as light, delicate and full a feel as the 4C's. There are two significant benefits, says AlfaWorks: low-speed manoeuvring is easier and you can actually vary the power assistance available. One downside, though, is that you're forced to lose the rake adjustment on the steering wheel, as it's fixed in place. At north of £5000 for the job, it's likely to be a conversion for the few, not the many, but one 4C customer has already bitten the bullet.

This 4C is a little lighter than the standard 900kg because its forged alloy wheels weigh quite a bit less than Alfa's teledials.

As a result, the brakes don't need much of an upgrade. Gripped by yellow callipers, uprated DS2500 brake pads on standard discs are all that's needed to bring it to a halt in sharp measure, even with so much extra performance.

So here's the big question: just how much will a 2.0-litre 4C 410 cost you? The full conversion certainly isn't cheap at £23,148 but that simply reflects the amount of work involved – it takes four to six weeks to complete at AlfaWorks. Considering you can buy a used 4C for as little as £30,000 these days – and surely it's now reached the bottom of its depreciation curve – that's a significant premium.

But then the AlfaWorks 2.0-litre 4C is in a completely different performance league to the regular car; indeed, pretty much to every other car on the road. Its perfectly tailored 410hp of power means that very few cars can touch it. And I love the fact that such astonishing performance exists in such an innocuous-looking, stealth-spec, everyday-driving 4C. Deceptively quick? As I said, the phrase could have been invented for this car. 🇮🇹



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# Alfa's Hit Parade

What are the most popular Alfas ever made? Why did they sell so well? Read our run-down of the top 30 best-selling Alfas of all time to find out

Story by Chris Rees  
Photography by Michael Ward

**A**lfa Romeo sales may not currently be where FCA wants them – only Alfa 54,365 Alfas were sold in the whole of Europe in 2019 – but once upon a time Alfa was a real volume player. OK, it was never on the same level as Fiat (see *Auto Italia* October 2018 for a full run-down of million-selling Fiats) but for a brand with such upmarket appeal – and correspondingly upmarket prices – Alfa has done very well.

Even so, only one Alfa has ever burst the one million sales mark: the Alfasud, and that's only if you include the Alfasud Sprint in the total. As a single model it was the Alfasud's successor, the closely related 33, that came closest to breaking the million sales barrier.

So here's our listing of the best-selling Alfas of all time, including stats of the number of cars remaining in Britain today, according to Howmanyleft.com.

**33**  
**PROD TOTAL: 989,324**  
**PROD YEARS: 1983-1995**  
**UK HOW MANY LEFT: 287**

So near to that million mark, the Tipo 905/907 Alfa 33 – the replacement for the Alfasud – is the single best-selling Alfa Romeo model ever. The total number is split into 866,958 hatchbacks and 122,366 estates. Given the numbers sold, it's perhaps surprising there are so few survivors today.

1

**ALFASUD**  
**PROD TOTAL: 900,835**  
**PROD YEARS: 1972-1983**  
**UK HOW MANY LEFT: 256**

Sharp handling, smart looks and buzz-bomb power made the Alfasud the darling of Europe in the 1970s. Alfa sold 715,170 regular saloons and hatchbacks, 185,665 of the hot Ti model and some 589g estates. If you add in the Sprint coupe (see No 22), the 'Sud counts as Alfa's sole million-seller.

2





**156**  
**PROD TOTAL: 674,111**  
**PROD YEARS: 1997-2007**  
**UK HOW MANY LEFT: 5316**

European Car of the Year for 1998, the 156 truly put Alfa Romeo back on the radar among mainstream car buyers with its great looks, delicate poise on the road and one of the finest engine ranges then available – from 1.6 to 3.2 litres. A well deserved podium slot for a well loved Alfa.



**147**  
**PROD TOTAL: 651,823**  
**PROD YEARS: 2000-2010**  
**UK HOW MANY LEFT: 6833**

The hatchback sister model to the 156, Alfa's 147 so nearly overtook the saloon in sales during its 10-year production cycle. From lowly shopping runaround to the high-performance legend that is the GTA, the 147 had broad appeal that was borne out in how fast it flew out of the showroom.



**GIULIA BERLINA**  
**PROD TOTAL: 572,646**  
**PROD YEARS: 1962-1978**  
**UK HOW MANY LEFT: 230**

The Giulia Tipo 105 came in many forms but the Berlina (saloon) was easily the most popular, selling well over half a million units. Add in the 1750/2000 Berlina (which we've treated as a separate model) and you end up with over 764,000 Tipo 105 saloons – that's more than the Alfa 156.



**ALFETTA BERLINA**  
**PROD TOTAL: 475,722**  
**PROD YEARS: 1972-1984**  
**UK HOW MANY LEFT: 41**

Alfa's glorious transaxle era began in 1972 with the Tipo 116 Alfetta, and during a 12-year lifespan almost half a million saloons were sold – more if you include its successor the Alfa 90 (56,428 made). We've separated out the Alfetta GT coupe, of which 137,579 were made (see No 17).



**145/146**  
**PROD TOTAL: 454,332**  
**PROD YEARS: 1994-2000**  
**UK HOW MANY LEFT: 679**

The successor to the 33 couldn't quite match its forebear's market appeal. The split between models is about even – 221,037 145s and 233,295 146s – but the three-door is surviving better than the five-door: 424 examples of the 145 remain in Britain, compared to 255 of the 146.



**GIULIETTA**  
**PROD TOTAL: 430,000 (APPROX)**  
**PROD YEARS: 2010-DATE**  
**UK HOW MANY LEFT: 27,929**

The first Alfa on our list that's still in production – just – is the Giulietta. We only have exact figures up to the end of 2019, when 417,922 had left the line, but current production is running at less than 15,000 annually. We expect the Giulietta to shuffle off its mortal coil some time in 2021.



**75**  
**PROD TOTAL: 386,773**  
**PROD YEARS: 1985-1992**  
**UK HOW MANY LEFT: 370**

The precise number of 75s sold is open to some debate but it's certainly in the 350k to 390k zone: a firm top 10 spot. That's down to a solid range of qualities, from transaxle handling balance to Busso power options and plenty of everyday practicality. There are dwindling numbers today, though...



**GIULIETTA 116**  
**PROD TOTAL: 379,691**  
**PROD YEARS: 1977-1985**  
**UK HOW MANY LEFT: N/A**

The successor to the Tipo 105 Giulia actually used the Alfetta Tipo 116 as its basis. In Italy the Giulietta was always a very popular choice; rather less so in the UK. We can't discern the survival rate from the How Many Left website but anecdotally we can surmise that the numbers left in Britain are tiny.



**164**  
**PROD TOTAL: 273,407**  
**PROD YEARS: 1987-1997**  
**UK HOW MANY LEFT: 387**

In our view the most desirable of the Fiat/Alfa/Lancia/Saab Type 4 family (sorry, Thema fans), Alfa's 164 was a solidly popular executive car. During a 10-year run, Alfa sold over 150,000 Twin Spark models, the rest being made up of V6s and diesels (though the latter never made it to the UK).

# ALFA ROMEO'S BEST SELLERS



**12**  
**MITO**  
**PROD TOTAL: 265,000 (APPROX)**  
**PROD YEARS: 2008-2018**  
**UK HOW MANY LEFT: 22,983**

The MiTo was single-handedly responsible for restoring dwindling Alfa Romeo sales during the 2010s, providing a highly appealing entry-level Alfa at comparatively low cost. Crucially, it was popular with younger buyers. Forget its Fiat Grande Punto basis and instead luxuriate in those 8C Competizione-inspired looks.



**13**  
**159**  
**PROD TOTAL: 240,000 (APPROX)**  
**PROD YEARS: 2005-2011**  
**UK HOW MANY LEFT: 6982**

The 159 never did as well in the market as its 156 predecessor but then it was a larger car – to all intents and purposes occupying the market segment above. There were some cracking variants during the 159's six-year lifespan, including the 1750 TBi and the Q4 four-wheel drive versions.



**14**  
**GIULIA SPRINT/GT**  
**PROD TOTAL: 225,215**  
**PROD YEARS: 1963-1977**  
**UK HOW MANY LEFT: 580**

To many eyes the Tipo 105 Giulia GT Bertone coupe is the quintessential Alfa Romeo. In its day it was a great seller; indeed, it's the best-selling Alfa coupe of all time. Of the 225k made, a whopping 91,195 were GT 1300 Juniors – and that's the best surviving version, with around 290 left on UK roads.



**15**  
**155**  
**PROD TOTAL: 195,526**  
**PROD YEARS: 1992-1998**  
**UK HOW MANY LEFT: 449**

Perhaps because it took until 1994 for Alfa Romeo to win the British Touring Car Championship with the 155, it also took a quite some time for 155 sales to ignite. That and, maybe, the demise of rear-wheel drive. The 155 has a strong fan base today, though, especially in V6 and rare Q4 guises.



**16**  
**1750/2000 BERLINA**  
**PROD TOTAL: 191,723**  
**PROD YEARS: 1968-1976**  
**UK HOW MANY LEFT: N/A**

Although the Berlina was very closely related to the Giulia (even sharing its central bodywork), it was definitely a separate, more upmarket model. It sold fairly well considering, with 101,883 examples of the 1750 and 89,840 of the later 2000 sold. UK survival rates seem quite low.



**17**  
**ALFETTA GT/GTV**  
**PROD TOTAL: 137,579**  
**PROD YEARS: 1974-1987**  
**UK HOW MANY LEFT: 209**

The second most popular Alfa coupe of all time, the Tipo 116 Alfetta GT has an awful lot going for it: Giugiaro-penned lines, transaxle handling balance and the first Alfa sports car to receive Busso V6 power. Desirability is rapidly growing, even if remaining numbers are surprisingly low.



**18**  
**GIULIETTA BERLINA**  
**PROD TOTAL: 131,775**  
**PROD YEARS: 1955-1964**  
**UK HOW MANY LEFT: N/A**

The Tipo 750/101 Giulietta was conceived as the people's Alfa Romeo, intended to transform Alfa into a mainstream marque. In that it certainly succeeded: the Milanese firm became a volume car maker on its back, despite the model's sophistication forcing higher prices than comparable Fiats.



**19**  
**STELVIO**  
**PROD TOTAL: 130,000 (APPROX)**  
**PROD YEARS: 2016-DATE**  
**UK HOW MANY LEFT: 2777**

Alfa's first ever SUV was an ineluctable response to the mainstream market's flight to 4x4s. True to Alfa form, the Stelvio is easily the sharpest-driving SUV on sale. It quickly became Alfa Romeo's best-selling model, in 2018 shifting 43,000 units and seemingly destined to outshine the Giulia.



**20**  
**GIULIA**  
**PROD TOTAL: 130,000 (APPROX)**  
**PROD YEARS: 2016-DATE**  
**UK HOW MANY LEFT: APPROX 5640**

The Giulia Tipo 952 was the first Alfa Romeo to use the hugely impressive rear-wheel drive Giorgio platform. Despite plaudits aplenty, sadly sales haven't matched expectations. Just under 25,000 Giulias were sold in Europe in 2017, and in 2020 it's thought that fewer than 10,000 found new homes.



**21**  
**DUETTO/SPIDER**  
**PROD TOTAL: 124,104**  
**PROD YEARS: 1966-1994**  
**UK HOW MANY LEFT: N/A**

Two-seat open-roof sports cars are the epitome of low-volume sellers so it's impressive that the Tipo 105 Alfa Spider makes it into the Top 30 – doubtless partly down to its long lifespan. We don't know for sure how many S1-S4 Spiders remain in the UK, but it seems likely to be into four figures.



**22**  
**ALFASUD SPRINT**  
**PROD TOTAL: 116,552**  
**PROD YEARS: 1976-1989**  
**UK HOW MANY LEFT: 271**

Very much part of the Alfasud family – even though it lost its 'Alfasud' prefix after 1983 – we're still treating the Sprint as a distinct model in its own right. A strong seller for a sporty coupe, it remains a popular choice as a classic. In fact, more Sprints remain in the UK than regular Alfasuds.



**23**  
**166**  
**PROD TOTAL: 99,498**  
**PROD YEARS: 1996-2007**  
**UK HOW MANY LEFT: 675**

We're now in the era when big Alfas really started to slow down in terms of sales volumes. The 164's successor shifted only a third of the quantity that the 164 did over a similar lifespan. Underneath, the 166 was essentially a warmed-over Lancia Kappa but it definitely has a following today.



**24**  
**SPIDER/GTV 916**  
**PROD TOTAL: 81,799**  
**PROD YEARS: 1993-2004**  
**UK HOW MANY LEFT: 3240 (GTV)**

The Tipo 916 was another sports car hit from Alfa Romeo. Had it reached the market in 1989, as intended, it might even have got a top 20 slot. GTVs just outnumbered Spiders (41,800 sales versus 39,000). Proportionally around the same number of Spiders and GTVs probably remain in Britain.



**25**  
**GT**  
**PROD TOTAL: 80,832**  
**PROD YEARS: 2003-2010**  
**UK HOW MANY LEFT: 4143**

Despite being a stop-gap mash-up of Alfa 156 Sportwagon floorpan and 147 front end, the GT proved an unexpected hit in the showroom. That was down to good driving manners, a pretty Bertone shape and five-seat practicality. It easily outsold the supposedly more modern, superior Brera.



**26**  
**ARNA**  
**PROD TOTAL: 58,894**  
**PROD YEARS: 1983-1987**  
**UK HOW MANY LEFT: 3**

If there's a lemon lurking in Alfa's history, the Arna has to be it. An unfortunate mishmash of Nissan Cherry bodywork and Alfasud mechanicals, it was a lame duck at launch and promptly nosedived in the showrooms. Unloved then and now, survival rates are paltry. We still kind of love it, though.



## ALFA ROMEO'S BEST SELLERS



**27**  
**90**  
**PROD TOTAL: 56,428**  
**PROD YEARS: 1984-1987**  
**UK HOW MANY LEFT: 9**

Not many buyers flocked to the lukewarm Alfa 90 in the 1980s, even in its homeland, while in Britain it barely registered at all. No surprise, then, that this Alfetta successor should be one of the rarest surviving Alfas in the UK, with just nine examples still registered on the DVLA database.



**28**  
**BRERA/SPIDER**  
**PROD TOTAL: 34,274**  
**PROD YEARS: 2005-2010**  
**UK HOW MANY LEFT: 2590 (BRERA)**

Cracking looks and a 159 basis should have made the Tipo 939 Brera coupe and Spider pairing a roaring success. But excessive weight and lacklustre GM-based engines clipped these cars' wings. The Brera was the more popular of the two, selling 21,786 examples versus 12,488 Spiders.



**29**  
**GIULIETTA SPIDER**  
**PROD TOTAL: 27,437**  
**PROD YEARS: 1955-1965**  
**UK HOW MANY LEFT: N/A**

Pinin Farina's achingly beautiful design for the Tipo 750 Spider instantly made it a star. In an age when car sales generally were far less than today, it's remarkable that a 1950s sports car makes it into Alfa's all-time top 30. The 1290cc Spider, built from 1955 to 1962, was the best seller at 14,300 units.



**30**  
**2000/2600**  
**PROD TOTAL: 18,307**  
**PROD YEARS: 1958-1968**  
**UK HOW MANY LEFT: N/A**

Rarefied and very expensive when new, it's no surprise that the Alfa Romeo 2000 and its successor the 2600 were slow sellers, despite their desirability. Between 1958 and 1962, Alfa shifted 6961 examples of the 2000, and then up until 1968 a further 11,346 of the 2600 were sold.



## AND THE RAREST ALFAS ARE...

We've established that even strong-selling Alfas are rare, but what about the other end of the spectrum: what are the rarest Alfas of all? We're talking even scarcer than the runs of 500 cars that Alfa occasionally produced to satisfy homologation requirements (such as the 75 Turbo Evoluzione and Giulia GTA). Here we're restricting ourselves to post-war, non-coachbuilt cars and no limited editions.

**GIULIETTA 2.0 TURBODELTA**  
PROD TOTAL: 361  
PROD YEARS: 1983-1984



**ALFETTA GTV 3.0 V6**  
PROD TOTAL: 208  
PROD YEARS: 1984-1985



**GIULIA 1600 GRAN SPORT 4R**  
PROD TOTAL: 82  
PROD YEARS: 1966-1968

**2600 DE LUXE**  
PROD TOTAL: 52  
PROD YEARS: 1965-1967

**33 STRADALE**  
PROD TOTAL: 18  
PROD YEARS: 1967-1969



**ARNA 1.5 TI**  
PROD TOTAL: 297  
PROD YEARS: 1984-1987

**1900 PRIMAVERA TWO-DOOR**  
PROD TOTAL: 281  
PROD YEARS: 1955-1958



**GIULIA TZ**  
PROD TOTAL: 108  
PROD YEARS: 1963-1966



**GIULIA TZ2**  
PROD TOTAL: 9  
PROD YEARS: 1965-1967



**RZ**  
PROD TOTAL: 278  
PROD YEARS: 1992-1994



**2600 SZ**  
PROD TOTAL: 105  
PROD YEARS: 1965-1967



**GIULIETTA SZ**  
PROD TOTAL: 217  
PROD YEARS: 1960-1962



**GIULIETTA PROMISCUA ESTATE**  
PROD TOTAL: 91  
PROD YEARS: 1957-1959

**ALFETTA GT V8**  
PROD TOTAL: 3  
PROD YEARS: 1977



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# The One and Only

A vision of coupe heaven, this one-off Bristol by Zagato was the inspiration for Aston Martin's DB4 GT Zagato. What's it like to drive?

Story by Simon Charlesworth  
Images by Stefan Marjoram



The test drive was practically over when I realised my mistake. Far from this being my first Bristol encounter – in all honesty I have lost count – I had the seat closer than necessary to the steering wheel. Legs were akimbo rather than stretched ahead and then the penny of realisation dropped as to why. So heavy is this unique Bristol's accent that I thought I was driving an Italian machine.

However, before we get to the car – the one and only Bristol Type 406S Zagato – it's necessary to explain how its parents met. The unlikely pairing of Bristol and Zagato, two of motoring's great characters, was overseen by a third – Anthony Crook.

Long before he became the sole, long-term patron of Bristol Cars Ltd, Crook was a racer and motor trader. In addition to holding concessions – at one time or another – for Bristol, Simca, Fiat Viotti, Aston Martin, Lagonda and Abarth, Anthony Crook Motors Ltd was also the UK agent for Zagato.

Ever since its post-war inception, chassis made by the Car Division of the Bristol Aeroplane Company had been fitted with a variety of British and continental coachbuilt bodies. None was more numerous or important to Bristol than Franco Scaglione's wonderful Bertone-built Arnolt-Bristol, which sat atop the company's short-wheelbase chassis. This chassis, shortened by 18 inches to



create a 8ft ¼in wheelbase, also underpinned Bristol's 404 – a sporty, fixed-head 2+2 coupe which complemented the family-friendly, four-door 405.

Sadly by the mid-1950s, things were changing at Bristol, as problems within the Aircraft and Aero Engine divisions led to large-scale restructuring and cuts. In 1955 the Car Division became Bristol Cars Ltd, whilst the 405's intended engine (a home-grown 3.65-litre DOHC six-cylinder), a new Moulton-sprung chassis, a planned Arnolt successor and the marque's highly successful Racing Department were all axed.

When the 405 was replaced, the 406 also had to contend with the problem of not having a suitable engine, so a stopgap was engineered. The 2.0-litre

engine was increased in capacity to 2.2 litres (the Type 110), offering more performance (105hp) and greater torque. Clearly thoughts of replacing the 404 hadn't been completely dismissed because Bristol made two 'mid-length' 8ft 6in wheelbase 406S chassis. The first 406S was bodied at Filton, at the beginning of 406 production in 1957, whilst the other was put aside and did little but gather dust. The home-grown 406S remained unique, which was disappointing for those who had bought a 404 and wanted a roomier replacement.

Pressings problems for Bristol included the uncompromising quality of its cars being very costly, and the lack of pace from its BMW-designed



pre-war 'six' was being shown up by more affordable, faster competition. Enter the aforementioned Mr Crook with an idea.

Crook, who recalled events in the biography *Mr Bristol: The Remarkable Life of TAD Crook* was friends

spirited performer. The Crook-inspired run of six 406Z cars was then topped with a very special full-stop: the two-seater 406S Zagato that you see here, which was built on the left-over 406S chassis.

Intended as a birthday gift for Crook's daughter

## “ Intended as a gift for Tony Crook's daughter, the 406S Zagato bears little resemblance to its 406 siblings ”

with the scooter designer Vincent Piatti, who was in turn chums with Gianni Zagato. Piatti offered to make an introduction with a view to Crook becoming Zagato's UK importer. It worked. Whilst Crook was in Italy, he also met Carlo Abarth and secured the UK Abarth concession. In 1959, a standard Bristol 406 chassis was sent to Zagato to create a crisper, shorter, lower, lighter body than the 406 saloon. All of this contributed to making the resulting 406 Zagato a

Carole, the 406S Zagato bears little resemblance to its older 406Z siblings. There was perhaps a slight likeness around the headlamps, and they share a design of dashboard, bucket seat and Nardi steering wheel, but that was all. Beneath the bonnet, both the Bristol 406S coupes originally had 130hp engines – unofficially designated Type '110S' – but it is only the 406S Zagato which retains its original engine, packing a spicier Type 100C spec camshaft and Abarth rear exhaust silencer.

*Only two short-wheelbase 406S chassis were ever made. Bristol's own in-house effort is on the left*



## BRISTOL 406S ZAGATO



Sadly Zagato's 406S remained unique for there was change in the air for both Bristol Cars and Tony Crook. The UK government had encouraged a series of large-scale aero industry mergers, and in 1959 Bristol Cars was transferred from BAC to Bristol Siddeley Engines Ltd (a new concern created by Bristol Aero Engines joining forces with Armstrong Siddeley Motors Ltd). Here, Bristol Cars, like its new sister marque Armstrong Siddeley, was due to be closed, but in September 1960 Bristol was sold to the marque's founder, George White, with Crook taking a minority shareholding.

The end was nigh for the Bristol six-cylinder and the 406, but in its place the newly independent company would build the 407 – a visually similar machine but with a major difference: a 5.1-litre Chrysler V8 with Torqueflite automatic gearbox and an uprated chassis with new front suspension and steering. The 406S Zagato may have been unique, but its body design would soon inspire another one-off, the 1961 407 GTZ (see separate panel on the following page).

In 1966 Crook focused on his Bristol interests, and the company was turned into a partnership. In

December 1973, after White had retired due to injuries from a road accident in 1969, Crook took sole long-term ownership of the company. Zagato designed the targa-topped Bristol 412 in 1975, a model which notably sired the turbocharged Beaufighter. Alas Bristol's attempt to import an electric alternative in the wake of the 1973 fuel crisis – the Zagato Zele – proved unsuccessful and only one was imported. After initially selling a 50% stake in 1997, Crook later sold his remaining interest and severed ties with Bristol Cars Ltd in 2007.

The 406S Zagato also has great significance in another context. According to his biography, this was the first Zagato design executed by Ercole Spada, and we were treated to seeing copies of his original 1:10 drawings – described as the 'Berlinetta Sportiva Zagato' – signed by Spada and dated 10 May 1960, which are held in the Bristol Owners' Heritage Trust archive. When looking over these and the car, there is a nagging sense of the familiar about Zagato's 406S. That sense is justified: when the 406S Zagato was completed, Crook was asked

*Zagato's 406S has a much more delicate shape, as well as being more compact and lighter*



## TAILPIECE: 407 GT ZAGATO

Just as Bristol launched its new V8-powered 407 in 1961, Tony Crook asked Zagato to create a lightweight coupe version along the same lines as the 406S, something that the Milanese coachbuilder did in just 10 weeks. While the new coupe bodywork looked somewhat like its previous 406S, it was in fact all new and quite different in proportion, since it was based on the standard-length 114-inch wheelbase. Many details were

different, too, such as the flush front grille (rather than recessed), quarter-bumpers (rather than full-width ones), metal sill covers and smooth rather than double-bubble roof.

The 407 GTZ appeared on Zagato's stand at the Earls Court Motor Show in October 1961 but its heavy V8 lump unbalanced the handling. Crook's plans to sell the 407 GTZ in series ultimately foundered and the 407 GTZ, like the 406S Zagato, remained a one-off.



by Aston Martin's John Wyer to show it to his boss David Brown, who upon seeing the car from his office window shouted, "That'll do!" It was approval which would lead to the 406S Zagato sharing the Zagato stand at the 1960 Earls Court show with another Spada-designed coupe: the Aston Martin DB4 GT Zagato. If you squint and mentally adjust the Bristol's proportions, you can certainly see from where its Newport Pagnell sister took its inspiration, although this car does have a cheekier rump which scores far higher on the Bardot scale of pertness. Originally wearing a coat of mid metallic grey, the 406S Zagato underwent a colour change with former owner Harry Wareham and its red has been retained by its current owner, Peter Mann, as it complements and underlines the car's Latin DNA.

As a serial Bristol owner, Peter first fell for the 406S Zagato when seeing it in LJK Setright's seminal book *Bristol Cars And Engines* but its unique status meant he dismissed any notion of ownership. Fast forward a few decades, and at Goodwood in 2012 Crook was selling the 406S Zagato on behalf of Wareham's widow – and fate provided a chance he could not turn down.

Spada's design dresses the Bristol chassis in a slinky negligée, which blends Italianate sensuality with just enough Zagato distinction to hook your attention and admiration. Its older, longer-wheelbase sister, the 406Z, is more straight-laced and certainly less curvaceous, whilst its younger longer-wheelbase V8 sister, the 407 GTZ, somehow looks more conventional, more Aston-ish.

Inside, it's even more Italian, with a wood-rim wheel, two-tone leather-trimmed cabin and bucket seats with delicate flying bolsters. It's all presented beneath a layer of mouth-watering patina and creased old

scrutineering tags. Zagato's interpretation of the Bristol seven-clock dash is familiar, but the ergonomics are not so sound. The dials look as though they've had a hot-blooded argument and each has retreated, sulking, to its own corner of the binnacle.

A turn of the key and poke of the starter button soon changes things. The Bristol engine is such a demonstrative unit. At idle, it does sound what it is – a pre-war engine with a fiendishly complicated nest of pushrods. They clatter and chatter like a Victorian loom. By 3000rpm, though, this rattling jig has dissolved and the 2.2-litre six with its hemi-spherical combustion chambers starts to hum and sing – building in confidence until it cries operatically. Quickly change gears with the precise four-speed overdrive gearbox; then ease off and the over-run is full of snap, crackle and pop. The sound and the feel is so very *Italiano*.

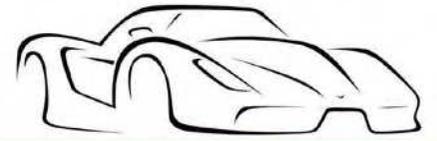
The engine has to be worked to maintain a good pace its light, quick, talkative rack-and-pinion steering, alert nimble chassis, impeccable body control, optimised weight distribution and excellent ride/handling compromise give this car an edge over both its longer and shorter wheelbase siblings. Certainly it has quicker turn-in and greater stability. Only in the braking department does it really feel its age: despite packing servo-assisted discs all around, plenty of muscle and anticipation is demanded.

All of which makes me feel rather sad that this car is unique. Add to this the fact that Tony Crook is no longer with us (he died in 2014) and has recently been followed by the passing of Bristol Cars Ltd, and a rather melancholic mood is conjured up. While we lament the passing of great individuals, sprinkled with a touch of eccentricity, we can thank the heavens that Zagato is still with us. 🇮🇹

*Pre-war-derived chassis, engine and brakes certainly give the 406S a vintage feel on the road*



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# Bristol Italiani

We can exclusively reveal how Bristol might have been reborn in the 2010s with the help of an Italian designer

Story by Gary Axon

As our feature on the Bristol 406S Zagato demonstrates, that most British of all car makes was no stranger to Italian design. Although as English as a pot of tea, clotted cream and scones, Bristol chassis were frequently dressed in suave, sophisticated Latin coachwork, without ever sacrificing its tastefully inviting Belgravia gentleman's club ambience.

Right from Bristol's very first car, the BMW 327-derived 400 of 1946, a host of Italian *carrozzerie* bodied its chassis, including Pinin Farina, Bertone, Touring, Viotti and Zagato. Bristol's charismatic sole proprietor for decades, Antony Crook, even

commissioned Zagato to design its eccentric 412 model of 1975.

Crook stayed on at Bristol until 2002 to help develop the Fighter, an ambitious carbonfibre gullwing-doored GT, the creation of which ultimately bankrupted the company in 2011. Kamkorp, a Surrey-based electric/hybrid power specialist (trading as Frazer-Nash), soon acquired the rights to Bristol Cars and set about reviving it with a range of pioneering luxury hybrid range-extender vehicles.

To design these cars, Kamkorp turned to Italy and the little-known F&F Design Studio of Turin. F&F is the creation of architect Fulvio Fantolino and was responsible for the

interiors of both the Fiat Grande Punto and the current Lancia Ypsilon. F&F also designed the Metrocab London taxi but we're here to talk about its audacious 21st century designs for Bristol.

Only one of F&F's Bristol designs has so far been seen publicly: the Bullet. This project was intended to remind the world that Bristol still existed. A long-forgotten Bristol 407 speedster from 1960 was reinterpreted by F&F as 'Project Pinnacle' or Bullet. This roofless speedster used a BMW 4.8-litre V8, reviving Bristol's historic connections with the Bavarian marque, and was mounted on a Morgan Aero 8 platform. 70 examples of the Bullet were planned to be made,





ABOVE: Fighter Sport Coupe, Blenheim SUV and Hot Rod van were all designed in Italy.  
BELOW: Bullet speedster



commemorating Bristol's 70th anniversary, and a prototype debuted in action up the hill at the 2016 Goodwood Festival of Speed.

Following its positive reception, Bristol's began receiving orders, helping to fund the development of a much broader range of F&F-designed Bristol models. Whilst respecting the 'prim and proper' British qualities of the Bristol marque, between 2012 and 2016 F&F's Turin studio created some intriguingly contemporary proposals for a new petrol/electric hybrid range. In the plan were a fastback GT, a luxury four-door saloon, an SUV and even a panel van! There were also plans for a series of Bristol-branded single- and double-decker buses, coaches and trucks.

The phased new model launch would have commenced with F&F's aggressive but brand-sympathetic Fighter Sport Coupe. This was a high-speed prestige GT aimed at the Aston Martin DB9/DBS and Bentley Continental GT.

Following the new Fighter would have

been the Blenheim, a rugged but luxurious SUV. This sort of car is ten a penny now, but Bristol's luxury mud pluggers were conceived comfortably ahead of future rivals such as the Bentley Bentayga and Rolls-Royce Cullinan, not to mention Italy's Maserati Levante, Lamborghini Urus and forthcoming Ferrari Purosangue.

An even greater brand departure would have been the Hot Rod, Bristol's first production panel van with the potential to have carved itself a unique niche as a 'must have' delivery vehicle for bespoke boutique shops.

Sadly, Bristol Cars disappeared in February 2020 before any of these new designs could reach production. At the time of writing, there are moves to revive Bristol Cars once again, with plans to build more gullwing Fighters plus a brand new model (the Buccaneer). Whether there will be any Italian design connection in the future isn't known, but we can only hope. 🇮🇹



# CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL  
EVENTS AND ITALIAN CAR CLUBS

## Highland 1000

Tackling challenging Scottish roads in a 1978 Alfetta GTV

Story by Colin Midson  
Images by Jaime Turner



**N**ostalgia is a funny thing. Over Christmas in 2019, not long after my father had passed away, my older brother and I found ourselves talking about our favourite cars from our childhood. Dad was always into his cars, particularly his Alfa Romeos. My earliest memories are of two Alfasuds, first blue, then green. Later, during my teens, we had a 164. But it was the red Alfetta GTV that left the biggest mark. It was our chariot on family holidays across the

country. It always turned heads in supermarket car parks. On occasion it even confused my classmates into thinking we owned a Ferrari. But after two glorious years, dad had to sell it on because my freakishly tall 11-year-old brother was risking injury every time he concertinaed his legs in and out of the back seats.

Fast-forward to 2019 and that self-same brother suggested looking online “just to see how much a GTV costs”. Lo and behold we found a 1978 S-reg model – the same year as

dad’s – with a matching sunroof and only 44,000 miles on the clock. Before long I had arranged a test drive – just to get it out of my system, mind – and then, before I knew it, I was putting down a deposit. “What made you want to buy a classic?” the dealer asked. “I didn’t want a classic,” I explained, “I wanted a 1978 Alfetta GTV, just like my dad’s”.

The car was delivered mere weeks ahead of the pandemic, a strange time to enjoy a new toy. As spring rolled into summer, I had some lovely drives around my home on the



Lizard in Cornwall, but I couldn't really take it out on the open road. There just wasn't much cause for adventure.

But salvation came in the form of a phone call from an old friend. Jaime had been working for the past 10 years as a photographer and film-maker, regularly documenting classic car rallies around the world. All trips had been cancelled in 2020 but there was one glimmer of hope: the Bespoke Rallies Highland 1000 in late

September, a 600-mile plus adventure around the roads of Scotland. Jaime had spoken to rally director, John Brigden, and suggested that I might serve as his camera car for the duration. Would I want to go along? Jaime asked. What do you think? I replied.

In the days beforehand I had serious cold feet. I had owned the car for six months and the furthest I had driven was a 35-mile round trip to visit the nearest dual carriageway in Redruth. I'd barely taken it

over 60mph! Then there was the car's history. It had been garaged from 1983 to 2017 and, according to its online MOT documents, had only covered 600 miles since. Put another way, it had covered 600 miles in the last 37 years. And I was about to drive it 600 miles to Falkirk, 600 miles around the highlands and then 600 miles home. All in a week. What was I thinking?

As I set off on a sunny morning in September, I had visions of conking out 20





miles from home and being towed back by the RAC. So I took it easy: a steady 65mph along the A30 to Exeter where I stopped for lunch and a steady 65mph to Birmingham where I picked up Jaime from the airport. As we headed northwards on the M6 next morning, I began to feel more confident. The engine was purring nicely, the car was lapping up the miles and before long we were rounding Glasgow on the M8 and making our way to Falkirk and the start line.

And what a start-line it was: a 1930s Bentley, a Le Mans Lagonda, an MGB GT and

two E-Types, to name a few. What followed was the most spectacular three days of driving I've ever experienced. We swept around lochs and on single-track roads before heading into the Highlands and north, past Eilean Donan Castle to the Kyle of Lochalsh. We climbed the switchback hairpins of Bealach na Bà in Applecross, the steepest ascent of any road in the UK. On part of the famous North Coast 500 route, we formed a convoy with a 1929 Chrysler and two Jaguar E-Types at full throttle. On our final day, old military roads took us through the awe-

inspiring scenery of the Cairngorms, past boulders and snow-topped mountains.

Working as the camera car meant hitting the road ahead of all the competitors each morning, lying in wait by the roadside for the best shots, taking tactical short-cuts to steal a march on everyone again later in the day – and Jaime hanging out of the sunroof and clicking away.

Owning a classic is about so much more than chrome and the smell of petrol. More often than not, it's about memories and adventures. Dad would certainly have approved.





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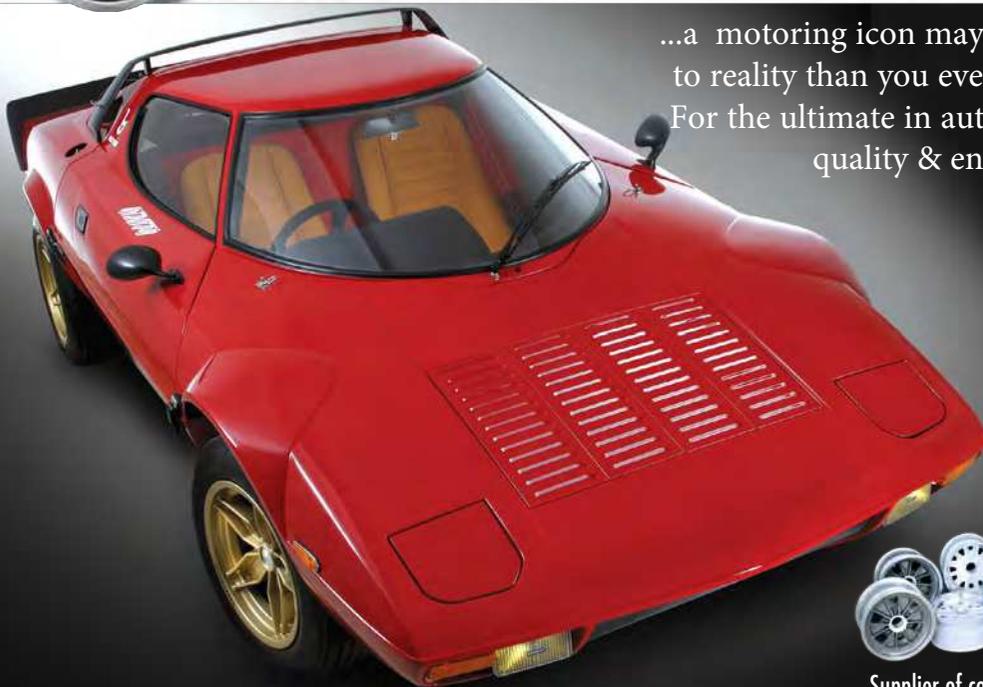
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# Delta Delights

A visit to an amazing collection of rallying Lancia Deltas in Tuscany

Story & images by Lawrence Clift



It was a hot afternoon in Tuscany and we found ourselves in Montalcino, a fantastic area for connoisseurs of *vino rosso*. We were here to meet up with our long-time friend, Nicolo Fedolfi, to see his amazing collection of Lancia Deltas. Nicolo was busy in his restaurant, La Taverna di Baietto, and a member of staff showed us to an outdoor table outside the 'Wine Room', another of Nicolo's establishments, which is really well stocked with some of Tuscany's finest wines. We couldn't help but notice all the rallying memorabilia and photos hanging from the walls. After a sumptuous lunch, we then followed Nicolo in his car – who was taking some great lines through the Tuscan roads – to where his Deltas were waiting for us.

As we arrived, we were immediately struck by the very special Delta integrale in the showroom window, a car made especially for two-time WRC champion Miki

Biasion and former F1 driver Alex Zanardi to use at the 1996 Monza Rally Show. Resplendent in its lightweight body panels to cover its widened track, and along with its big rear wing, this car may not be one for purists but it's certainly worthy of being in anyone's collection.

We were then taken into the back of the building, where we were greeted by the sight of more than 25 Lancia Delta rally cars, ranging from the HF 4WD right through the integrale range. Every conceivable livery seemed to be represented here, from Martini cars through to Totip, Shell, Repsol and Camel liveries.

At the end of one line of cars were two Rally Raid prototypes, TTB3 and TTB5. These cars were prepared by the Astra rally team for the European Rally Raid series, with Miki Biasion at the wheel, but sadly they weren't all that successful. As is the case with many

such vehicles held within the collection, Nicolo and his father Andrea happened to be on a visit to the Astra team premises and sourced the chassis, along with various body panels, which were covered in dust and scattered in various areas of the workshops. TTB3 is fully functional and, like most of the cars in this collection, takes part in selected events, driven mostly by Andrea.

Back to the Deltas and amongst the vast collection could be found some truly exceptional cars. For instance, we enjoyed seeing Didier Auriol's 1989 Tour de Corse winning car, Juha Kankkunen's 16v integrale (which finished third on the 1992 WRC Rally Portugal), Carlos Sainz's 1993 integrale Evo (which he rolled into retirement on the 1993 WRC Rally Portugal) and Alex Fiorio's GrpN Delta HF 4WD.

Nicolo is your typical perfectionist. He even makes sure that the correct coloured zip ties





are used to secure the HT leads! Both Nicolò and Andrea can be seen regularly competing on events such as Rallylegend and the Tuscan Rewind and it is hoped that, in 2021, Nicolò's son will sit beside him navigating whilst Andrea will be competing in another integrale at Rallylegend, making it a complete family affair.

Nicolò and Andrea have been sourcing Deltas, along with original panels and running gear, for a number of years. It's purely for their own enjoyment but we have to thank people like this for preserving these great cars. It was a huge pleasure to have been shown around this collection. We look forward to seeing the Fedolfi family again in San Marino in October for the 18th edition of Rallylegend.

Meanwhile, if you are ever visiting Montalcino in the province of Siena, then call into the Wine Room or La Taverna di Baietto and ask for Nicolò. Just be prepared for a long conversation about rallying!





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PHIL WARD & MICHAEL WARD

## MISSING TWINK

For my main Christmas present this year, my wife bought me your new book *Bialbero*, which I have just finished reading. It is a first-class book which has given me a lot of pleasure. However, I have one (very) small 'niggle'. You have not, as far as I can see, mentioned the Radbourne Fiat 124SS. These were Fiat 124s into which Radbourne Racing dropped the 1608cc Fiat 125 engine.

You mentioned these cars in your *Obscurati* article in Issue 219. I have a very soft spot for these cars, as I was assigned to fit a replacement engine into one after the new owner had tried to see how fast it would go up a motorway (brand new engine!) and put a rod through the side of the block. The engine replacement was carried out between Christmas and New Year, and upon my (joking!) offer to run the new engine in, as I was spending the New Year in Newhaven, Geoff Anstead threw me the keys with the words,

"Drive it carefully, but put a couple of hundred miles on it." I didn't need to be asked twice!

The Radbourne 'twinks' were darn nearly as fast as a Lotus Cortina in a straight line, and not that much slower round the bends. Great 'Q' cars. I believe that the main reason Radbourne Racing stopped building the 124SS was that Fiat refused to supply any more 125 engines, as it was about to bring out its own Bialbero-engined 124: the 124 Special T.

The original pushrod engines that were removed from the 124s found their way, after being re-bored to just under 1300cc, into the lovely little Radbourne-Abarth 1300GT cars.

**Tom Montagu**

## QP MEMORIES

How nice to see Andy Heywood commemorating, in Issue 300, his drive in what was then my QP, subsequently his, and now is mine again! That same goth Anniversary Maserati trip had included a wonderful

solo drive for me from Modena to Lucca, the day before the rally started, via the Abetone pass, which took forever compared to the 'direct route' - and I wasn't hanging about. A stunning road in one of the best handling full-sized saloons I've ever driven - and that includes the later non-transaxle non-dry-sump QP, as Andy I know agrees (mind you, current Alfa Giulia fans, there is a question of what constitutes full-size!). I can't remember what travel requirements meant I had to hand it over to Andy at the end of the rally, but glad he appreciated it.

**Drummond Bone**

## MORE BIMOTORES

In the interesting article on the twin-engined Alfasud (Issue 301), you state that the first twin-engined Alfa Romeo was the Enzo Ferrari-inspired Bimotore of 1935. Please note Vittorio Jano used two 6C 1750 engines side by side, driving the rear wheels of the Alfa Romeo Tipo A in 1931. Sorry to be so pedantic.

**John Dray**

## ENGINE OUT, ENGINE IN

I enjoyed your 'Gift Horses' Ferrari feature but my good friend, Richard Dredge, ought to be aware that it's not "from the 430 onwards" that a cambelt is not an engine-out job. That's one of the beauties of the 308 and 328 compared with the 348 or 355. Better still, the 412 has chains, not belts, so no big bill every



three years irrespective of mileage.

I'm also surprised to see the 360 and 355 rated similarly to the 328 for running costs. The reason I chose a 328 as my first Ferrari was that it was less likely to bankrupt me than a later car, while being much better built than the 308. Now I have a 412, which is a superb grand tourer. Only the cost of TRX tyres is a downside.

**Peter Vaughan**

## POWERED GTV HELM

I am an avid *Auto Italia* reader and AROC member and noted in Issue 298 a letter written by Hakan Sandler. I also have a 1984 GTV 6 (in the family since 1986) in excellent condition and essentially

original. The only improvements are lowered suspension with Eibach springs, stiffer front anti-roll bar and 164 Cloverleaf cams.

What caught my attention in Mr Sandler's letter was the sentence: "I have also fitted electrically adjustable power steering, which makes all the difference". If there's one worthwhile improvement that could be made to the GTV 6 it would indeed be power steering! Another one would be a reliable air-con system but that is another subject. I recall asking about fitting an Alfa 75 power steering rack years ago but was discouraged from doing it but I cannot recall the exact reasons.

**Mario Guzzetti**





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**1971 LAMBORGHINI MIURA P400SV**  
Chassis number: 4934 (formerly owned by the Shah of Iran)



**The Lamborghini Miura Book**  
By Jon Pressnell/Simon Kidston  
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The blurb for this amazing new book on the Lamborghini Miura declares it to be “the result of nearly two decades of research”. That’s entirely believable: this has to be the Miura book to end them all – and let’s be frank, there’s no lack of Miura books already.

From the moment you ease this 454-page tome out of its immaculate sleeve, you are struck by its extraordinary quality. The standard of the graphics, paper, binding and photography (much of it previously unseen) is truly exceptional.

And as you dive inside, it’s clear that the word ‘comprehensive’ could have been coined for this book. The story of Miura and the men who created, built and sold it is superbly told, mostly because the authors have taken the time to conduct fresh interviews with almost everyone behind it. The text feels totally trustworthy and dispels some of the myths that have built up around the car – including the fallacy that Giugiaro, not Gandini, styled the car.

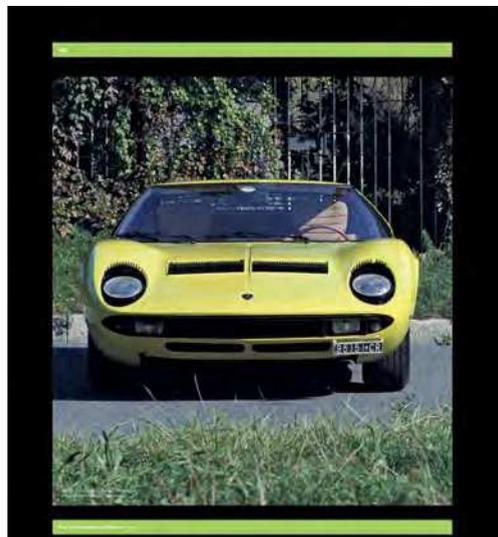
Every aspect of the Miura is covered,

including one-offs like the Jota and roadster. You really get a sense of the cultural impact of what was the world’s first supercar, too, with accounts of owners as diverse as Rod Stewart, Miles Davis and Bill Cosby. Even Peter Stevens and Gordon Murray make an appearance, each giving their own appraisal of the car. Oh, and Sir Jackie Stewart has written the foreword.

There are no fewer than nine fascinating appendices, too, with superb nuggets of trivia, including road tests, adverts, movie appearances, toys and models, production evolution, running a Miura and colours. On the latter, we particularly enjoyed the lovely *Information Is Beautiful*-style graphic with the proportion of each colour sold – did you know that almost one in three Miuaras was red? And only 7.7% were orange?



The Lamborghini Miura Book is limited to 762 numbered copies, one for each Miura built. It is slightly crest-falling for the reviewer to report that all 762 have already been sold. But there’s some compensation in the news that a companion volume, *The Lamborghini Miura Register*, is due out very soon. This lists every Miura built, drawing on factory, Bertone and private archives. The Register promises to decipher cryptic annotations and mis-transcriptions, cross-referencing them with official records to produce a definitive account of every car built. It’s priced at £250.



PRODUCTION NUMBER: 10	PRODUCTION NUMBER: 11	PRODUCTION NUMBER: 12
<p>DATE OF CONSTRUCTION: 10 May 1967</p> <p>MODEL NUMBER: 10 CHASSIS NUMBER: 4934 FINISH NUMBER: 1000</p> <p>MODEL: 1968 P400 SV Coupé</p> <p>DESIGNED BY: Giugiaro, Gandini, Bertone ENGINE: 4000 cc V12, 240 hp COLOUR: Red FIRST OWNER: Ferrari</p> <p>COLOUR OF CONSTRUCTION: Red FINISH NUMBER: 1000 FIRST OWNER: Ferrari</p>	<p>DATE OF CONSTRUCTION: 20 May 1967</p> <p>MODEL NUMBER: 11 CHASSIS NUMBER: 4935 FINISH NUMBER: 1001</p> <p>MODEL: 1968 P400 SV Coupé</p> <p>DESIGNED BY: Giugiaro, Gandini, Bertone ENGINE: 4000 cc V12, 240 hp COLOUR: Red FIRST OWNER: Ferrari</p> <p>COLOUR OF CONSTRUCTION: Red FINISH NUMBER: 1001 FIRST OWNER: Ferrari</p>	<p>DATE OF CONSTRUCTION: 22 June 1967</p> <p>MODEL NUMBER: 12 CHASSIS NUMBER: 4936 FINISH NUMBER: 1002</p> <p>MODEL: 1968 P400 SV Coupé</p> <p>DESIGNED BY: Giugiaro, Gandini, Bertone ENGINE: 4000 cc V12, 240 hp COLOUR: Red FIRST OWNER: Ferrari</p> <p>COLOUR OF CONSTRUCTION: Red FINISH NUMBER: 1002 FIRST OWNER: Ferrari</p>



**Alfa Romeo Tipo 105 RHD**  
By Patrick Dasse  
Dingwort Verlag  
£69

The impressive series of Alfa Romeo Tipo 105 books from Patrick Dasse and Dingwort Verlag

continues with an unexpected new volume, devoted entirely to the right-hand drive variants of the Tipo 105.

As with other titles in this burgeoning series, it's predominantly a photographic record using

period images sourced from Alfa Romeo's own archive. Given the RHD subject matter, there's a deviation this time, though, with many images sourced from contemporary UK road tests by the likes of *Motor* magazine. As ever, the reproduction quality of the 147 black-and-white and 10 colour photographs is first-class and most of the images are published for the first time here.

Over 264 pages, the following Tipo 105 models produced by Alfa Romeo between 1962 and 1977 in Arese are

covered: Giulia, Giulia GT, Spider, Berlina and Montreal. The latter is one of the only disappointments in the book, since there are no photos of this model at all, which seems surprising. Another omission is any mention of the RHD conversions of the Spider after 1976, some of which were officially approved by Alfa Romeo GB. But we were

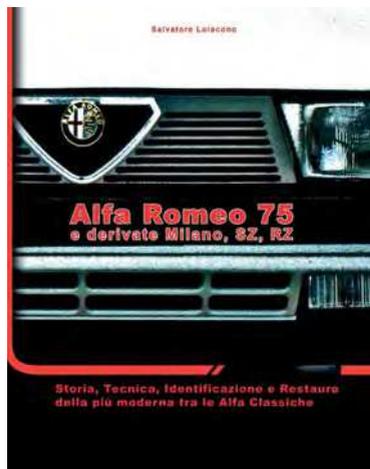
delighted to see Radford's Giulia conversion covered here.

Each chapter is prefaced by a concise introduction to each model, with modifications to each one documented in plenty of detail. Also included is information on vehicle identification numbers and production numbers. The very readable text is in both English and German.



**Alfa Romeo 75 e Derivate**  
Milano, SZ, RZ  
By Salvatore Loiacono  
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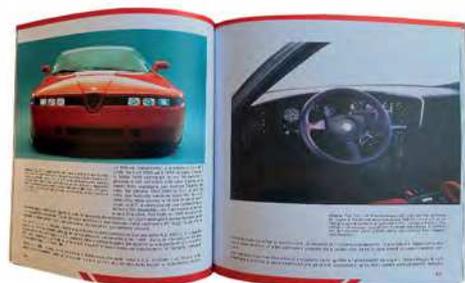
If you like your books to be big and weighty, then this new self-published tome from Salvatore Loiacono will delight you: it is fully 590 pages long and as thick as a phone book. The first edition was published in April 2020, and this new revised and updated Edizione 2.0 version has 45 extra images, new graphics and updated information.



The subject matter is one not covered widely in the motoring library: the Alfa Romeo 75, Milano, SZ and RZ family. The development story is covered in the first 60 pages. The following 114 pages are dedicated to 'identification' – a very detailed year-by-year breakdown of all the changes made by Alfa Romeo. By far the largest sections of the book are the chapters on the use, maintenance and restoration of the 75 family. There's oodles of technical information here, including exploded diagrams, numerous spec tables and excerpts from owners' manuals.

Most of the illustrations are taken from Alfa Romeo's own archives, as well as brochures and adverts, generously enriched with specially created 2D graphic representations of each and every model variant.

The main downside of the book is that sometimes the reproduction quality lets it down. Another issue is that you'll have to be an Italian speaker to get the most out of it, as it's all in the Italian language. You can find the book widely on Amazon platforms.



**The Official Ferrari Yearbook 2020**  
Ferrari  
£110

Every year since 1949, Ferrari has produced an annual Yearbook looking back at its achievements in the previous year. The 2020 edition maintains the extremely high standards of previous Yearbooks, both

editorially and pictorially. Given the challenges of the year that was 2020, that's an impressive feat. This is all acknowledged in features showing how the pandemic has affected life at Ferrari but also its determination "to react with creativity". For instance, five famous writers from around the world have written uplifting short stories with oblique Ferrari themes.

The cover car is the new SF90 Spider, which is detailed in delicious and exclusive new imagery. Also profiled are the Portofino M, Omologata and Roma. And in a terrible year for Ferrari's F1 effort, the focus is on looking back at the Scuderia's outstanding record in 1000 Formula 1 Grands Prix. The Yearbook is 240 pages long, with text entirely in English. A must for Ferrari aficionados, it is available at Ferrari Stores, including online.





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[www.abarthownersclub.com](http://www.abarthownersclub.com)

#### De Tomaso UK Drivers' Club

[www.detomasodc.co.uk](http://www.detomasodc.co.uk)

#### Ferrari Owners' Club

Cavallino House, 2 Church Way,

Whittlebury, Northamptonshire, NN12 8XS

[gary.dearn@ferrariownersclub.co.uk](mailto:gary.dearn@ferrariownersclub.co.uk)

[www.ferrariownersclub.co.uk](http://www.ferrariownersclub.co.uk)

#### Fiat Club America

[www.fiatclubamerica.com](http://www.fiatclubamerica.com)

#### Fiat Club Africa

[www.fiatclub.co.za](http://www.fiatclub.co.za)

#### Fiat Club of New South Wales

[www.fiatclub.com.au](http://www.fiatclub.com.au)

#### Fiat Club of Victoria

[www.fiatclub.org.au](http://www.fiatclub.org.au)

#### Fiat & Lancia Club of Western Australia

[www.fiatlancia.org.au](http://www.fiatlancia.org.au)

#### Fiat 500 Club

[www.fiat500club.org.uk](http://www.fiat500club.org.uk)

#### Fiat Motor Club GB

The original UK club for owners of all Fiat models. [membership@fiatmotorclubgb.co.uk](mailto:membership@fiatmotorclubgb.co.uk);

[editor@fiatmotorclubgb.co.uk](mailto:editor@fiatmotorclubgb.co.uk);

press-officer is [gavin@fiatmotorclubgb.co.uk](mailto:gavin@fiatmotorclubgb.co.uk)

chairman is [b.stigant@ntlworld.com](mailto:b.stigant@ntlworld.com)

[www.fiatmotorclubgb.co.uk](http://www.fiatmotorclubgb.co.uk)

#### Fiat 500 Enthusiasts Club GB

[www.fiat500enthusiasts.co.uk](http://www.fiat500enthusiasts.co.uk)

#### Sporting Fiats Club

[www.sportingfiatsclub.com](http://www.sportingfiatsclub.com)

#### Fiat Barchetta UK Owners' Club

[www.fiatbarchetta.com](http://www.fiatbarchetta.com)

#### Fiat Forum

[www.fiatforum.com](http://www.fiatforum.com)

#### Fiat Multipla Owners' Club

[www.multipolaowners.co.uk](http://www.multipolaowners.co.uk)

#### Fiat Cinquecento & Seicento

[www.clubcento.co.uk](http://www.clubcento.co.uk)

#### Fiat X1/9 Owners' Club

[www.x1-gownersclub.org.uk](http://www.x1-gownersclub.org.uk)

#### Fiat 127 Forum

[www.fiat127.com](http://www.fiat127.com)

#### Fiat 131 Mirafiori Forum

[www.131mirafiori.com](http://www.131mirafiori.com)

#### The Fiat Coupe Club UK

[www.fccuk.org](http://www.fccuk.org)

#### The Other Dino (Fiat)

[Brian1Boxall@btinternet.com](mailto:Brian1Boxall@btinternet.com)

#### Fiat Scotland

Scotland's dedicated Fiat community

[www.fiat-scotland.com](http://www.fiat-scotland.com)

#### Lamborghini Club UK

[membership@lamborghiniclub.co.uk](mailto:membership@lamborghiniclub.co.uk)

[www.lamborghiniclub.co.uk](http://www.lamborghiniclub.co.uk)

#### Lancia Motor Club GB

Contact: Sarah Heath-Brook

31 Creffield Road, Colchester, CO3 3HY

[membership@lanciamc.co.uk](mailto:membership@lanciamc.co.uk)

#### Lancia Montecarlo Consortium

[www.lanciamontecarlo.club](http://www.lanciamontecarlo.club)

#### International Association of Lancia Clubs

[www.viva-lancia.com](http://www.viva-lancia.com)

#### Club LanciaSport

[www.lanciasport.com](http://www.lanciasport.com)

#### Stratos Enthusiasts Club

[www.stratosec.com](http://www.stratosec.com)

#### Lancia Gamma Consortium

[www.gammaconsortium.com](http://www.gammaconsortium.com)

[www.lanciagammaforsum.com](http://www.lanciagammaforsum.com)

#### Maserati Club

Dave Smith [admin@maseraticlub.co.uk](mailto:admin@maseraticlub.co.uk)

[www.maseraticlub.co.uk](http://www.maseraticlub.co.uk)

#### Sports Maserati Club

Matthew Yates [www.sportsmaserati.com](http://www.sportsmaserati.com)

#### Northern Ireland Italian Motor Club

[www.niimc.net](http://www.niimc.net)

#### Italian AutoMoto Club

[www.italianAutoMotoClub.co.uk](http://www.italianAutoMotoClub.co.uk)

#### Italian Made Cars Club

[www.italianmadecarsclub.org.au](http://www.italianmadecarsclub.org.au)

#### Scuderia Italian Car Club

South Australia  
[www.scuderiaitaliancarclub.asn.au](http://www.scuderiaitaliancarclub.asn.au)

#### April 7-11

##### Techno-Classica Essen

Essen, Germany

[www.siha.de](http://www.siha.de)

#### April 15-18

##### Terre di Canossa

[granpremioteredicanossa.it](http://granpremioteredicanossa.it)

#### April 18

##### AROC Spring Alfa Day

Yorkshire Wildlife Park

[www.aroc-uk.com](http://www.aroc-uk.com)

#### May 7-9

##### Lancia Motor Club GNW

Lancashire

[www.lancia.myzen.co.uk](http://www.lancia.myzen.co.uk)

#### May 12-15

##### Mille Miglia

Brescia, Italy

[1000miglia.it](http://1000miglia.it)

#### May 15-16

##### Goodwood 78th

##### Members' Meeting

Goodwood Circuit,

West Sussex

[www.goodwood.com](http://www.goodwood.com)

#### May 28-30

##### Concorso d'Eleganza Villa d'Este

Lake Como, Italy

[concorsodeleganzavilladeste.com](http://concorsodeleganzavilladeste.com)

#### May 30

##### Prescott Italia

Prescott Hill Climb, Glos

[www.prescotthillclimb.co.uk](http://www.prescotthillclimb.co.uk)

#### June 2-6

##### Retromobile

Paris, France

[retromobile.com](http://retromobile.com)

#### June 5

##### Italian Passion for Speed

Cardiff

[www.italianautomotoclub.co.uk](http://www.italianautomotoclub.co.uk)

#### June 8-12

##### Modena Cento Ore Classic

Modena, Italy

[modenacentooreclassic.it](http://modenacentooreclassic.it)

#### June 9-11

##### London Concours & Supercars

Honourable Artillery Company,

London

[londonconcours.co.uk](http://londonconcours.co.uk)

#### June 11-13

##### Restoration & Classic Car Show

NEC Birmingham

[www.necrestorationshow.com](http://www.necrestorationshow.com)

#### June 10-13

##### Giro di Sicilia

Sicily, Italy

[girodiscalia.it](http://girodiscalia.it)

#### June 12-13

##### Thruxton Historic

Thruxton Circuit, Hampshire

[thruxtonracing.co.uk](http://thruxtonracing.co.uk)

#### June 13

##### Spaltalia

Spa Circuit, Belgium

[www.spaitalia.be](http://www.spaitalia.be)

#### June 17-20

##### Leggenda di Bassano

Alps, Italy

[stellaalpinastorica.it](http://stellaalpinastorica.it)

#### June 27

##### AROC National Alfa Day

Bicester Heritage, Oxon

[www.aroc-uk.com](http://www.aroc-uk.com)

#### July 8-11

##### Goodwood Festival of Speed

Goodwood House, West Sussex

[www.goodwood.com](http://www.goodwood.com)

#### July 10

##### Auto Italia Northern

##### Italian Car Day

Raby Castle, Co Durham

[www.raby.co.uk](http://www.raby.co.uk)

#### July 8-11

##### Retro Classics

Messe Stuttgart, Germany

[www.retro-classics.de](http://www.retro-classics.de)

#### July 15-18

##### Coppa d'Oro delle Dolomiti

Dolomites, Italy

[coppadorodelledolomiti.it](http://coppadorodelledolomiti.it)

#### July 18

##### Auto Italia Italian Car Day

Brooklands Museum

[www.auto-italia.co.uk](http://www.auto-italia.co.uk)

#### July 23-25

##### Lancia Motor Club National Rally

Thame, Oxfordshire

[www.lancia.myzen.co.uk](http://www.lancia.myzen.co.uk)

#### July 31 - August 1

##### Silverstone Classic

Silverstone Circuit, Northants

[www.silverstoneclassic.com](http://www.silverstoneclassic.com)

#### August 7-8

##### Beaulieu Supercar Weekend

National Motor Museum, Beaulieu

[www.beaulieu.co.uk](http://www.beaulieu.co.uk)

#### August 19-22

##### British Motor Show

Farnborough International

Expo Centre

[www.thebritishmotorshow.live](http://www.thebritishmotorshow.live)

#### August 27-29

##### Passione Engadina

St Moritz, Switzerland

[www.passione-engadina.ch](http://www.passione-engadina.ch)

#### September 1-4

##### Salon Privé

Blenheim Palace, Oxon

[www.salonpriveconcours.com](http://www.salonpriveconcours.com)

#### September 5

##### Italian AutoMoto Festival

Bridgnorth, Shropshire

[www.italianautomotoclub.co.uk](http://www.italianautomotoclub.co.uk)

#### September 12

##### Italian Wheels & Wings

Cosford, Shropshire

[www.italianautomotoclub.co.uk](http://www.italianautomotoclub.co.uk)

#### September 16-19

##### Gran Premio Nuvolari

Mantova, Italy

[gnuovolari.it](http://gnuovolari.it)

#### October 15-16

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## ALFA ROMEO



**1971 Alfa Romeo Giulia 1600 Super 'Biscione'.** The late Richard Maxwell's 1971 Giulia 1600 Super 'Biscione', very rare model, Alfa Red with black interior. A genuine two-owner (Richard's father then himself) car with considerable history and provenance. Has just been overhauled and MOT'd by Bianco Auto Developments and is now ready to be driven away, £19,250. Socially distanced viewing welcomed at Bianco's premises. Please call Paul (after 14:00) on: 01342 842080 for more information and to discuss this wonderful car. This is a rare opportunity to acquire a genuine, solid, original Giulia saloon. A302/046

**1987 Alfa Romeo Spider S3 2 litre.** 154,000km, white, RHD, MOT till end April 2021, electric windows. Owned for last 8 years, always garaged, large history file with all MOTs since 1990. Good all round condition but needs work to N/S sill and lower front wings, £6000. Tel: Peter, 01483 577436 or 07780 700139 (located in Surrey). A302/047

**2004 Alfa Romeo 156 Sportwagon 2.4 JTD M-Jet Veloce.** 84,000 miles, red, Facelift model, professionally remapped to 210bhp, 450Nm torque. New battery, recent clutch and flywheel, 4 Michelin Pilot Sport 4s, water pump and cambelt 20K, oil changed every 5000 miles, £4250. Tel: 07788 422678 (Coventry). A302/072



**2001 Alfa Romeo 916 GTV 3.0 V6 Lusso.** 41,000 miles, silver, black leather. Cam belts at 36,000 miles, good condition, no advisories on December 2021 MOT. Comes with all three keys, £5750 ono. Tel: Dave, at Rugby 01788 335235 answer machine available (Rugby). A302/067



**Alfa Romeo GTV Cup no.152 of 155.** Mileage 67K, excellent mechanical condition, FSH, can provide full details to enquirer. Car is in standard tune, stainless exhaust, cam belt last done 12.2017. External paint correction needed on the plastic items (stone chips and showing pink), clean inside, £12,750. Email Hugh: hughalex@hotmail.com (location Leeds). A302/069



**2003 Alfa Romeo GTV Phase 3.** 43,000 miles, red, black interior, AROC member, MOT June 2021. Genuine reason for sale, I have other cars and just don't get round to driving it. Also have complete tan interior which I would include, £4250. Tel: 07955 234432 (north Wales). A302/068



**2008 Alfa Romeo Brera SV JTS.** 14,000 miles, red, condition reflects the mileage. 2 previous owners, FSH, full panoramic sun roof + electric blind, full details on request, £11,500. Tel: Paul Wignall, 01969 623585 or 07715 377340. Email: pwignall@icloud.com. A302/070



**Alfa Romeo 156 2.0JTS Veloce.** Excellent condition throughout, only 47K miles, lovely rare Rosso Brunello metallic paint, full 12 months' MOT, drives like new! £1795 ono, please email for further details. Email: johnse76@hotmail.com. A302/044



**2016 Alfa Romeo 4C Spider.** 10,000 miles, Rosso Competizione, US model, left hand drive. Full paint protection clear coat, leather seats, bluetooth connection, Alfa Romeo battery charger, front fascia protective film, Alfa Romeo red car cover, bi-xenon headlamps, sport tuned dual exhaust, red brake calipers, Spider track package 3 inc: race tuned suspension, carbon fibre exterior mirrors, leather/microfibre steering wheel, convenience group Spider inc: cruise control, rear parking assist system, carbon fibre interior trim group inc: carbon fibre cluster bezel, carbon fibre i/p bezel, carbon fibre air vents, carbon fibre shift bezel, Rosso Competizione tri-coat, aluminium wheels: 18" x 7.0" fr/19" x 8.5" rr, dark fan spoke inc tyres: P205/40R18 fr and P235/35R19 rr BSW 3-season, £35,400. Tel: +44 7471 827550. Email: goelira@gmail.com. A302/071

## FERRARI



**Ferrari 308 GT4 Dino.** 1980, 4 new tyres, stainless steel exhaust, Chiaro Blue, low mileage, excellent condition, owned since 2007. Ill health forces sale, £45,000. Tel: 07894 556355. Email: viv@well.ox.ac.uk. A302/007

**Ferrari California T Handling Speciale.** California T 2016, Grigio Silverstone with Nero Daytona roof, Rosso leather with blue stitching, 9500 miles with 3 years free servicing, Ferrari warranty till July 2021, 20-inch diamond cut alloys, carbon fibre driver's zone with rev LEDs, superb unmarked condition, may part exchange, £101,950. Tel: Les Coates, 07814 009595. Email: les.coates@tiscali.co.uk. A302/005



**2010 Ferrari 599 GTB factory HGTE (LHD).** Selling my immaculate 599 GTB with rare and desirable factory fitted HGTE pack, Grigio Silverstone with special order grey interior. 2010 car, 2 previous owners and very light usage in its 28,400 miles, clutch wear 16%, brakes 36%. Imported from Germany 2016, full main dealer and specialist independent service history. Many options, including shields, parking sensors, heat insulating screen etc, all books, covers, keys, battery charger, toolkit present, £109,995. Tel: 01327 261415. A302/003



**Ferrari California.** 2011, presented in Azzurro California metallic, recent service, full Ferrari service history, 22,568 miles. This very high spec example with optional extras includes: AFS system, cruise control, electric seats, diamond pattern seats, Grigio Scuro stitching, Grigio Scuro carpets, Gunmetal Grey seat belts, central tunnel + armrests + A-Pillars + headliner in leather, diamond style centre door panels, carbon fibre steering wheel with LEDs, aluminium driver and passenger footrests, comfort seats. Email: james@okanelavers.com. A302/008

Next issue on sale 1 Apr



**Ferrari 360 Spider.** 2002 360 Spider in Rosso/Crema, 28,300 miles, high spec and full service history. My car since 2015 and it has just had cam belt service (3rd in my ownership) at Bob Houghtons, full details on Bob Houghton website. Car is immaculate and ready to go, the car is on SORN at Bob Houghtons so give Russell (sales manager) a call on 01451 860794 to see or test the car. I'm happy to take calls on: 07803 964349. A302/013



**Ferrari 430 Challenge.** 430 Challenge in excellent condition bought 8 years ago and well maintained by FF Corse for 6 years and currently RNR. Used for track days and just three club races. Renovated and colour changed this year to a high standard, complete with wing and front carbon splitter, three sets of wheels. To see the car contact Stuart Shield, 01245 250981 or 07747 605566. Email: stuart@propertymedia.com. A302/012



**Ferrari 456 MGTA.** 1998 in Tour de France blue metallic with natural tan leather and dark blue carpets. Bodywork, wheels and interior in excellent condition. 66,000 miles, MOT Aug '21, full Ferrari dealer service history, serviced by Italian specialist in the North West for last 5 years in my ownership. Cam and auxiliary belts changed at 61,500, full and comprehensive documentation folder, spare key, leather tool case and all manuals. Realistically priced at £45,000. Tel: Nick Green, 07780 850110. A302/009



**Ferrari 488 Pista Spider.** This stunning example has covered just 200 miles from new, finished in Rosso Corsa and Blu Abu Dhabi stripe, the interior is fitted with Nero Alcantara with Grigio Chiaro leather, the stitching is Grigio Chiaro with the headrests also embroidered in Grigio Chiaro. Email: james@okanelovers.com. A302/011



**Ferrari 360 Modena.** 2000 360 F1, such an impressive car, it was purchased by UK Ferrari Main Dealership by Tycoon, car has been in UK but it was taken to Northan Ireland in 2009 for job relocation and brought back in 2013, car has very impressive service history, 44,900m, pristine, Ferrari Red, immaculate black leather interior with red carpets, Bi Xenon headlights, air conditioning, electric windows/electric seats and mirrors, red brake calipers, £50,950, bargain. Tel: 07466 021553. A302/004



**Ferrari 308 Reimagined.** 4 owners, 3rd owner for 20 years. It has a dry sump, extensive engine work by Shiltech with composite doors and rear section, adjustable suspension and modified brakes, a new cooling system has been installed, extinguisher system and Kevlar seats, full cage and harnesses and central locking. Over £83,000 of development work with a full history folder. New clutch fitted and full inspection and belts by Shiltech in 2018 with little mileage since. It is road registered with V5 and MOT, FOC member. Email: j7uan@aol.com. A302/010



**Ferrari 458 Spider.** 2014, 25K miles, extras, mint condition, red/Crema, new tyres, 13 months' Ferrari power warranty, 1 prev owner, £145,000 ono. Tel: 07788 456715 (West Yorkshire). A302/001

# greenhouse SHREWSBURY



**2018 (68) Maserati Gran Turismo Coupe V8 Sport 2dr** in Bianco Pearlescent with Nero interior. One owner from new with 8,728 miles, last serviced at Graypaul Maserati in August 2020 at 8,042 miles. Huge extra factory specification of £10,900 including Tri Colour Paint, Red Brake Callipers, 20 Inch MC Design Matt Graphite Wheels, Trident Stitching in Head Restraints, GTechniq Vehicle Tracking System & Gloss Black Window Mouldings. Balance of three year Maserati warranty until September 2021. **£68,000.** Car located in Shrewsbury, Shropshire. For more details and photographs visit: [greenhousshrewsbury.co.uk](http://greenhousshrewsbury.co.uk) or contact Richard Potts on 07771 912500 or [richard.potts@greenhouse.co.uk](mailto:richard.potts@greenhouse.co.uk)



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ITALIAN CARS FOR SALE CLASSIFIEDS



**Ferrari 328 GTS.** 1989 328 GTS rosso/crema, 57,162 miles, FSH, ABS, original tools/books/jack etc. One of only 252 UK cars, stunning, phone FOC member Anthony for more info. Tel: 07779 726845.

Email: prsche@msn.com. A302/051  
**1997 Ferrari 355 Berlinetta.** RHD, 6 speed manual, one owner for last 16/17 years. Full dealer service history with all upgrades and maintenance carried out with no expense spared, including a recent engine out cam belt service. Extensive history file, all factory tools and accessories are present and correct. The car is in excellent condition inside and out, and because of the upgrades it has, and a manual gearbox, it's the one to have. For full spec and further information email: tom@tbmotorsportlogistics.com or paul.goodge@sciconsulting.co.uk. A302/073



**F355 Challenge race car road registered (1995).** Much loved and well known Challenge car, raced with the Ferrari Owners' Club since 2006. Road registered and ready to race, in fact just back from a successful race weekend picking up overall 1st, 2nd and 2nd results at Snetterton on 10 October 2020, and a total of 5 overall wins in 2020. I have owned the car since 2013 and raced within the Pirelli Ferrari formula classic, Pirelli Ferrari Open and Aston Martin Intermarque Championship. Notable previous owners include Jay Kay from Jamiroquai. Email: nefoc@tristec.co.uk . A302/006

## FIAT



**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. A302/014

## MASERATI



**Maserati GranSport MC Victory for sale.** Genuine 3050 miles from new. One owner car, purchased 1 July 2007, new from Maserati Minneapolis. Most desirable colour combination, Blu Victory with black interior, LHD, US spec, UK plates. Totally original with some additional factory installed options, always garaged, dry use only, showroom condition and probably the lowest mileage MC Victory in existence. Looks (and smells) and drives like a brand new car. Tel: 07917 628718 Bill, Email: nsbenn2@aol.com (London). A302/078

## PARTS

**Ferrari 208 F106C engine.** Very rare F106C 2 litre V8 engine and cylinder heads for sale complete with camshafts, cam covers, crankshaft. Date codes from 1975, less than 1000 of these were made I believe. There is no gearbox or diff with it, I have no idea of the condition of the internals. Very rare engine, spares or repair, does NOT run!! Asking £6000. Tel: Andrew, 07375 288003 (Staffordshire). A302/042



**Ferrari 488 wheels.** 20-inch forged dark painted rims. Unmarked set of 4 taken off a 2019 488 Spider 5K miles. Photos on request, can deliver depending on location, £2750. Tel: 07968 593061. A302/028

**Ferrari 458 Spider OEM floor mats.** 458 Spider, OEM new driver's and passenger's black floor mats, still in Ferrari taped bubble wrap, £130 ono excluding postage. Email: Gillian, geb\_40@yahoo.co.uk. A302/040



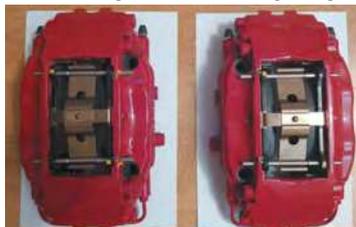
**Ferrari 599 LHD headlights.** As new, on car for approx 6 months, asking price £1250. Tel: 07768 028400. Email: brianrdavies@aol.com. A302/041



**Ferrari F40 rear screen.** Good used condition, sensible offers. Email: david.potter@live.com. A302/016  
**F430 wheels and tyres.** A set of four genuine and original F430 alloys which have just been refurbished by the market leader – Lepsons. Together with a brand new set of Pirelli P Zero Rosso tyres which were fitted at the Pirelli Performance Centre in Burton last month. They have not been fitted to a car and are immaculate, I have lots of photos, £4000. Tel: 07714 155570. Email: michaelcarr1965@gmail.com. A302/035

**Ferrari F430 wheel bolts.** Here is a set of genuine and original boxed Ferrari F430 wheel bolts x 20, there is no corrosion on any of them, £250. Email: michaelcarr1965@gmail.com. A302/074

**Ferrari F430 Spider carbon engine bay panels.** Carbon fibre engine bay panels in immaculate unmarked condition. Only on my car for 400 miles, will fit RHD or LHD F430 Spider models, £700 ono. Email: simonlewis63@hotmail.com. A302/031



**Pair of Ferrari F50 front calipers.** New and unused F50 Brembo calipers with pads for 330mm x 32mm discs. I have found them listed for F50 may fit others? The calipers have the s/no 20.7679.01 1A & 20.7679.01 1A. The pads have 07.4865.61 & 338414. Open to serious offers. Tel: Phil, 07443 851877. Email: philbrad73@hotmail.com (Liverpool). A302/022



**Original F360 split rim alloy wheels for sale.** Complete with centre caps, wheels have been completely refurbished by Pristine Wheels and are literally as new, never having had tyres fitted since, £2450. Tel: Tony, 07854 994950. A302/077



**Ferrari F355 wheels.** The 1996 F355 was sold last year, going through the garage I have 2 wheels I found, 1 front and 1 rear. Both have light scratches and/or some kerb rash but are not bent from what I can see. Email: carlobet@gmail.com. A302/076



**GT4 doors.** Ferrari GT4 panels, new old stock. One pair of door frames and skins, £3000. Email: david.potter@live.com. A302/018



**Ferrari 355 dashboard gauge cluster.** 355 dashboard gauge cluster, like new, £1500 ono, only ones available on eBay are selling for £1600 plus and are from America. Will take sensible offers, willing to post at cost or collection. Please message or call: 07501 079424. A302/036

**Ferrari F430 wheel bolts.** Here is a set of genuine and original boxed Ferrari F430 wheel bolts x20. There is no corrosion on any of them, £250. Email: michaelcarr1965@gmail.com. A302/034



**Ferrari 458 plate holder.** Carbonio Design engineered bespoke mount that fits cleanly and perfectly to the front of any 458 without the need for any destructive holes. 5 second install / removal. "Tested to over 185mph, this is the most advanced and thoroughly engineered plate mount ever offered to Ferrari owners". Great video on Carbonio website at <https://bit.ly/3negbcn>. Buying my one used will save you £110 compared to the brand new one. I've sold my 458 so no longer need, FOC member 28 year. Email: m@il.uk. A302/037



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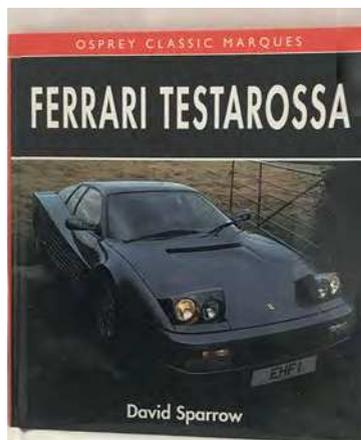
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MISCELLANEOUS



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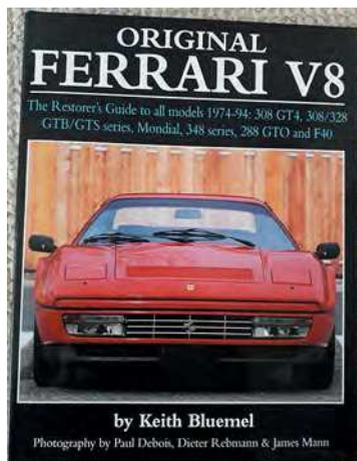
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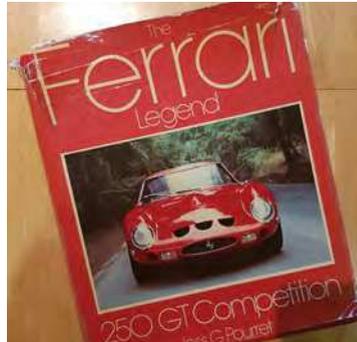


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# OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

## Ghia Cobra Spider GT

**GHIA'S VISION OF A FUTURE SHELBY COBRA WITH CRISP NEW ITALIAN STYLING WAS ULTIMATELY STILLBORN**

Story by Chris Rees

Many British manufacturers began fitting American V8 engines in their sports cars and GTs in the early 1960s, but AC's efforts were undoubtedly the most iconic. The heady cocktail of a Ford V8 in an AC Ace chassis was the idea of Texan racing driver and chicken farmer, Carroll Shelby. The resulting Cobra of 1962 instantly hit the headlines with its astonishing acceleration and perhaps inadequate chassis. Initially it was made with 260 and 289 cubic inch small block V8 engines and narrow-wheelarch bodywork; from 1965 that got more absurd with the launch of the AC/Shelby Cobra 427 and its 7.0-litre engine, beefed-up chassis and flared-arch bodywork.

In 1965 Carroll Shelby and Ray Geddes, Ford's liaison man for the Cobra, visited Ghia with the idea to update the Cobra concept with a smart new Italian suit. A prototype Cobra chassis (number CSX 3063) was shipped to Ghia in Italy, whose 96-inch wheelbase was six inches longer than



standard (as per Frua's AC 428). Indeed what Ghia created on the chassis was very much an alternative to Frua's 'smart-suited Cobra'.

Ghia's prototype made its public debut at the November 1965 Turin Motor Show, where it was displayed as the 'Cobra Spider GT'. Who exactly designed the car isn't known but it wasn't Giorgetto Giugiaro – he joined Ghia in November 1965, too late to have penned it. The classically

curvaceous shape was undoubtedly attractive. The low, smooth, pointed nose had a wraparound bumper, above which were Perspex covers over the headlamps. As shown at Turin, these lights were oblong but were later changed for double circular lamps. Along the body's flanks was a subtle crease line, below which a triple-vented air outlet in each front wing served to cool the engine bay. The doors were opened by a recessed push-

button, enhancing the smooth look. The rear body sloped elegantly downwards to a low-slung Kamm tail, bisected by a wraparound bumper that distinctively divided the round taillights in two. Only the rather upright windscreen looked at all awkward.

As shown at Turin, the

Cobra Spider GT was roofless, but Ghia did also produce a hardtop for it with contrastingly sharp lines. The car was finished in metallic blue with natural leather upholstery. Inside was a dashboard of Ghia's own design, symmetrically divided between the driver's and passenger's sides by a substantial centre console sporting minor gauges and switches. Fitted with a big-block (7.0-litre) Ford V8 engine, Halibrand wheels with centre spinners and big Goodyear tyres, it must have been a brutish drive.

Some sources have suggested that two cars were made, but it seems more likely that there was only ever one. Shelby American records indicate that the car was shipped to the US for evaluation but what happened to it thereafter is unknown. In any case, AC made the decision to produce the Frua-designed 428 itself.



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