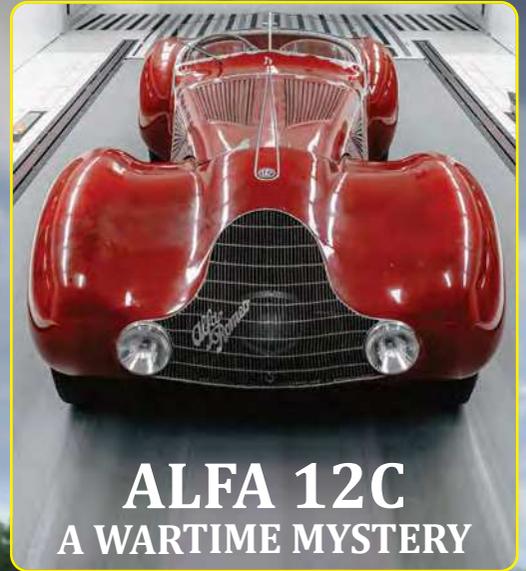


AUTO **Italia**

Issue 310 December 2021 £4.99

BOXING MATCH! *LANCIA FULVIA V ALFA GIULIA*



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It's a delight to me personally that the legendary track on the roof of Fiat's old Lingotto factory in Turin has reopened to the public. It's undergone a massive refit to become a green city space – the largest hanging garden in Europe, in fact. I was lucky enough to drive the iconic 1.2km-long track in a classic Fiat 500 as part of its 60th anniversary celebrations back in 2017, and I felt just like a driver back in the days when the cars built at Lingotto were tested here. The views from the roof are sublime. Thankfully, it's still possible to go around the track today, but now only in an electric-powered vehicle or on a bicycle. I guess that's where life in general is heading in the 2020s.

Meanwhile, just a couple of minutes' walk from Lingotto at the National Automobile Museum (MAUTO), there's a long-overdue new exhibition devoted to one of Italy's most important but most overlooked designers: Giovanni Michelotti. This unassuming but brilliant designer was undoubtedly the most prolific talent ever to come out of Italy, responsible for literally thousands of designs.

I feel like I have come to know Giovanni Michelotti very well recently, since he features strongly in my new book, *Encyclopaedia Britalica*, which celebrates the partnership between the British car industry and Italian design. Michelotti designed many one-off coachbuilt bodies on British chassis in the 1950s but his enduring legacy is undoubtedly the work he did for Triumph, styling every model for the Coventry firm from the Herald to the Stag. I've come to appreciate his genius much more intimately as a result of all the research I've done, with the help of his son and archivist, Edgardo. If you can get to Turin to see the exhibition before it ends on 9 January, I'd highly recommend it.

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Mike Rysiecki



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ITALIAN CAR NEWS

Countach LP 500 Recreated

Lamborghini's Countach LP 500 prototype has been reincarnated by the factory. First seen at the March 1971 Geneva Motor Show, the LP 500 Countach concept car stole the show. Conceived as a replacement for the Miura, it formed the template for the production Countach LP 400 of 1974 but the LP 500 prototype was sacrificed in crash tests in March 1974 and subsequently disappeared.

At the end of 2017, a Lamborghini aficionado asked if the factory could construct a 'new' LP 500. Lamborghini's Polo Storico division agreed and invested over 25,000 hours of work in the car. With nothing left of the original LP 500, photographs, documents, reports of meetings, original drawings and even memories of people at the time contributed to establishing every detail as accurately as possible.

Using 1970s production methods, a platform chassis was recreated, completely different to the tubular frame of the production Countach. Traditional 'battilastra' methods and hand tools were



also used to fabricate the sheet metal bodywork. The interior includes reproductions of the original 1971 illuminated instruments. For the mechanical side, original Lamborghini spare parts and restored components were used where possible; where not, new parts were built.

Lamborghini Centro Stile, led by Mitja Borkert, assisted. She said: "To arrive at the car that debuted in Geneva in 1971, a 1:1 scale styling model was developed, which

along with the car itself was lost over time, but extensive photographic evidence of it remains. The biggest challenge was to create the exact volume of the car, and for this we used the opportunity to take a 3D scan of our LP 400 (chassis 001), which was an enormous source of information. It took us 2000 hours of work to arrive at the final model."

The original yellow colour was identified as Giallo Fly Speciale, while Pirelli reconstructed the original Cinturato CN12 tyres in 245/60



R14 (front) and 265/60 R14 (rear) sizes, with the original tread pattern but modern compounds and structures.

The 'new' LP 500 made its debut at the recent Concorso d'Eleganza Villa d'Este. Lamborghini CEO Stephan Winkelmann commented: "Bringing the reconstruction of the first Countach to the concept class in the year we are celebrating the 50th anniversary of this model is something extraordinary because it allows us to admire the legendary 1971 LP 500 in person for the first time in so many years."



'HISTORIC' STATUS FOR CANNONBALL COUNTACH

Forty years after a Lamborghini Countach starred in the 1981 comedy film *The Cannonball Run*, its significance has been recognised by the National Historic Vehicle Register of the United States Library of Congress. The 1979 Countach LP 400 S, chassis number 1121112, is on the shortlist of 30 cars considered of "national importance". The car was recently displayed inside a glass case on the National Mall in Washington DC and a 3D scan of the car and documentation will now be preserved in the Library of Congress.

The Cannonball Run starred Roger Moore, Burt Reynolds, Dean Martin, Sammy Davis Junior and Farrah Fawcett, with a plot based on the real-life race between New York and Redondo Beach in California. The race winner in the film was this black LP 400 S with a mustard yellow interior. The Countach was modified for the movie with a front spoiler, twin spotlights, three antennas and 12 exhaust pipes.

OFFICINE FIORAVANTI TESTAROSSA

A Testarossa restomod has been unveiled by Swiss design house Officine Fioravanti (OF). The company, which has no link with the famous designer Leonardo Fioravanti, describe it as "a revolutionary approach in the field of restomod" that avoids radically changing the car's appearance.

However, a lot of work has been carried out to modernise the 1980s original. Specific Öhlins electronically adjustable dampers are supplemented by adjustable anti-roll bars front and rear, while a front lift system can raise the car's nose by 70mm. Replacing the original 16in Testarossa wheels are new, lighter 17in front and 18in rear wheels shod with modern tyres to provide better grip.

Upgraded Brembo disc brakes have six-piston callipers at the front and four at the back, while the ABS can be adjusted via 12 different modes ranging including Normal, Wet, Sport, Race and Off. A new traction control system can also be adjusted via a central console panel.

The 4942cc 12-cylinder engine's power rises from 390hp to 510hp, with 600Nm of torque, thanks to upgrades to the engine block, fuel injection, distribution, intake and exhaust – the latter being made of titanium with valves that can open for enhanced sound. The engine can now reach 9000rpm and its maximum tested speed is 201mph.

Pininfarina's original shape is largely untouched but the aerodynamics are enhanced by a flat underside while overall weight has decreased by 130kg. The cabin features leather upholstery and all plastic elements are replaced by metal. A modern audio system features Apple CarPlay, while a 1980s carphone can connect via Bluetooth to mobile phones. There's a new luggage kit, too. Officine Fioravanti has not revealed pricing but the order books are now open.



ALFA GIULIA GTA SELLS OUT

Alfa Romeo's Giulia GTA/GTAm limited edition has sold out. First shown in May 2021, the 500 numbered units have all now been bought by customers from as far away as China, Japan and Australia.

The project was developed under the codename 'Monster' to honour the spirit of the 1965 Giulia GTA. The 2021 models have significant 'alleggerimento' (lightening) so that the GTA weighs 50kg less (1570kg) and the GTAm 100kg less (1520kg) than the base Giulia QV. A Sauber-developed aero package, wider track, 20-inch centre-lock wheels and wheelarch extensions also feature. Power rises by 30hp to 540hp so that 0-62mph takes 3.6 seconds, 0.3sec faster than the QV. Carbon-ceramic brakes with gold callipers are standard. The GTAm version (the 'm' standing for 'modificata') has two seats, a rollcage, race harnesses and Lexan windows, as well as more extreme aerodynamics, including a large adjustable rear spoiler.

Priced at £155,265 (GTA) and £159,750 (GTAm), the UK was allocated 70 of the 500 units produced. Alfa Romeo has opened a reserve list for any customers still interested in purchasing a GTA, which will be fulfilled if any orders are cancelled. To register your interest, visit www.alfaromeo.co.uk/models/new-giulia-gta



LINGOTTO ROOF TRACK REOPENS

The iconic roof track at the ex-Fiat factory at Lingotto, Turin has reopened to the public after a major redesign. The so-called 'Pista 500' has been transformed into the largest hanging garden in Europe with more than 40,000 plants. The 1.2km roof track was where the cars built in the Lingotto factory were once tested, and it can still be driven, but now exclusively by electric-powered vehicles, bicycles and scooters.

The track was opened in a ceremony attended by U2 singer Bono, co-founder of the (RED) charity. Unveiled at this event was a Fiat New (500)RED, the latest addition to the electric 500 line-up. Also opened was 'Casa 500', a new exhibition space overlooking Lingotto's roof that's dedicated to the Fiat 500's story via eight themed areas.



LANCIA DELTA 'WILL RETURN'

Lancia has confirmed that it is developing an all-new Delta. In an interview in the Italian newspaper, *Corriere della Sera*, Lancia's boss Luca Napolitano said: "Everyone wants the Delta, and it can't be missing from our plans. It will return and it will be a true Delta: an exciting car, a manifesto of progress and technology, in line with a tradition that made Lancias recognisable all over the world for their elegance and modernity. And it will obviously be electric."

The new Delta is destined to use the new STLA Medium, the successor to the EMP2 platform that underpins the current Peugeot 308 and Vauxhall Astra. In advance of the Delta – which is likely to debut in 2027 – an all-new Ypsilon small hatchback will arrive in 2024, based on the STLA Small platform (Peugeot 208).

Under Stellantis, Lancia is being repositioned as an electric-only premium brand that will be expanded from its current domestic-only market to other countries in Europe, although whether that will include the UK is yet to be seen.



EX-BUGATTI 'BLUE FACTORY' BECOMES MUSEUM

On 19 September, Campogalliano's famous Bugatti 'Blue Factory' near Modena hosted a gathering of EB110s. Organised by the newly formed Bugatti Automobili Campogalliano Historical-Cultural Association, it's made up of former employees and volunteers who have taken care of the disused factory over the last 30 years. In attendance was founder, Romano Artioli, as well as Giampaolo Benedini (designer of the factory and the EB110) and Loris Biccocchi (test driver).

On display was the very first EB110 (the 1991 Paris show car), plus two racing cars: the blue one that raced at Le Mans in 1994 and the silver one from the 1995 IMSA Championship (see *Auto Italia* Issue 294). Inside the plant, the Centodieci prototype was also on show. A small area also displayed objects, books, photographs and mechanical components.

The plant will henceforth house a car museum and classic car maintenance hub. Part of the space will also be allocated to Modena University, which runs automotive degree courses. So after 30 years of hibernation, a second life awaits the futuristic 'Blue Factory' – *Matteo Grazia*

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TOTEM GT SUPER

Hot on the heels of the Emilia GT (see November 2021 issue), a second Giulia Quadrifoglio-engined Alfa Giulia GT Tipo 105 has been launched. The GT Super is made by Totem Automobili of Italy, previously known for its electric-powered Giulia 105 GT.

The Quadrifoglio donates its 2.9-litre twin-turbo V6 engine, sequential gearbox, differential and DNA system. Totem offers a series of upgrades to the QV engine, taking it from the standard 510hp and 600Nm up to 560hp and 700Nm (Stage 1), 575hp and 720Nm (Stage 2) or 620hp and 780 Nm (Stage 3). In all cases, the claimed top speed is 194mph.

The suspension is upgraded front and rear using double wishbones and aluminium billet with manual adjustability (electrical optional). Large teledial 18-inch wheels are shod with Pirelli P Zero tyres (Trofeo R optional), 225/40 18 front and 265/40 18 rear. Brembo brakes are fitted all round, with 345x28mm front discs and 330x28mm rears.

The bodyshell, roof, bonnet, bootlid and bumpers are all in carbonfibre, while the carbonfibre doors are reinforced with aramid fibre. Overall weight is 1140kg. The wings front and rear are significantly wider than the original Giulia GT, while the headlights are LEDs. The interior is fully customisable. The GT Super order book is open now with prices starting at €460,000 (around £400,000).



BERMAT GT UNVEILED

A new Italian sports car – the Bermat GT – has been revealed. Based in Rovereto, Bermat is named after its founder, Matteo Bertezzo. Engineering is by JAS Motorsport and the design is by Camal Studio. Features include a low nose, gullwing doors and exposed carbonfibre details.

Power comes from a supercharged 2.0-litre four-cylinder engine with 325hp to 406hp of power and torque of up to 450Nm (332lb ft). There's a six-speed sequential gearbox and 0-62mph in 4.0 seconds is claimed. The carbonfibre body keeps weight down to 1100kg and it's designed to comply with FIA rules. Suspension is pushrod with adjustable damping, while braking is by 380mm discs and six-piston callipers up front and 355mm/four-piston rear.

The first version to be launched in 2022 will be the track-only GT-Pista. A road-going GT will follow, both in petrol and full-electric versions. Pricing has not yet been disclosed.



GRECALE DELAYED TO SPRING 2022

Maserati has announced that the launch of its new Grecale medium-size SUV, originally scheduled for 16 November, has been delayed until spring 2022. Maserati blames "interruptions in supply chains" for the delay of its Porsche Macan rival. The Grecale is the last Maserati to use the Giorgio (Alfa Stelvio) platform and will be sold with petrol, hybrid or pure electric power.

MC20 WINS 'DESIGN OF THE YEAR' AWARD

The Maserati MC20 has won the Product Design of the Year 2021 trophy at the European Product Design Awards. The new supercar was also honoured with Top Design Winner in the Transportation section. Meanwhile, visitors to Westfield London can experience the MC20 in a new 'Situ Live' setting that showcases both the MC20 and Maserati's 'Fuoriserie' personalisation programme. Maserati says it will also use the destination to launch future new products.



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APPLE DESIGNERS JOIN FERRARI

Ex-Apple designer Sir Jony Ive, the man who styled the iPhone and Macbook, has signed a new multi-year collaboration with Ferrari. Ive and his business partner, Marc Newson, will help develop Ferrari's new electric car, due on sale in 2025, as well as offering assistance in other spheres.

Essex-born Ive (below right) and Australian Newson (left) said: "We have been friends with John Elkann for many years and are great admirers of his insight and vision. As Ferrari owners and collectors, we could not be more excited about collaborating with this extraordinary company and in particular with the design team expertly led by Flavio Manzoni."



PININFARINA WINS DESIGN GONG

Pininfarina's Battista hypercar has won the Design Award at the recent Concorso d'Eleganza Villa d'Este in Lake Como, Italy. The unique specification of the show car included Verde Paradiso exterior paintwork with tan leather interior. Luca Borgogno, Pininfarina's Chief Design Officer, said: "To win the Design Award is a fantastic way for us to begin the countdown to making our first customer deliveries later this year. It's always exciting for us to show new bespoke combinations in different parts of the world, but especially so in our home country."



NEW ABARTH ENGINE MOUNT INSERTS

Powerflex has launched new updated upper engine mount inserts for the Abarth 500 range. The polyurethane bushes fill the void within the original rubber mount, which can lose elasticity over time. Powerflex claims "more precise and settled transmission responses during acceleration, deceleration and gear changes". Lower torque mounts are also available. Priced from £23.94, the insert fits not only the Abarth 500/595/695 but also all four-cylinder derivatives of the Fiat 500, Ford Ka and Lancia Ypsilon based on the same platform.



PININFARINA LEGGENDA SELLS FOR £152,000

A rare Pininfarina Leggenda Simulator has been sold at auction. The first of nine such simulators made to recreate the experience of driving a classic car, it was hand-made at Pininfarina's Cambiano factory to celebrate the company's 90th anniversary. Its styling is inspired by the Cisitalia 202, complete with Nardi wooden steering wheel, Marrone Tobacco Connolly leather, manual gear lever, three pedals, vintage Hanhart chronometer and starter button. A curved widescreen provides an immersive simulator experience. The simulator was sold at RM Sotheby's first ever Swiss sale in St Moritz for £152,000.

BRIDGNORTH ITALIAN AUTO MOTO FESTIVAL

Crowds of enthusiasts and spectators thronged into the historic centre of this picturesque market town on 5 September to enjoy the sights and sounds of the iconic Italian vehicles that filled the streets as the sun shone down from a clear, blue sky. Organised by David Morris of the Italian Auto Moto Club, all marques were well represented and there were even more Lamborghinis than Fiats! The event was held in support of the Midlands Air Ambulance, with all donations gratefully received. – Paul Hanmore



GIULIA



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Extreme Sport

We recall driving the Stelvio Q – the car that put the ‘sport’ into Sport Utility Vehicle – at the Balocco test track in Italy

Story by Roberto Giordanelli
Photography by Michael Ward



“ Driving with a sports car mentality, it didn't do a bad job, but it ran wide onto a run-off area ”



The top-of-the-range Alfa Romeo Stelvio Quadrifoglio parked in the Silverstone paddock costs £93,000. It is a 510hp, two-tonne rocket ship that will blast you from zero to 62mph in 3.8 seconds and peak at 176mph.

Alfa Romeo was late to the SUV party when it launched the Stelvio in 2016. I recall going to Alfa Romeo's massive proving ground at Balocco and testing the Stelvio Quadrifoglio there. Balocco covers a staggering 1200 acres and has 40 miles of track. I was whizzing around the track perched high in a Stelvio (named after an Alpine pass). It was like driving a very fast and decent handling sports car, except that it was quiet and comfy, which always helps to

mask your actual velocity. Getting used to vast speeds, a tight, narrow, slow corner loomed. This is where the laws of physics came into play. Stopping two tonnes of fast-moving metal from over 100mph down to walking speed is much more difficult than stopping one tonne's worth. Still driving with a sports car mentality, it became apparent that the Stelvio refused to stop and turn like a Caterham. While the brakes were up to the task, the Stelvio - and indeed all SUVs - have a limiting factor in that there are only four rubber contact patches with which to grasp the tarmac. It didn't do a bad job, but it ran wide onto a run-off area.

So what does all this mean? Absolutely nothing. No SUV buyer will care about any of this. People buy SUVs for several reasons,

but handling like a racing car isn't one of them. SUVs don't handle as well as 'normal' cars. For SUV haters, they are more likely to roll over, take up too much space and block your vision when following one. For SUV lovers, they are safer than a little low-down car, more comfortable, more practical and better for forward visibility.

As to whether the Stelvio is any good, yes it is. It has won countless awards. Many buyers choose a car simply by the badge. Brand awareness matters. There are buyers who will only buy German SUVs. There are those who couldn't care less about the brand and will opt for budget SUVs. Wealthy extroverts will go for the top-end of the market. The Stelvio will be the SUV of choice for the more genteel and style conscious. 🇮🇹



TECHNICAL SPECIFICATIONS

ALFA ROMEO STELVIO QUADRIFOGLIO

ENGINE:	2891cc V6 twin-turbo
POWER:	510hp at 6500rpm
TORQUE:	600Nm (443lb ft) at 2500rpm
TRANSMISSION:	8-speed auto, 4WD
DIMENSIONS:	4702mm (L), 1681mm(W), 1955mm (H)
WEIGHT:	1830kg
TOP SPEED:	176mph
0-62MPH:	3.8 sec
PRICE:	£74,949

Phwoar-Door

With 580hp of V8 power and a top whack of 203mph, the Ghibli Trofeo is Maserati's fastest ever saloon. Is it a true end-of-era firecracker?

Story by Chris Rees
Photography by Michael Ward



Two hundred and three miles per hour. In a four-door saloon. Absurd as that may sound, the reality of Maserati's new Ghibli Trofeo is that it's the fastest *quattroporte* ever made by the Trident. For fans of the brand, the first V8-powered Ghibli is manna from heaven. Just as the world – including all of Italy's supercar makers – are inexorably moving to electric power, the Trofeo represents one last hurrah for the pure V8 powerplant, a line that has pretty much defined Maserati ever since the 450 S of 1956.

Just look at it. 21-inch forged aluminium wheels.

Red-tinged cooling ducts. Red brake callipers (or blue, black or silver if you prefer). Bonnet vents. Extra carbonfibre, including a new rear diffuser. Trofeo badges. And is that black paint? No, it is in fact the darkest blue imaginable (*Blu Maserati* for the record). What purpose, what poise, what promise.

Strapping into the red-and-black leather cockpit is an equally spine-tingling prospect. No one does interior luxury quite like Maserati. Sitting in supportive Pieno Fiore natural leather upholstered seats, the view of contrasting red cabin panelling looks perfect. Not quite so perfect, though, is the big 10.1-inch



central touchscreen: while it's beautifully clear, it's sometimes slow to respond.

OK, let's not wait any longer. Time to punch the start button to the right of the steering wheel and... straightaway I feel my first pang of disappointment. As the twin-turbo V8 cranks into life, what has happened to that characteristic Maserati start-up noise, that lustrous V8 timbre and evocative exhaust crackle? It seems so quiet. OK, the default drive mode on start-up is 'Normal', so we can solve the matter by switching to 'Sport', right? Nope. Even though this opens up the exhaust baffles, the sound hardly changes: yes,



TECHNICAL SPECIFICATIONS

MASERATI GIBLI TROFEO

ENGINE:	3799cc V8 twin-turbo
POWER:	580hp at 6750rpm
TORQUE:	730Nm (538lb ft) at 2250rpm
TRANSMISSION:	ZF 8-speed automatic
DIMENSIONS:	4971mm (L), 1945mm (W), 1461mm (H)
WEIGHT:	1969kg
FUEL CONSUMPTION:	23.0mpg
MAX SPEED:	203mph
0-62MPH:	4.3sec
PRICE:	£104,200

there's a little extra bite and volume but I doubt your neighbours will bother to twitch their curtains.

That's a genuine surprise. Maserati V8s should be all about the drama but the Ghibli instead delivers a creamily smooth but muted V8 experience. There's almost none of the neck-hair-raising experience you get from a GranTurismo, as the Ghibli majors on a subdued, refined drive. Although red-lined at just over 7000rpm, the V8 has so much torque – after a small lag as the turbos to wake up, at any rate – that you never need to rev it particularly high.

OK, so let's go with the flow and treat this car as a cruiser. In this role, I think you'd be perfectly happy with the Ghibli Trofeo, especially considering the ride is surprisingly good, despite the huge 21-inch wheels and ultra-low-profile rubber.

No, I can't stop myself. It's just a crying shame to remain in 'Normal' mode and waft around. My finger itches over the Sport button, desperate to sharpen things up. And that it certainly does, in terms of throttle response, gearshift times and exhaust note. But even in Sport, the experience feels strangely muted, with suspension that errs on the side of comfort. By default, the dampers remain in comfort mode even with the Sport button pushed; you have to press the 'S' damper button to firm them up. And I recommend you do, since the Ghibli finally starts to come alive, delivering fresh front-end sharpness and rear-end feel.

What you really need to do, though, is press the button again to activate Corsa mode. Suddenly the Trofeo feels like a pukka Maserati. For starters, it gives you access to launch control and some blistering pace

off the line (0-62mph takes 4.3 seconds). And on the frequently damp roads of my test, I experienced the full gamut of rear-drive antics. Even in Sport mode, the rear wheels will happily spin up for quite some time before the traction control intervenes (thank you, Maserati, for trusting the driver). In Corsa mode (which turns off the traction control), full-on slides are almost inevitable. Carry too much speed into a corner and the Pirelli P Zeros struggle to contain understeer; press the accelerator hard on corner exits and lairy tail wagging awaits.

There is no doubt that the Alfa Romeo Giulia QV provides a more focused driving experience for £35k less. Despite its deficit of 70hp and two cylinders, the 360kg lighter Alfa is nimbler and has a better-resolved chassis. The Ghibli really only trumps the QV in terms of its cabin ambience and ride quality. But there's something very special about this Maserati. The Trofeo name suggests that you're winning something. Let me assure you, if you drive one, you are: you're winning at life. This is the car that the Ghibli should have been all along. It's far from perfect, but as I've always said, perfection is boring; just like human company, it's the character flaws that give you the fun times.

This fossil-fuelled Trofeo is no dinosaur. As an end of an era sign-off, it's certainly not the greatest car Maserati has ever made, nor even its best saloon. But MC20 apart, this is the most desirable model in Maserati's current range and it certainly feels better resolved than the Trofeo iterations of the Levante and Quattroporte. Whatever the objective realities are, I'm so grateful that Modena has pulled this rabbit out of the hat. Enjoy it while you can. 🇮🇹

Red highlights and new rear diffuser hint at 580hp V8 muscle under the skin. Feels fast, lairy to drive





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Fuel economy and CO₂ results for the Maserati Trofeo MY21 range in mpg (l/100km) combined: 17.7 (16.0) to 23.2 (12.2). CO₂ emissions: 363 - 276 g/km. Figures shown are for comparability purposes: only compare fuel consumption and CO₂ 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.



FI7 HRP

MB75 MRU

L308 RTP

A435 THV



TWIN TURBO PEAKS

Was the Biturbo the biggest mistake Maserati ever made – or a superbly useable exotic that saved the company? As the Biturbo turns 40 years old, we reassess its legacy via four very different versions

Story by Nathan Chadwick
Images by Michael Ward

It was all down to a chance encounter in California in the early 1970s – oh, and BMW. Alessandro De Tomaso, who was yet to take the reins at Maserati and was busy trying to sort out the tricky pickle of his Pantera in the USA, happened to note what was going down on the trendy West Coast. Instead of classic British sports cars and muscle cars, young car enthusiasts were interested in sporting coupes and saloons from BMW, which were more practical, more fuel efficient and faster in the real world. It didn't take long for De Tomaso to put his vision into practice – as early as 1976, just one year into his tenure at the head of Maserati, he told journalists about plans for a 2.0-litre 2+2 aimed at a younger audience.

Maserati desperately needed sales: in 1976, just 89 cars trundled out of the factory. The new model would be a sports car for a new generation, and at the heart of it all would be a V6 engine, deemed necessary to compete with premium German sports saloons. Adding not one but two turbochargers would provide a performance edge that the Germans would struggle to match. Twin turbos offered the prospect of better fuel efficiency and less lag than a single turbo. It didn't quite work out that way, however...

BITURBO 2.0



The Biturbo was unveiled in December 1981 but Maserati didn't see fit to bring the Biturbo to the UK until several years into production, despite the best efforts of its UK importers. What you're seeing here is a rare beast indeed: an Italian-market 2.0 dating from 1983, among the very earliest examples in the UK.

The first Biturbo engines used three-valve cylinder heads – it was claimed that the paired intake valves mitigated turbo lag at low speeds, although engineers later admitted that four-valve heads caused cooling issues. More incongruous was the manual choke and single Weber carburettor – by this time, most prestige cars had moved on to fuel injection. Ironically Maserati had been the first car maker to use fuel injection on a road car with the 5000GT, but its early efforts suffered from poor reliability.

De Tomaso was adamant about using a Weber carb, despite engineers underlining the need for fuel injection and intercooling. This stubbornness created

early woes for the Biturbo: the aluminium plenum chamber housing the carb created high temperatures, fuel vaporisation and poor hot starting. Yet at the car's launch, it proved a hit and Modena struggled to keep up with demand.

The power was explosive for a car of this era. 180hp at 6000rpm was comfortably more than the BMW 323i (137hp), arguably its closest rival. It's a lot less laggy than I was expecting – its owner, Andy Heywood, says the later 2.5-litre 'Export' engine has more torque and less lag than the 2.0-litre. It's the torque from the twin turbos that you feel more, rushing in smoothly at around 4000rpm. The V6's creamy smoothness echoes the car's exterior hue, and the ZF dogleg gearbox is positive and slick. The disc brakes front and rear are equally impressive, and there's excellent grip at the rear through the GKN Salisbury axle. What's most surprising is the unassisted steering – well-weighted and positive, but with just the right level of

Ultra-early 1983 example has undeniable purity. Torque, steering feel better than you might expect



“ The unassisted steering is well-weighted and positive, much more connected than later versions ”

TECHNICAL SPECIFICATIONS

MASERATI BITURBO 2.0

ENGINE:	1996cc V6 SOHC
POWER:	180hp at 6000rpm
TORQUE:	254Nm (187lb ft) at 4400rpm
TRANSMISSION:	5-speed manual/3-speed auto
MAX SPEED:	134mph
0-62MPH:	8.2sec



information filtering through the wheel, much more connected than later versions.

It's an enlightening experience, feeling just as connected as the sportier echelons of BMW E30 3 Series, and an intriguing curio that's far better to drive than copy-and-paste articles from people who've never driven one would suggest. Its plush interior could only be matched by the likes of Jaguar and Aston Martin. Crafted by Missoni, it's a glorious mixture of super-soft cloth leather, orange-brown leather and 'houndstooth' roof trim. It's very much a love-it, hate-it cabin, and it

didn't find much favour in the UK at the time, but now it's a fantastic place to be, a winning riposte to grey plastics and cream leather.

Andy has owned this unrestored car since 2008. "I've got a real soft spot for Biturbos – I was on the workshop floor when the cars were new. They're often misunderstood, and the fuel-injected models solved 90 per cent of the problems people moaned about. Most of the faults have been fixed now, but make sure to buy one that isn't rusty – when they go in the bulkhead, it's game over economically."





Maserati could clearly see the market for a four-door model in between the Biturbo and Quattroporte III. Powered by the same 2.0-litre and 2.5-litre engines, the four-door models made their debuts in 1983-1984. The floorpan grew by 24.7mm, and 8.58mm was added to the wheelbase, while it also stood slightly taller and 16mm wider. There was extra power too, with 203hp on offer in the 2.5-litre model, compared to 185hp in the coupe.

Both coupe and four-door Maseratis finally came to the UK in 1987, though still with carb-fed engines rather than fuel injection – something that had been made available with the Biturbo elsewhere a year earlier. The cars were expensive and there were persistent problems with quality and availability, not helped by the Maserati UK sales operation going

bust a few times (at one point it was run out of a shed at Southampton docks).

The cars did get better, however, and the 430 represents one of the high points of the 'normal' models. The Biturbo name had become a little toxic by 1988 and the name was dropped for increasingly confusing sets of numbers. The hard edges of the original Biturbo design were smoothed a little, but the big news was under the bonnet: 2.8-litre displacement, fuel injection, air-to-air intercoolers and performance figures that could rival anything from Germany – you'd top out at 150mph after kissing goodbye to 62mph in 5.2 seconds. It could transmit the power to the road, too, via the Ranger torque-biasing limited slip differential from Quaife (even if Maserati claimed it was home-grown).

2.8-litre fuel-injected V6 offers plenty of punch. The 430 feels at its best on long, high-speed journeys



TECHNICAL SPECIFICATIONS

MASERATI 430 (FIRST SERIES)

ENGINE:	2790cc V6 SOHC
POWER:	250hp at 5600rpm
TORQUE:	384Nm (283lb ft) at 3600rpm
TRANSMISSION:	5-speed manual/3-speed auto
MAX SPEED:	150mph
0-62MPH:	5.2sec



Four-door 430 cabin is pleasingly cossetting and there's plenty of room for passengers front and rear

This replaced the fragile ZF Sensitork Torsen diff, which according to some rumours suffered a 27 per cent failure rate.

There's a marked difference in urgency between the early Biturbo and the 430: the natural torque of the V6 slides in more urgently at 3000rpm before the two IHI turbochargers spin up at 4000rpm and catapult you forwards with a kick akin to main-lining limoncellos. The power-assisted steering feels heavier, with a tad less feel, but then the 430 was designed for high-speed autoroute charges where hyperactive steering would do little for confidence.

The 430 is easily a match for BMW's M535i and feels so much more special. The unburstable nature of its power delivery puts it up there with its German rivals; like the best super-saloons, it can cosset one

minute and electrify the next. The interior isn't quite as extravagant as the early Biturbo's, but there's a pleasing mixture of Alcantara, ribbed leather and wood. It's also remarkably roomy fore and aft, though being a right-hand drive car there isn't much space for your clutch foot to rest.

Owner Howard Poole recalls how he was drawn to this particular car: "I first saw a Biturbo on the cover of *Car*, and then in 1988 *Fast Lane* put a 430 on the cover and I knew that was the one I wanted. It was an aspirational car." Howard's now in his 26th year of ownership, and in all that time the car has never stopped him from getting home. It's not totally standard, however: the colour isn't original – it comes from a 2014 Ghibli III – and it's running on Eibach springs with Öhlins dual-flow valve dampers.





The standard Biturbo package was potent, but it's not the Italian way to settle for merely potent; faster is always better. The early go-faster Biturbo was the 'S', which first introduced intercooling to the model – and nifty NACA ducts to the bonnet. Designed for the Italian market, it packed 205hp compared to the standard car's 185hp, and featured stiffer suspension, two-tone bodywork and wider tyres.

Things started to get a whole heap more exciting with the 2.24v, introduced in 1987. Power came from a four-valve, double overhead camshaft version of the 2.0-litre V6, which liberated a healthy 245hp – but more was to come. By this point the Biturbo name had long disappeared, not that anyone seemed to take note in journo-land. Maserati's endless sequence of numbers and letters would confuse even a motorbike aficionado. The base Biturbo was called the 222 from 1988, and featured fuel injection, the Ranger diff and smoother looks. Engines came in 220hp 2.0-litre form for Italy, or 2.8-litre, 225hp/248hp (cat/no cat) for exports, and was called the 222E. The 222SE was launched in

1990, which introduced a Gandini-penned, Shamal-inspired restyle. This is different to the early SE, which had a Zender bodykit and different wheels for carb cars. Confused yet?

Thankfully there was one last flourish for the Biturbo-era cars before the introduction of the Ghibli II. Announced at the same time as the Shamal, the Racing was an Italian-market special with a 283hp 2.0-litre engine. Then there was the rarest of all, the 222.4v, which is what you see here. The '4v' refers to the four valves per head on the 2.8-litre engine, providing 278hp and monstrous torque of 317lb ft at 3750rpm.

It's hard not to be won over by this – the engine simply dominates the car. It's a proper punch in the back that you'll feel start sling-shotting in at 3000rpm. It steel feels quick today – you'll hit 60mph in six seconds before ploughing on to 158mph all out. In a package that weighs 1315kg, it feels much more rapid.

The 222.4v carried over the four-stage Koni adaptive damping that had been introduced with the 222 model as an option and standardised with the 2.24v. The tab

Bewildering nomenclature goes with Biturbo territory. 222.4v feels the most focused of our foursome



itself looks low-rent, with just a plastic box and some diodes. The system defaults to 'two', which is designed for everyday use, but things get more interesting in 'three'. The dampers tighten up and the steering starts to fizz – not quite as heavy as the 430's, but there's so much more feedback. This gives you extra faith in the Ranger slip diff – in 'three', you really can feel the back of the car clamp to the road surface. You're never in any doubt, though, that the tail can become loose if you treat the accelerator like step machine at the gym. The 222.4v feels alive, like a greyhound rearing up for its next charge.

It certainly looks the part, too: the Shamal-style nose style really gives the Biturbo a pugnacious, Delta integrale-style pout. The joy is that it has the bite to match the bark and won't leave you struggling to control it when you do awake the beast within.

That Delta link is what led owner Michael Bedford to his 222.4v: "I've always had a thing about Italian cars and had a couple of Lancia Deltas in the late 1980s. I got in a Maserati and liked how different the interior was, and then I went for a test drive. On the dual carriageway in third, I looked at the speedo and couldn't believe it. In fourth I knew I had to have this car. I bought this example in 1995 having had two previous Biturbos. A growing family meant it was sold, but I bought it back in 2015, when it had had its gearbox replaced as it wasn't picking up reverse, the diff needed an overhaul and various bits of bodywork needed doing. In my ownership the engine has been astonishingly reliable, and overall the car is not particularly temperamental."

If this example looks familiar, it's the one that Jeremy Clarkson drove on *Top Gear* when it was new in the early 1990s, describing it glowingly as "one for oddballs". Of course, he later dropped a skip on a Biturbo, before proclaiming his love for the breed in *The Grand Tour*.



TECHNICAL SPECIFICATIONS

MASERATI 222.4V

ENGINE:	2790cc V6 DOHC
POWER:	278hp at 5500rpm
TORQUE:	430Nm (317lb ft) at 3750rpm
TRANSMISSION:	5-speed manual
MAX SPEED:	158mph
0-62MPH:	6.0sec



SPYDER



Of all the many variations of the Biturbo theme, it's the Spyder that was the most successful, with around 3000 built by both Zagato and Maserati. Zagato's take on the formula wasn't the first droptop Biturbo, though: at the Turin Show in 1982, Embo's version had four seats and sat on a standard Biturbo wheelbase. Zagato's take was entirely different, however. De Tomaso originally tasked Zagato with just building the body, though this soon changed to the whole car.

Constructing Spydres was a laborious process. Most of the body was pressed and assembled by Golden Car

in Campagna, while the Innocenti factory in Lambrate built the fronts. The shells were then sent to Zagato's factory in Rho for the work to be completed by hand. It's a bit of a stretch to say that Maserati saved Zagato – Aston Martin would do much to help – but it certainly helped to put the 'icons of otherness' back on the map after a lost decade building golf karts.

Casting a glance at the Spyder, everything from the grille up to the A-pillar is the same as the coupe. However, the chassis and wheelbase were shortened, and the rear end was completely new. Inside, it's a



“ The Spyder doesn't labour under the pretence of being a sports car: it's all about smooth, delightful cruising ”

MASERATI BITURBO AT 40



TECHNICAL SPECIFICATIONS

MASERATI SPYDER 2.8E

ENGINE:	2790cc V6 SOHC
POWER:	225hp at 5500rpm
TORQUE:	362Nm (267lb ft) at 3500rpm
TRANSMISSION:	5-speed manual/3-speed auto
MAX SPEED:	143mph
0-62MPH:	6.5sec

strict two-seater, although there's a space that could work as a seat behind the front pews if you're a contortionist or small dog.

Engine choices largely followed those of the normal Biturbos, with 2.0-litre engines for the Italian market and 2.5 and 2.8 models for export. However, the Spyder never received the four-valve head in export engine specification as the extra power and torque played havoc with the car's torsional rigidity. Carb-fed models were replaced with fuel-injected ones in 1987 and the model lasted through to 1994, being sold alongside the

Ghibli II after a Shamal-aping nose job in 1991.

The car we have here is one of these last-era models, powered by the three-valve 2.8-litre export engine. Due to a fun-sapping catalytic converter, power is 'only' 225hp. This one's fitted with a Getrag H-pattern five-speed manual, though a three-speed automatic gearbox and a ZF five-speed manual were available, Maserati equipping cars with whatever it had to hand, seemingly. The gearchange isn't quite as smooth as the earlier ZF, but so deep and flexible are the torque reserves that you don't have to do much 'rowing'.





Coming from the obviously more sporting 222.4V, the Spyder might seem a bit of a let-down, but it doesn't take long to settle into its alternative groove. This really isn't a sports car and doesn't labour under that pretence: it's all about smooth, delightful cruising, slipping between the ratios with your arm resting on the window sill, listening to the low, refined burble of the unstressed V6. It's the kind of car that ought to have been marketed with its own line of branded cigars. After all, the Shamal had its own aftershave...

The engine doesn't have the same sparkle as the other cars here, and the steering is heavier and more remote – but in this context that's absolutely fine. The interior still has the foibles of the earlier cars, but it's a lovely place to be – leather, Alcantara and a gold clock.

Exerting the chassis doesn't seem right, and on knottier tarmac there's scuttle shake, but I'm willing to forgive it. Although it has Koni four-stage adaptive damping, this is one occasion where leaving it in the soft confines of position 'two' feels utterly correct. The Shamal-inspired restyle that smoothed off the Biturbo's sharper edges make the Spyder look and feel sophisticated. It might not be the ultimate in sporting performance but it's a compelling, feel-good car.

Owner Graham Wood is the webmaster for the Maserati Club, and his stewardship came from "just having an itch about the Biturbo, because the first Maseratis I looked at were Ghibli IIs". He continues: "It's pretty cheap to run. It had a complete engine rebuild before I bought it, and in the past two years I've just had it serviced. I now want to sort the rear tonneau and refurbish the wheels, cam covers and inlet manifold."



VERDICT

It's time the Maserati Biturbo was fully rehabilitated. Its styling, so often derided as being ugly, is now very much back in fashion – look at today's market for boxy 1980s cars like the Alfa SZ and Lancia Delta integrale. With its foibles mitigated over the years, it stands up as an engaging and rewarding car to drive, with a flavour to suit just about everybody.

My inner hooligan makes me gravitate towards the 222.4V, but what's surprising is just how good all of them are in objective terms. And while Maserati ownership is never a cheap prospect, owner testimony directly challenges the clickbait assertions on the internet with regards to reliability.

Then there's the car's legacy. Some say that the Biturbo ruined Maserati, but if it weren't for De Tomaso's gamble, the firm simply wouldn't exist anymore. Moreover, it laid the template for other manufacturers to follow – like Porsche, whose Panamera, Cayenne and Macan make up the bulk of that firm's sales, providing the fiscal buoyancy to keep the golden 911 afloat.

However, the appeal of the Biturbos means that they can stand up on their own. These are rare, exotic machines that offer weighty performance in a package that's practical and useable. The best bit? They're all exceedingly undervalued. For now, at least... 

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Prancing Foal

Early small-capacity V12 Ferraris feel very special indeed to drive, as we discover in a Vignale-bodied 225 S with a competition past

Story by Martin Buckley
Photography by Michael Ward





The proliferation of body styles and type numbers – never mind the blurred lines between racing sports cars and grand touring 'street' models – can make writing about early Ferraris a minefield if you don't know your Prunet and Tanner books off by heart. But if we accept that a true 'early' Ferrari is anything built between 1947 and 1954 with transverse leaf-sprung front suspension and chassis rails running *under* the rear axle (rather than over it), then we can definitively say that this Vignale-bodied, Colombo-engined 225 S is very much what comes to mind when you conjure up an image of a Maranello road car before the 250 GT family.

This 225 S was built for a Milanese aristocrat called Count Antonio Sterzi – Bruno to his friends – who was not only an early patron of the firm but also founder member of Scuderia Inter. Like many wealthy young men at that time, he wanted to take his new 2.7 million *lire* Ferrari racing without delay. Running temporary plates, its first outing (as car number 603) was an unsuccessful assault on the 1952 Mille Miglia, co-driven with Olympic bobsleigher Nino Rivelli.

After a factory axle rebuild, chassis 0178ED – now properly registered as MI 193451 – redeemed itself by winning the Coppa della Toscana outright and the Bolzano hillclimb. At Monza in September, Sterzi won his class in the 225 S at the Coppa Inter Europa; there were other solid high finishing results in Italian races and hillclimbs that year, and then a final appearance in April 1953 at the Giro Sicilia. Chassis 0178ED then passed through the hands of the gentleman driver Siro Sbraci in 1954. In 1955, to Mimmo Dei of Scuderia Centro Sud in Rome sold it to an American collector called Carl Bross.

Originally built with an outside fuel filler and no boot lid, at some point the 225 S acquired both a lid and an inside fuel cap. The two-tone blue-and-white paint job, wind-down (rather than sliding) door windows and front indicators that it wears today were later additions, presumably intended to make it more user-friendly as a road car – and thus more saleable.

From here chassis 0178ED has a well-documented but chequered story, with at least 10 changes of ownership spanning Italy, America and back to Europe.

An interior fire in the late 1950s put this racing warhorse off the road for decades. At some point its body was restored in the US but it also 'lost' its engine in an era when few people were concerned about matching numbers. In the mid-1960s it was advertised in a dismantled condition for just \$1500.

Latterly this little Ferrari's luck has dramatically improved. Chassis 0178ED was subject to a two-year nut-and-bolt restoration by Ferrari Classiche at Maranello on the instructions of its South American owner. The result was deemed good enough to be presented at Pebble Beach in 2016.

All 21 examples of the 225 S were produced in 1952. Vignale did 14 Spiders and six Berlinettas (like this one), while there was a single Barchetta attributed to Touring. Most of these cars have racing history, being fast and competitive enough to give works Jaguars and Astons a run for their money, even in the hands of privateers. A 225 S even handed Ferrari its first sports car win at Monaco.

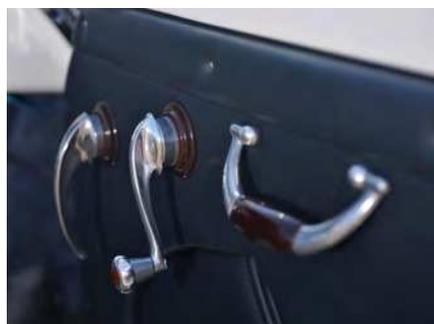
The model is considered a derivative of the 212 Export and thus a direct descendent of the 195 and 166 in their various forms. Some of the 21 cars were directly converted from 212 Export models. The 225's freer breathing and slightly larger 2715cc wet sump V12 had Lampredi-style roller type rocker arms. It ran an 8.5:1 compression ratio and with di-siamesed six-port cylinder heads (and sometimes two plugs per cylinder), it gave a healthy 210hp at 7200rpm.

Just two 225s had the *tuboscocca* chassis of welded-up tubes; the rest had a 212 Export-style spaceframe chassis comprising elliptical section tubes with main longerons and outriggers to carry the bodywork. The main chassis differences between the 212 and the 225 were the substitution of tubular dampers for Houdaille lever-arm units and larger 16-inch wheels to accommodate beefier drum brakes.

You will notice that this Vignale-bodied Berlinetta, styled by Giovanni Michelotti, is right-hand drive. There was nothing unusual about this at the time because all Ferraris were RHD. But 1952 was significant as the year that exclusively right-hook steering was abandoned at Maranello, a local curiosity that had its origins in – among other things – snob value (Lancia and Alfa were also RHD only until the early 1950s) and compounded by an understandable wish to be able to see the edge of the road in a country of narrow cart tracks and deep ravines. But as Italian highways got wider and better surfaced, and the demand from wealthy North Americans increased, the RHD tradition was one Ferrari was happy to abandon and LHD began to be the default position.

You naturally take a little time to look around and soak up the atmosphere of a car like this. It really is quite compact, like an MGB GT. Certainly most of today's small hatches would dwarf it. I don't consider it beautiful but the Michelotti shape does have presence. The classic eggcrate nose and sleek bonnet have a muscular sense of purpose about them but the rest of the body, teetering slightly on those tall, narrow Kleber-shod Borrani wires and that short wheelbase, just seems as if it's along for the ride after a blind date with an early Standard Vanguard.

Attention soon turns to the engine, jewel-like yet rugged-looking at the same time. It sits well back and low relative to the bonnet and is dominated by



FERRARI 225 S VIGNALE

“ Chassis 0178ED had a two-year nut-and-bolt Ferrari Classiche restoration, good enough to be presented at Pebble Beach ”



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three circular air boxes for its triple Weber carbs. Twin distributors driven off the ends of the camshafts provide sparks for one plug per cylinder, which are awkwardly positioned on the inside of the 'vee' so you have to fumble around under the carburetors to get at them; otherwise everything is simple and self-explanatory.

Ferrari Classiche went to great pains to recreate the long-lost interior of 0178ED accurately and has done a superb job, like the beautiful wool cloth headliner, lethal-looking Perspex sun visors, train carriage-style door locks, Bakelite door furniture and dashboard details.

The giant Jaeger speedometer and rev counter are

the size of dinner plates. There are gauges for water, petrol and oil but the four or five knobs strewn across the remainder of the dash are unmarked. The exposed position of the various fuses and relays in the footwell are a legacy of the car's competition life when the ability to fettle the electricals without having to stop and pop the bonnet was a definite bonus.

To start the engine, you push the big wind-up toy-style key in to get ignition lights and then press a button. A metallic whine brings the V12 to whooping life with that busy mix of chain, tappet and the smoothly natural little pistons. The long, straight shaft of the gear lever emerges assertively out of the carpet but with no six fingered gate; that came later.

Jewel-like detailing is sublime. Even if the overall profile seems narrow and tall, it has a handsome air



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2.7-litre V12 loves to rev and runs sweetly. View is dominated by air boxes for triple Weber carbs

Many thanks to Classic Motor Hub (classicmotorhub.com) for their help with this feature



You notice that the boxy construction of the scuttle makes the footwells seem pinched while the low bucket seats make you feel as if you are sat on the floor. Those pencil-thin roof pillars provide superb vision through 360 degrees.

Although it will pull cleanly and strongly from 1500rpm, this V12 is not suavely flexible but needs to be revved hard to get meaningful progress underway. The first four gears are well spaced but mostly unsynchronised. Held in third, it sings up the rev scale magnificently, pinning you firmly in your seat as you snatch fourth and let it wind out again to a conservative 5500rpm, clean and strong all the way with a sound that combines brawn and refinement in a visceral way that's hard to forget yet difficult to describe.

I didn't use fifth gear, which I suspect is pointless under 60-70mph. Changing from first up to second and third down to second requires careful timing and clutch work to avoid noisy shifts. Presumably Ferrari stuck with a crash first, second and top because the changes are quicker when you do get it right. Luckily the revs flick round at the merest caress and once the oil has warmed up the gears hit home with a satisfyingly mechanical feel, so it's worth the effort of getting it right.

The beautiful alloy-spoked, wood-rimmed wheel is substantial in size, emerging on an eight-inch polished alloy column. The pedals are floor-hinged and set close together but the driving position is a good trade-off between comfort and the need to use your muscles to steer and stop the car. The brakes, clutch and throttle strike a fine balance between heft, progression and feel and the 225 S is not especially physically demanding to drive. In fact, it steers lightly and beautifully on those skinny little tyres, with very little roll and a feeling of well-balanced neutrality. It even manages to stop in a straight line and in short order.

When chassis 0178ED was being laid down in early 1952, the first chapter of Ferrari's road car story was coming to a close and in many ways the 225 S was already out of date. Enzo Ferrari understood that he needed to become a road car manufacturer who built racing cars rather than a race car builder reluctantly producing sports cars to extract money out of wealthy clients. Increasingly these customers wanted sophisticated underpinnings to match the exotic engines. These were still years away (coil spring front suspension didn't arrive until 1954, for instance) but Ferrari's engineers were beginning to think in terms of user-friendly synchromesh for the gearboxes and bigger, more flexible engines to maintain performance as the cars became heavier and more luxurious.

Increasingly, bodywork came courtesy of Pinin Farina, which clothed its first Ferrari (a rather sedate-looking 212 convertible) in 1952, paving the way for a formal partnership that persisted for 60 years. But as of 1952, it was Touring, Ghia and especially Vignale that dominated Ferrari styling. This was an undisciplined era that spawned almost as many horrors as it did catwalk beauties. Perhaps this 225 S has a wheel in both camps. But as a piece of history, a portal into the rarefied world of early Ferraris where the first owners were as exotic as their cars, it's hard to fault. 🇮🇹

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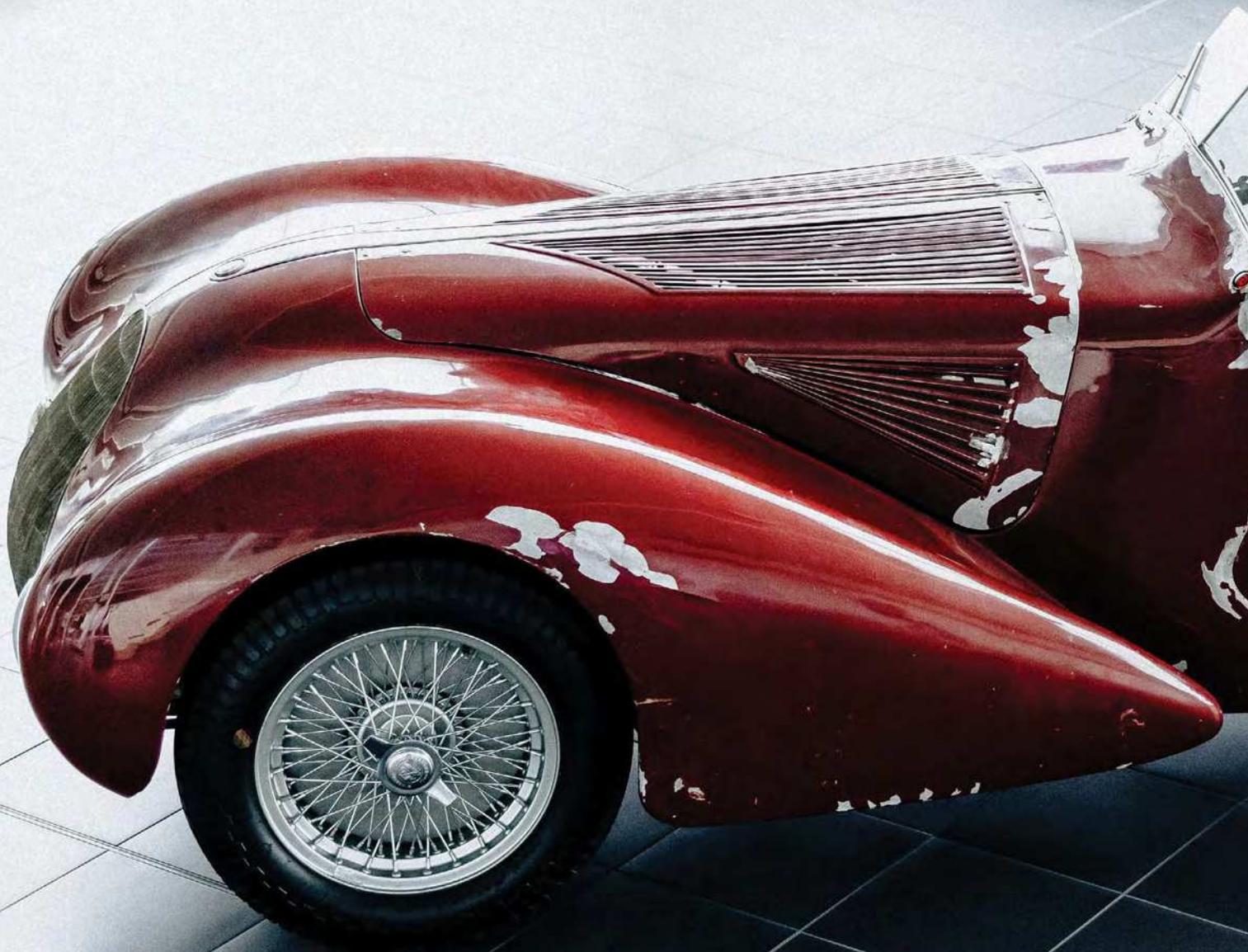
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Machine of War

After 80 years, a unique Alfa Romeo V12 racing prototype has emerged from oblivion. Born in the midst of the war, the story of the long-lost 12C Prototipo can now – finally – be told

Story by Chris Rees
Images by Antoine Truchet/Sauber Motorsport



Very few chapters in Alfa Romeo's 111-year history remain unexplored. In countless books, archives and museums, the story of Milan's most famous car marque can be fully appreciated in great depth. But there are always tales left to tell, and the car you are looking at here is surely one of the most intriguing of all.

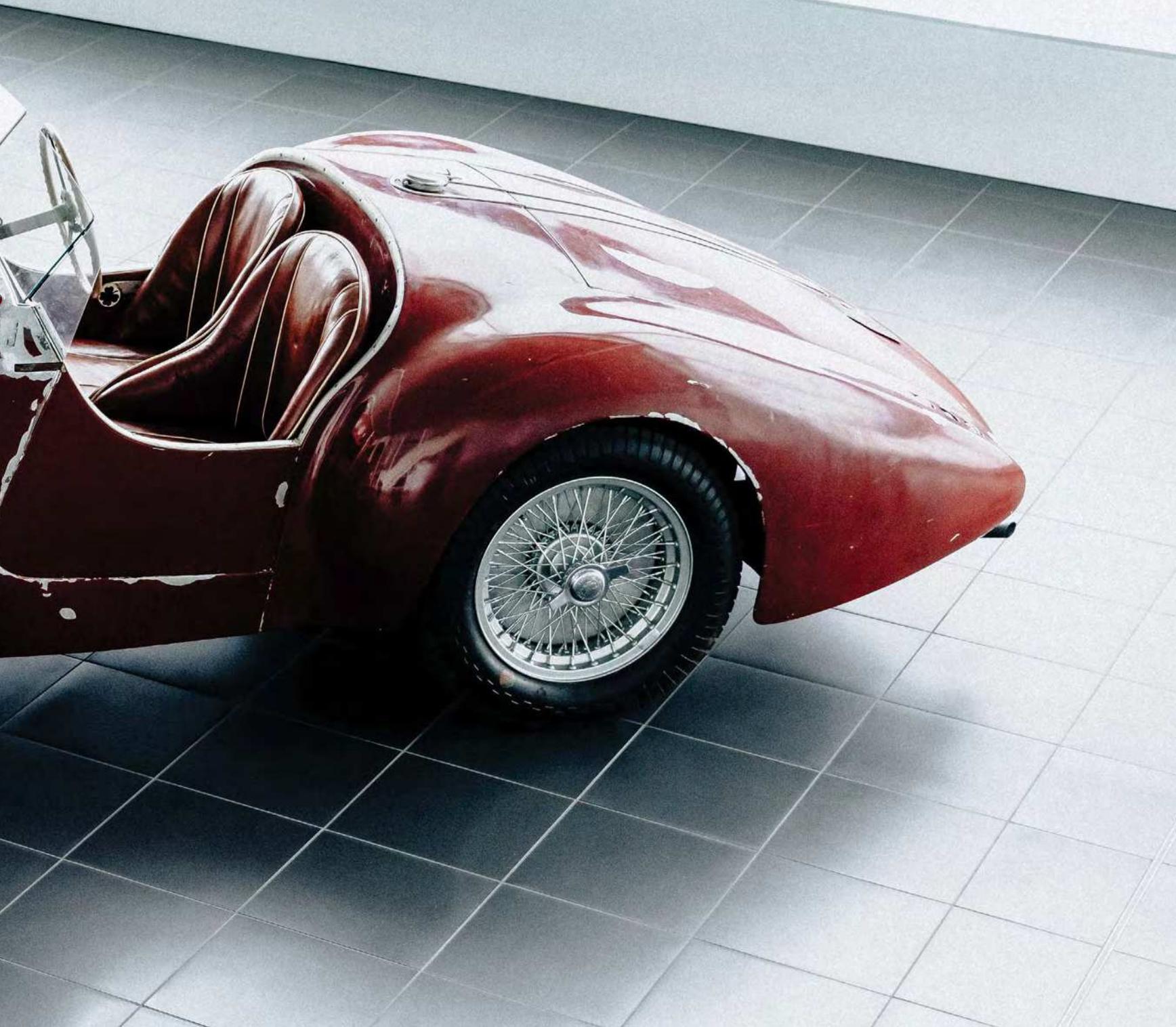
This is the story of a long-lost racing prototype, a unique V12 engine and a project developed in the strictest secrecy during one of the darkest chapters in 20th century history, the second world war. Amazingly, it has taken 80 years for its story

to be told, but we can now piece together an account of what its current owner calls – in line with Alfa Romeo's age-old naming tradition – the 12C Prototipo.

That owner is Stefano Martinoli, an entrepreneur based in Switzerland. His passion for cars is huge, as he tells *Auto Italia*: "I have been dedicating more and more of my time to cars and auto culture under the umbrella of Progetto 33, including cars like the Alfa Romeo 33 Stradale and 33 Daytona. I like to find pieces of architecture that haven't yet found their place in history and make them known, give them their due importance."

There is no question that the 12C Prototipo deserves its place in the Alfa Romeo hall of fame. Yet its story is not easy to tell. There are facts that are known; much more is, by necessity, supposition. Above all, this is a tale of what *could* have been.

This car never even had a chance to be officially named by its creators at Alfa Romeo. Nor was it given a chassis plate. There is even a question mark over the exact date the car was made. What seems clear is that it was an unfinished prototype designed to compete in the 1941 Mille Miglia, an event that never happened because the war intervened.



"The 12C fits into my sphere of interest perfectly," says Stefano. "I came across it thanks to a friend who knows what kind of car I'm interested in. At that time, the car was in pieces. The body had been removed from the modified 8C 2900 chassis and the engine was fitted but not working."

Hard information on this car is difficult to come by but drawings and documents unearthed in the Museo Storico Alfa Romeo seem to indicate that it was being tested during 1940 and 1941. The clear inference is that this was a research and development car built in the aftermath of Alfa Romeo's defeat to BMW in the 1940 Mille Miglia. Alfa's solution was to pursue a unique 12-cylinder engine.

The capacity of the V12 engine fitted to this prototype is 3.0 litres and the stated aim was for it to develop 165-185hp, which would surely have made it very competitive. Stefano has had the engine weighed and it's a lightweight at 215kg.

Who designed and built the elegant body? Well, it wasn't one of the innumerable coachbuilders that had been so active in pre-war years. It seems most likely that it was an in-house Alfa Romeo project. It's made of an alloy of aluminium and other elements such as magnesium, resulting in the shell tipping the scales at an ultralight 47kg. The shape is one of sheer beauty, typically Italian yet full of purpose for its intended competition role.

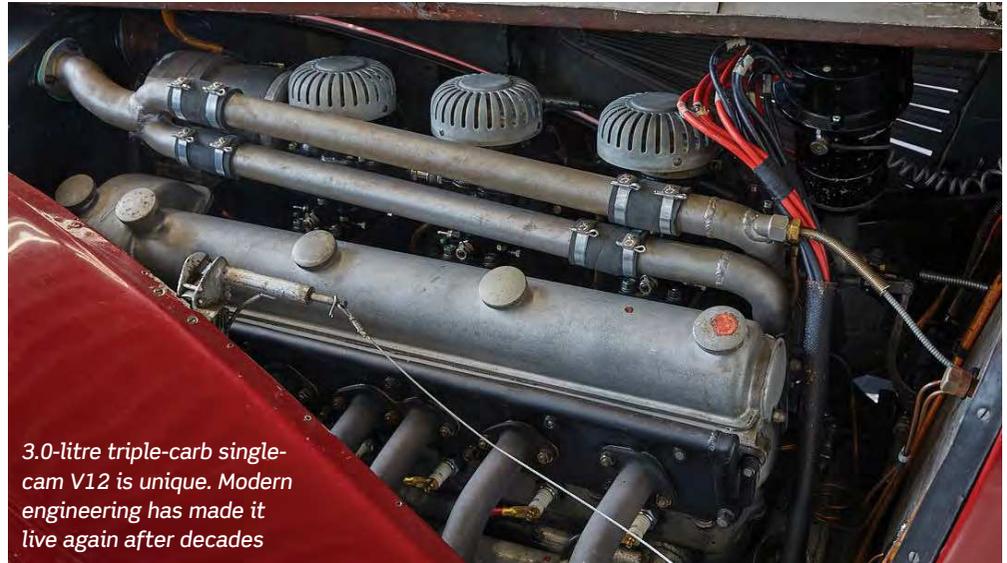
That role was to try and win the 1941 Mille Miglia. But that year's 1941 MM never happened – the reason, of course, being that the war stopped everything – and the car was never finished.

At the end of WW2, Alfa Romeo decided to consolidate its racing programme, retaining its Grand Prix monpostos but disposing of its bipostos. These included the 12C Prototipo, which was sold, together with some 8Cs, to the Swiss racing driver, Jean Studer. This gentleman driver campaigned several Alfa 8Cs in his home country during the 1940s, and he also raced this prototype between 1947 and 1951, with some success, winning at least two events.

But even then, the car was already a mongrel. At Alfa Romeo, the 12C engine had never finished its development programme. Studer was in no position to complete that programme. Unable to run the V12, he simply removed it and replaced it with an Alfa 8C 2900 engine.

This begs the question: was the V12 ever actually run in period? "We think so, yes," affirms Stefano. "The reason is that we have found tarmac on the oil sump. Could this have been from Studer using the car? Unlikely because the engine was removed pretty much straightaway and put in a box. We surmise that it was from Alfa Romeo's own testing of the car during the war."

The engine was prototyped by Alfa

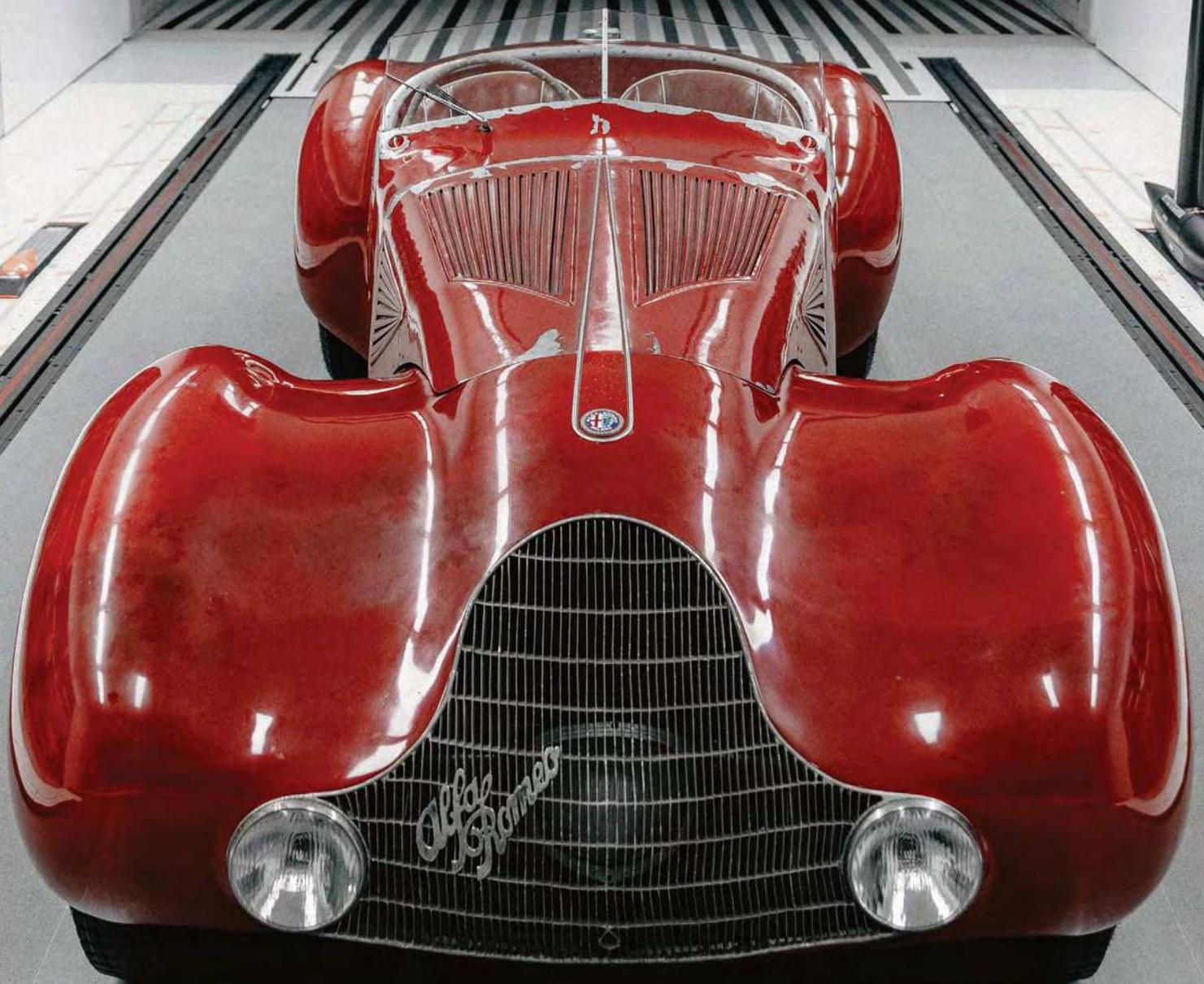


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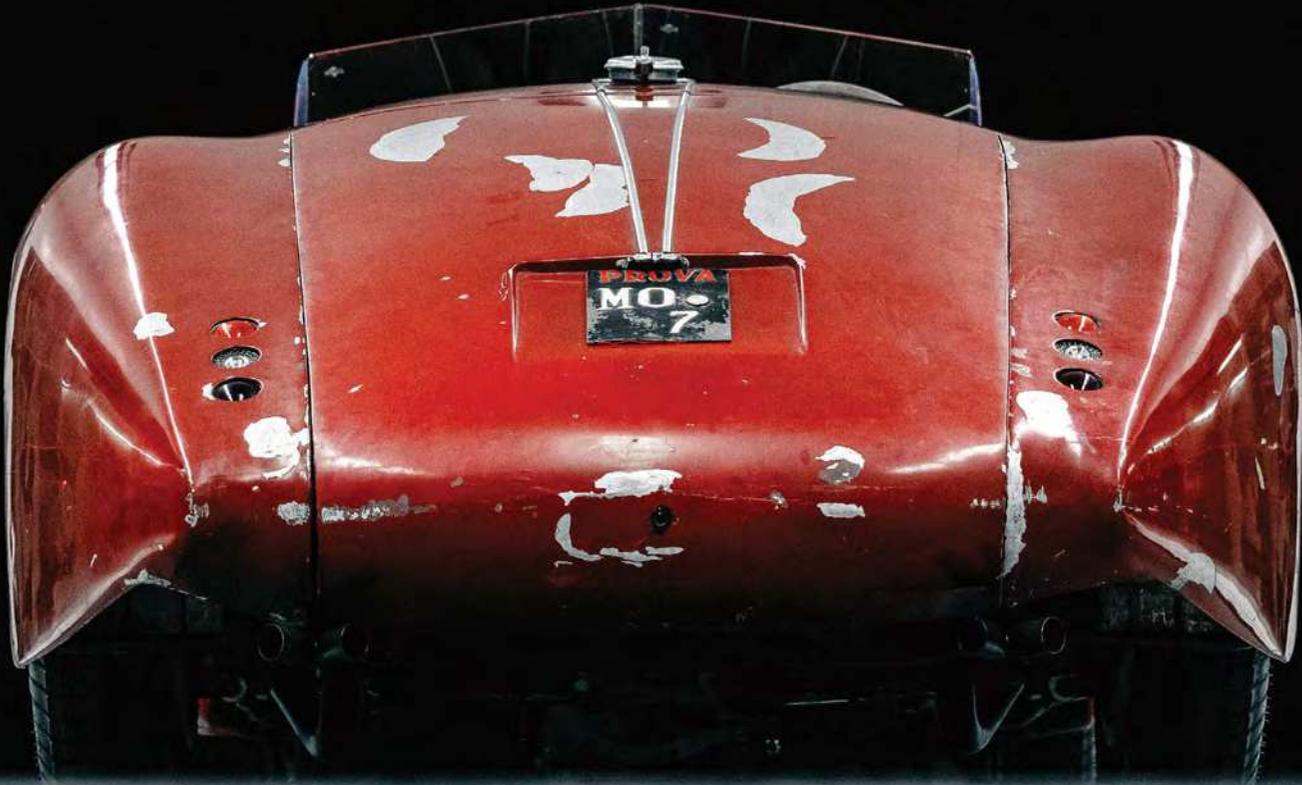


ALFA ROMEO 12C PROTOTIPO

“ The body is made of aluminium and magnesium, resulting in the shell tipping the scales at an ultralight 47kg ”



“ We decided to repair rather than restore. Very few cars from the 1940s have their original paint so we wanted to preserve and protect it ”



Romeo's Reparto Sperimentale (experimental division) which was then under the guidance of Wilfredo Ricart, with designer Gioacchino Colombo a notable presence. Stefano believes the V12 has an importance beyond this sole prototype – but not at Alfa Romeo.

“It might be said that this engine changed the course of motorsport history. This V12 has a 60-degree vee and a single camshaft, quite unlike the four-camshaft 12C engines that Alfa Romeo developed for its Grand Prix cars in the 1930s. The conception is totally different: it was an engine meant for sports road racing.

“What we can say is that the engine is uncannily similar to the very first Ferrari V12 single-cam engine. Perhaps this is not surprising since Colombo moved from Alfa Romeo to Ferrari at the end of the war. Logic suggests that the ideas he had in his mind were inherited by Enzo Ferrari, who of course had also previously worked with Alfa Romeo for many years. The Ferrari 125 S with its Colombo-designed single-cam V12

was a winner from the outset. This exceptional Alfa V12 engine *could* be the ancestor of the one that drove the destiny of motorsport for the next 30 years.

“Of course we are not saying that the engines are the same; it's that the technical concepts and ideas are so similar, and from the same engineers. The block was designed so that it could cope with different cylinder dimensions in the future. This kind of approach was also taken by Ferrari. This is why we call it a 'missing link': it links the 1930s with Ferrari in post-war years.”

So let's wind forward to the present day, since the car has now been revived. “We decided to repair rather than restore the car where possible,” says Stefano. “The body was damaged and it was a very difficult job to repair it. It would have been much easier to strip the paint off and restore the body but then we would have lost originality. Very few cars from the 1940s have their original paint so we wanted to preserve and protect it.

“All the bodywork was repaired in Italy by the celebrated artisan, Dino Cognolato. We

repaired the body in its weakest areas, such as around the lights, the doors and corners. We used a technique based on cold welding that works at under 200 degrees, as magnesium is very combustible.”

The chassis and engine, however, did need restoration. Unsurprisingly, the engine was a non-runner. As many original components as possible were kept but the the cylinders and bearings had to be renewed for several reasons, including safety, although all the original pieces have been retained in storage.

The mechanical side of the restoration was entrusted to the Austrian restorer Egon Zweimuller and a huge team of people that included many ex-Formula 1 engineers. Each team member worked on his own part, such as the bearings, cylinders and suspension.

“We have put huge resources into this car, thousands and thousands of hours,” says Stefano. “This was not just a restoration. We also had to complete the engineering that had been started by Alfa Romeo but never finished. We needed to get back to



the ideas that the Reparto Sperimentale was pursuing in the 1940s. I am very grateful to the whole restoration team, especially as they had to overcome the challenges presented by Covid."

The suspension was fully restored, too, with all the tolerances carefully recalculated, since it would have been dangerous to put the car on the road without re-engineering many of the components.

The finished car was recently taken to Sauber, Alfa Romeo's racing partner, which happens to be based in Stefano's home country of Switzerland. "They were stunned because they'd never seen anything like this, a car that shows where Alfa Romeo racing has come from. They were very happy and even made a short film about it. This was also the first time that a classic car has ever been in Sauber's wind tunnel and it was a honour for me to be their guest."

It was only in late July 2021 that the process of road-testing the completed car began, as Stefano recalls: "We have tested it on quiet public roads, which was our





Photo: Seidel Automobilia Ladenburg Auction

preference because this car was designed for road racing rather than the track. It has been driven about 300km so far. It needs a lot more testing, of course: the more we drive, the more we discover about it, how it behaves, what we can do to make it better.”

So how does it drive? Stefano’s eyes widen with excitement. “I can tell you, it is absolutely stunning, especially in terms of handling. It is clear that the car has been designed to cope with the demands of the Mille Miglia, with its variety of challenging roads, from mountains to villages. It’s fantastic, so impressive, the feeling between you and the machine is 100 per cent.

“In my view, the V12 engine is superior to Alfa Romeo’s 8C, which is widely viewed as one of the best engines of the 1930s. The driveability is massive compared to the 8C

2900 unit. You can be in fourth gear at 40km/h, the engine calm, not nervous, and just accelerate smoothly away. I’ve never driven anything like it – and it’s so impressive considering the technology is all from the 1940s. The engine was originally developed with one, two, three and four carburettors but, as the original drawings we found show, the final specification was three carburettors, which is what we have used.”

How does the engine sound? “Like a symphony, just like a Ferrari V12. It’s loud, too. If you rev it to 3000rpm, you really need ear defenders. The gearbox is also very easy to manage.”

The 12C Prototipo is the subject of a new book co-written by a number of experts in the field (among them *Auto Italia* contributor,

Karl Ludvigsen). So what is next for this unique car, we ask Stefano. “After the publication of the book, we will continue testing and development in a variety of different conditions. I look forward very much to driving it more.” And what about taking part in some road events? “You know the phrase, ‘never say never’? Well we have ideas. For now, though, we are concentrating on testing. We have to be careful because there is only one chassis, one engine, one body. This is a car that’s unique in every sense.” 

ABOVE: Jean Studer racing in 1949. BELOW: Prototype at Sauber. Owner Stefano Martinoli is in the red shirt



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Hip to Be Square

These two boxy-edged, superior-specced saloons were close rivals in the 1960s. Does Lancia Fulvia GTE or Alfa Giulia Super pull our heartstrings more today?

Story by Simon Charlesworth
Photography by Michael Ward

On the outside, these boxiest of boxy 1960s Italian saloons are all about the perpendicular. There is, though, a lot more to them than unrepentant go-degree corners and crisp, no-nonsense linearity. Both *quattroporte* models hail from marques with a great sporting heritage. Each added considerably to its respective marque's sporting legend on track and rally stage — well, their shorter-wheelbase coupe sisters did, at least — yet now these once commonplace

saloons have become real rarities. Each of 'our' cars is also a go-faster interpretation of the entry-level *berlina*: the 'Super' version of Alfa Romeo's Giulia and the GTE-badged Lancia Fulvia.

Starting with the Alfa — alphabetically and chronologically — we have Chris Taylor's 1972 Giulia Super. Eagle-eyed readers will note the car's *biscione* trim and its slightly lowered and uprated 'fast road' suspension (courtesy of Classic Alfa), whilst only the telepathic will sense that there is





“ Everybody raves about the handling, but really what it's best at is swift A-road cruising ”



LANCIA FULVIA v ALFA ROMEO GIULIA



Boxy shape was 'designed by the wind'. Giulia feels more muscular and sportier to drive than the Fulvia

something more gruntsome and torquesome under its bonnet than the original 1570cc twin-cam — a younger 1962cc 'Nord' brother.

The Giuseppe Scarnati Tipo 105 Giulia story is well known, so we can skim through its gestation. The 1965 Giulia Super followed in the wheel tracks of the 1963 110hp Giulia TI Super — featuring more mid-range torque, less power (96hp) and milder performance. The sprint to 60mph took just 11.2sec on the way to a top speed of 110mph, but perhaps the most gob-smacking statistic concerns the sales figures: of 575,390 Giulia saloons made, 177,897 were Supers.

Chris's Super is a late model from just before the introduction of the 1972 Giulia Super 1.6, a stopgap model built until the Nuova Giulia models of 1974. Having a long Alfa CV, Chris's purchase in 2014 was inspired by a 1750 *berlina* he had used as a road car and auto-tester. These tests, organised by Michael Lindsay on old airfields, started a motorsport itch.

"Immediately you want to go faster because you think that you're a car control god — after going sideways at 25mph in a car park — so I joined the race series. The late Mike Buckler from Gatwick Alfa put a cage in the car and lowered it, and I raced it with its 1750 engine for a few seasons. People were saying get a 2.0-litre, so I tried to blow the engine up by

holding the revs a little bit longer but it refused to blow up! So in the end, I just put in a 2.0-litre and Mike put a limited slip diff in."

So what is it that really appeals about the Super? "What this era of Alfa Romeo is really good at is touring. Everybody raves about the handling, but I find it a bit understeery. It's progressive but really what it's best at is swift A-road cruising. You have just the right amount of power for popping past traffic as you come across it and because it looks like this, people don't think you're a thug! You get lots of friendly looks, so you get a nice feeling each time you go out in it."

One recent Super journey in particular comes to mind, says Chris smiling: "We went to Essen for the classic car show with four adults and all our luggage for a four-day trip. When we got to our hotel, there was a little turnaround area in front of it. There were a load of Italian guys checking in at the front desk, they were all excitedly chatting to the German staff with their cases open and laptops out. Then one of them looked round and did a double take when he saw this coming. He got a friend's attention and the next thing, they'd all abandoned their stuff and came piling out of the reception... 'You drove this from England...? Four people...? The steering wheel is on the wrong side!' They just thought it was bloody



TECHNICAL SPECIFICATIONS

ALFA ROMEO GIULIA SUPER

ENGINE:	1570cc 4-cyl DOHC
INDUCTION:	2 x Weber 40DCOE carbs
POWER:	96hp at 5500rpm
TRANSMISSION:	5-speed manual, rear-wheel drive
SUSPENSION:	Wishbones, coil springs (front) Live axle, coil springs (rear)
BRAKES:	Discs front and rear
TYRES:	155/15
DIMENSIONS:	4160mm (L), 1575mm (W), 1473mm (H)
WEIGHT:	1026kg
MAX SPEED:	110mph
0-62MPH:	11.2sec



brilliant. It does bring out the good in people.

“You know about the much-vaunted *desegnato dal vento* (designed by the wind) aerodynamics? I GPS’d it at 75mph in fifth gear and you can still chat away, so it must have blown people’s minds away in 1960s. It doesn’t really need a 2.0-litre because you can’t drive fast anymore.”

Moving on from 1962 to 1963, it’s easy for the smaller white Fulvia GTE to be overshadowed by the red Alfa. The Lancia Tipo 818 certainly does up the boxiness, but then it does seem to offer more interior room with a more upright driving position, making it more family-friendly than the Alfa.

The Giulia Super’s dashboard clearly has a stronger emphasis on performance driving, with its large clear round clocks, a spicier speedo and extra *acqua* and *olio* gauges on the centre console. The Fulvia’s fascia is closer to the strip speedo arrangement of the original Giulia. Its spinning drum speedo, tiny watch-like tachometer, wing mirror and Perspex wind deflectors lose you in 1969 nostalgia. It isn’t merely the fact that this is one of the last of the original series Fulvias — before the model was facelifted in August 1969 and the company acquired by Fiat — but its patina and originality are positively enchanting.

The rubber floor mats suggest an element of

utilitarianism, but this is countered by everything with which you come into contact: the slim, horn-rimmed steering wheel, finely ridged for extra grip when it’s hot ‘n’ sweaty; the positive floor-mounted *leva lunga* gearchange (something later Fiat-era Lancias seem to lose); and the switches that operate with an action that softly whispers quality.

The narrow 13-degree V4 which powered the Appia’s heir may have sounded like familiar fare, but it was an all-new 1091cc unit and far more powerful than previous V4s (59hp). Also placing distance between Lancia’s new baby and its predecessor was a change of driven wheels, to those at the front. The tall V4 is either, depending on your view, a double overhead cam or single cam per bank; in period the press seemed to prefer the former. Whatever, the V4 was canted over by 45 degrees to lower the bonnet profile, and its transmission and suspension were similar to the Flavia’s.

If the Fulvia’s mechanicals owed something to its older brother, then it returned the favour by inspiring the styling of the later S2 Flavia. Outside there are a few subtle visual characteristics which Piero Castagnero would pass from his *berlina* to the lauded Fulvia Coupé, particularly the four-lamp front, around the rear wings and the rear lights.

GTE uses the 87hp V4 engine from Lancia’s Coupé Rallye 1.3, giving it both finesse and refinement

TECHNICAL SPECIFICATIONS

LANCIA FULVIA GTE

ENGINE:	1298cc V4-cyl DOHC
INDUCTION:	2 x Solex C35 carbs
POWER:	87hp at 6000rpm
TRANSMISSION:	4-speed manual, front-wheel drive
SUSPENSION:	Wishbones, leaf springs, anti-roll bar (front); live axle, leaf springs (rear)
BRAKES:	Discs front and rear
TYRES:	155/14
DIMENSIONS:	4110mm (L), 1555mm (W), 1400mm (H)
WEIGHT:	1045kg
MAX SPEED:	100mph
0-62MPH:	14.2sec



LANCIA FULVIA v ALFA ROMEO GIULIA



“ The rubber floormats suggest utilitarianism but everything with which you come into contact softly whispers quality ”



The GTE is the ultimate version of the original series *berline*, which had grown in power output via capacity and carburettor count. First came the 71hp 2C (denoting two twin-choke Solex carburettors), then the 80hp GT, which grew from 1216cc to 1231cc. Introduced in 1968 – and current for just one year before the S2 Fulvia – the GTE resurrected the old Appia Gran Turismo Esportazione name. This four-door Fulvia range-topper packed the 87hp 1298cc from the Coupé Rallye 1.3 under its bonnet, along with a brake servo (which this car is currently running without).

It is certainly an unusual car to track down and bring to the UK, so the question for its owner, Vince D'Angelo, has to be, why? "Having an Italian background, my youth was full of Fiats. My first car was a 128 SL. Imagine that, a coupe when you're 17. Then I went to a 128 3P, two X1/9s, a Strada 105 TC – all that kind of stuff. When I was growing up, I had a notepad and in the back was written: Fulvia Coupé, Fiat 124 Coupé and Alfa Junior. When I got to the point of being able to afford a classic, I couldn't bring myself to buy a coupe because they were either too expensive or they'd been used and abused by multiple owners.

"I bought this saloon in 2017. I flew to Italy on a one-way ticket, bought the car and drove it back. It didn't let me down – in fact, it has never let me down. I used it as my wedding car in 2019 and the plan is to one day take it back to Sicily – return it home."

If the Alfa is all about beating up enjoyable roads, deeply inhaling its performance and enjoying the raw connection with its dynamic flair, then the Lancia's forte is its ability to make you relax. Unlike the five-speed Alfa, the Lancia's top gear is fourth, but when top is selected the engine revs drop and the hushed cabin is filled with refinement.

"The original owner left this car to his two sons," says Vince. "It was parked up in 1991 and was a time-warp car. There were things in the footwell pockets from the period and a newspaper from 1985 behind the spare wheel. There were all these things, these nuggets – all

to do with the car. It was wonderful. I hadn't realised when I drove it back from Italy that the tyres were also from 1985! The engine has never been apart and the paintwork is mostly original.

"It is boxy, but it has finesse," emphasises Vince. "There are little highlights on the rear wings, subtle curves and just the right amount of bling as well. It is understated and classy, that's what I like about it. I think I'm too old for a Fulvia Coupé, and everybody has one, whereas there are fewer of these around – just three in the UK – and it gets smiles. You don't feel pressurised to thrash it everywhere because it's a saloon and you're supposed to go around sedately. Having said that, I have taken it through Europe, hammered it through hairpin bends and through the Alps, too. I just love it."

Ultimately 1962cc versus 1298cc is an unfair comparison. The Giulia Super is of course the more muscular, more sporting and lighter car – it epitomises how a great Alfa should drive, thrill and entertain. The Lancia is more softly sprung and when pushed it does roll more and, like the Alfa, ultimately understeers; but there is a subtle sporting note to its partially stainless exhaust, it is nimble and fun, and it never feels overwhelmed by modern traffic. Whereas driving the Alfa tends to be about bullying apexes and tickling the redline, the Lancia suits a more laid-back approach.

I can certainly understand why *Motor* magazine described the Lancia as a "well made small luxury car" with "good performance and roadholding", labelling it a "connoisseur's compact". Yet what really strikes me is that, while these two boxy saloons share much, they have such disparate characters.

Initially the only suggestion I can come up with involves the acquisition of a double garage. Yes, the Charlesworth heart is already in the tight grip of a certain *biscione*, but as I try to pick a favourite and wonder whether the 'E' in GTE stands for Extra horsepower or Esportazione, it suddenly dawns on me that it is the Lancia which is preoccupying my mind. 🇮🇹

Many thanks to Chris Taylor, Vince D'Angelo, Alex Jupe and Tim Heath of the Lancia Motor Club for their help with this feature





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A great turnout of Italian machinery at our Italian car day @BrooklandsMuseum on Sunday. We can't wait for Spring next year to do it all again.

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Missing in Action

Once hidden in plain sight, this unique Abarth X1/g Stradale prototype has surfaced in Australia. Here's the fascinating story of a homologation special that frustratingly missed the cut

Words by Phil Ward
Photography by Dishan Marikar & Mark Weinberger





In 1973, when Fiat was looking to replace the 124 Abarth Rally in the World Rally Championship, it initially considered the X1/g. However, after four prototypes had been built at Bertone's and Abarth's expense, and despite being proven in action, Fiat canned the idea.

It has been reported that the X1/g was regarded as a threat to Lancia's Stratos because it was nimble, light and was achieving worryingly similar stage times. Although the Stratos won the 1974, 1975 and 1976 championship titles, internal politics within the Fiat Group eventually decreed that the Lancia should be withdrawn and the X1/g project dropped in favour of the Fiat 131 Abarth, even though the Stratos was still competitive and continued winning rallies in privateer hands until 1981.

These decisions by Fiat (which had a shareholding in Abarth in 1972) must have been met with great disappointment at Corso Marche. Mario Colucci and his team had already put significant effort into developing the X1/g Abarth. The four prototypes had been trialled with various 124 Spider-based 8-valve and 16-valve twin cam engines, and with either Weber 44IDF carburettors or Kugelfischer fuel injection. An impressive power output of 210hp had been achieved and test results confirmed that the X1/g's chassis was very much up to the job of handling this much power.

In addition to the rally prototypes, a little-known additional chassis was prepared by Bertone as a potential road-going model, called the Abarth X1/g Stradale. To homologate the Abarth X1/g Prototipo for competition, the regulations required 500 road-going Stradale versions to be produced.

The Abarth X1/g Stradale was funded entirely by

Bertone and Abarth, with Mario Colucci as the design engineer. From the files that still accompany the car and various comments reported by Colucci, Fiat wanted no part in the Stradale project and never committed any funding. Bertone put up most of the finance, while Abarth produced the engine and transaxle. But even when Bertone and Abarth approached Fiat with a fully tested and sorted car and requested a production run of 300 to 500 examples, Fiat said no.

During the Abarth X1/g Stradale's development, Colucci tested three different cylinder head configurations for the car, initially using an 8-valve head with a single downdraught twin-choke Weber carburettor, followed by twin 44 IDF Webers and finally a 16-valve head with twin 44 IDF Webers. Eventually he settled on an 8-valve, 2.0-litre twin cam based on the Lancia Beta Montecarlo. The intention was to market the Abarth X1/g Stradale as a premium-priced, motorsport-themed sports car.

Bertone began to build body parts on its own account. Indeed, the project got as far as Bertone making hundreds of aluminium panels, cowlings and mudguards (at least 300 sets) but these were subsequently destroyed. Following Fiat's decision to ditch the whole X1/g Abarth project, the Turin giant compensated Bertone by giving it the contract to produce the Fiat 131 Abarth Rally at its plant at Grugliasco.

The Abarth X1/g was effectively the last true Abarth to be built. After the end of the project, all the racing Prototipi found new owners. However, Colucci kept the X1/g Stradale in storage for around four years. Rather than risk having the car destroyed in Italy, it was sold to Colucci's good friend and US Abarth guru, Alfred Cosentino, in late 1978. One of the conditions of sale



was Carlo Abarth's caveat that the Stradale should not be turned into a competition car.

To support the transaction, an Abarth & C invoice was provided, plus a special Italian build certificate and the original TO M46464 number plates. Shipping papers were also provided by Abarth for Cosentino documenting the purchase of the car, items that are, amazingly, still with the car today.

During Cosentino's ownership he disguised the car by over spraying it red and it was placed on display in the window of his FAZA premises until the 1980s and later at the entrance to his house. Abarth collectors who knew the car's importance tried to persuade Cosentino to sell it, but it was Australian Abarth specialist Michael Miller who eventually proved successful when he bought it in 2007. It had just 1012km on the clock.

Seven years later, it was decided to undertake a fully documented restoration back to original condition. An inspection of the engine revealed that it had a specially prepared block, plus polished, balanced and lightened crankshaft, conrods and flywheel. The cylinder head inlet and exhaust ports had been enlarged and polished, while big valves and hot cams were present. The twin 44 IDF carburetors were mounted on a special, adjustable altitude bar for rally or race events. A rolling road check of the power output is planned and something around 180hp is anticipated. The car retains its five-speed close-ratio gearbox and limited slip differential, complete with Abarth build tag. The car also has the original four-into-two exhaust system, as shown in



Bertone bucket seats are superb. Hot twin-cam engine has unique spec that delivers around 180hp

ABARTH X1/9 STRADALE

the homologation papers.

During its original construction, Abarth had carried out work on the chassis to accommodate a mix of Abarth and Lancia Beta Montecarlo chassis sections. The brakes and suspension were all modified, which included fully adjustable front and rear uprights and anti-roll bars. Clearly, Colucci's attention to engineering detail indicated that the Abarth X1/9 Stradale was intended to be much more than a standard-spec homologation special.

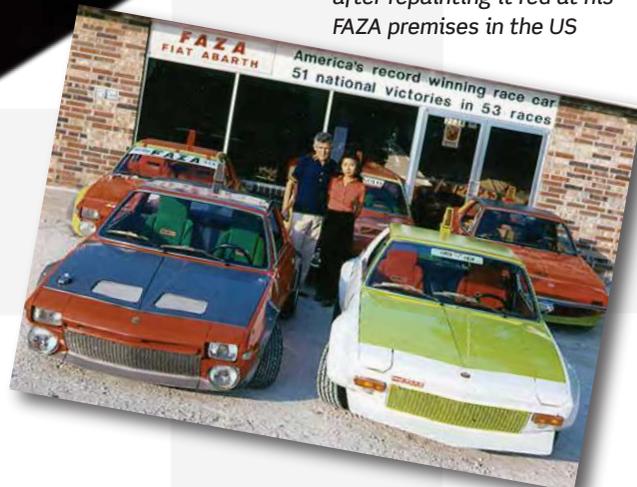
An inspection of the restored Stradale revealed that the body shell is basically the same construction as the rally version

where the rear section of chassis forward of the engine was replaced with a section from a Lancia Montecarlo. Sections of the steel front boot floor had been cut out and replaced with sheet alloy that was riveted in to cut down weight. A large hole was cut in fire wall behind passenger seat to give access to the engine bay. Even part of the panel behind the rear numberplate was cut out to save weight and improve access. The chassis has been stiffened by welding in a pair of large diameter tubes above each door opening and then fitting a glassfibre roof that is permanently fixed to the car.

The alloy doors have special lightweight steel



Abarth guru Alfred Cosentino with Stradale after repainting it red at his FAZA premises in the US



frames with many swaged holes in them to save weight. The inner door handles are a simple cable with a ring pull, while the door glass is raised and lowered with a slider operated by a large wing nut.

The interior has been expertly trimmed with full carpeting and a pair of stylish tube-framed bucket seats by Bertone in a matching colour. Behind the dash, holes provide increased cabin ventilation. The lightweight glassfibre dashboard includes a fake glovebox and carries a set of instruments unique to the Stradale.

Under the front bonnet there is an alloy firewall and large fuel tank, while two air intakes in the nose feed air into the cockpit. Two large cut-outs in the top of the glassfibre bonnet provide airflow for the front-mounted radiator. The pop-up headlights fitted to the production X1/g have been replaced with fixed units and the front spoiler includes a pair of seven-inch driving lights. All four wheelarches have unique glassfibre flares, the rear ones incorporating large air intakes to feed cooling air into the engine bay. The left side intakes cool the remote oil filter while the right side pushes air across the front of the engine.

In the engine bay, extra space was created by removing the production boot area and repositioning the fuel tank. A strut brace strengthens the rear transaxle and the right-hand rear chassis rail has been removed to enable a spare wheel to be fitted behind the engine. The engine and transaxle are mounted on four unique steel mounts – and they are a true work of art! The engine cover is one complete unit with a glassfibre duck tail and an intake snorkel for the carburettors.

The Abarth X1/g Stradale's superb, meticulous restoration is a tribute to Michael Miller's determination and his team's effort to preserve this important and unique car. If only it had reached production as intended. 🇮🇹

RECALLING THE X1/9 PROTOTIPO

"At the time I was a young engineer in the dyno department, so I was not directly involved in the birth of the Abarth X1/g Rally. I remember the production of the first Prototipo when we modified a 1300 version, kindly loaned from the Fiat press office. We fitted a Montecarlo engine and gearbox inside the original engine bay, cutting the left side rail. Three more competition cars were produced later by Bertone, on Abarth instructions (the modification was easy to do) and a road car was also built by Bertone. I also remember very well the big disappointment of Colucci and Pianta when the programme for the Prototipo was cancelled – it was very competitive on tarmac stages."

Sergio Limone, Abarth Engineer



Many mods enhance airflow, none more dramatically than the oversized rear 'snorkel'!



SO HOW DOES THE X1/9 STRADALE DRIVE?

"When you hit the accelerator pedal, the car launches off the mark and you're immediately hard at work double-declutching up and down the close-ratio dog 'box. The motor revs hard with its 40/80 Abarth cams and has a super induction noise through its twin Weber 44IDF carburettors. The exhaust note is powerful, too, thanks to the hand-made Abarth four-into-two header that flows into a curled-up 1.5m tube to an Abarth stinger. The cams can be felt through the car and as the engine comes on and off cam, surging the car back and forth. It has more power than it can use, with a power-to-weight ratio that's all you can dream for. The Abarth suspension and brakes come into play and the car can handle all you throw at it with ease. I have driven many high-performance cars and this is by far the best." – Michael Miller



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CLUB ITALIA

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Festival Italia

Brands Hatch hosted another Festival Italia in August, celebrating motorsport, road cars and all things Italian

Story by Peter Collins & Chris Rees

Images by Michael Ward & Tony Harrison





A healthy number of spectators arrived to enjoy one of the few sunny days this summer down in the south for Festival Italia at Brands Hatch in August. A live performance of *Nessun Dorma* by Wynne Evans (yes, the singer from the *Go Compare* adverts) just prior to the first race got the large crowd enthused for enjoying a great Italian day out.

There was both competitive and non-competitive on-track action. The latter included an impressive display of single-seaters, including Grand Prix cars such as Lorina McLaughlin's Benetton Cosworth and an Arrows Megatron. Racing action included various UK Ferrari championships, both classic and modern, and the same for Alfa Romeos.

The two Pirelli Ferrari Formula Classic races were both won at a canter by Wayne MARRS in his Ferrari F355 Challenge. The same mounts were used by Tim Walker and Tristan Simpson who finished second and third in race one. The order was changed in the second race when Gary Culver took an inspired second in his Ferrari 328 GTB.

The Ferrari Club racing category also served up two competitions, albeit with reduced numbers of entries. These events cater mainly for those with 458 and 488 Challenge cars and it was one of the latter that won the first race in the hands of Peter Smith, followed in by Wayne MARRS with similar wheels and Doug Watson in a 458. The tables were turned the second time around with MARRS coming out on top, Nigel Jenkins second in his 458 and Peter Smith relegated to third.

Thanks to Julius Thurgood and the indefatigable enthusiasm of his HRDC (Historic Racing Drivers Club), the Classic Alfa Challenge race was fantastic this year. It featured an unopposed lights-to-flag drive for James Colburn in his fast Alfa Romeo Giulia Sprint GT. He was followed in by Ben Colburn at the wheel of his Alfa Romeo 1750 Berlina, while in third came the Alfa 75 of James Wright. With a superb entry of around 30 cars and a race around the Indy Circuit for 30 minutes, the track was very busy at all times, with drivers reckoning to be quite dizzy by





Fantastic series of demo laps by historic Abarths included Tony Castle-Miller's ultra-rare Abarth Simca 'Longnose'



the finish! Gavin Watson was driving the wheels off his venerable ex-Dooley Giulietta Ti and Chris Whelan was finding plenty of speed from his Alfasud, also ex-Dooley and ex-BTCC. Very sadly Geoff Gordon's lovely Ti seemed slow in qualifying and retired on the first lap of the race, so spectators were denied the chance of seeing this Goodwood Revival winner showing a clean pair of heels to the establishment.

Two Alfa Romeo Owners Club races went the easy way of Barry McMahon in his highly developed, powerful and quick 156, which was three seconds quicker than anyone else in qualifying. Second in the first of their races was taken by George Osborne in his 75, with Graham Seager third in a 147 GTA. One intriguing point in these races was the peculiar handling of the rear end of James Levy's Fiat Punto at Druids: it appeared to want to re-enact the axle-tramp usually experienced by ill-handling Morris Minors, the rear wheels bouncing off the ground in

hopscotch style. It didn't seem to slow him up much, though. The result of the second race was a replica of the first, with McMahon, Osborne and Seager reprising their first act.

The majority of other Italian car clubs were well represented with static displays. Perhaps one of the most remarkable features was to be found in the tremendous display of Abarths populated by Tony Castle-Miller's emporium, Middle Barton Garage. On show in public for the first time in over 50 years and only completed the night before the event was the celebrated ex-Bob Burnard Abarth Simca Due Mila RB 38, which enjoyed much success and fame in early to mid-1960s UK GT sportscar racing, even to the extent of being treated to a full track-test by *Autocar* magazine in period. Not quite ready to run as yet, it headed up a row of over a dozen examples of Carlo Abarth's genius from over the years. Some of these cars took to the track for an enjoyable high-speed demonstration during the lunch break.

There were many other highlights from the static displays. On the *Auto Italia* stand were James Needham's Alfa Giulietta Spider (stunningly restored by Ian Barkaway) and several Delta integrales. Ferraris were out in force, among our highlights being a 275 GTS and 330 GTC pairing and a yellow Dino 246 GT. It was also great to see two rare Lamborghini Diablos present, including a Roadster.

As always, the Alfa Romeo Owners Club UK had a huge stand which was once again fully booked in advance. Highlights included a couple of SZs (including our own editor's car!), a South African GTV 6 3.0, a freshly restored ex-Lebanon Giulietta Sprint discovered in a barn and plenty of Giulia QVs. As ever, the display of Abarth 500s was full of colour and we also enjoyed ogling a lovely Lancia Fulvia Berlina. Among our favourite Fiats at the event were a Dino Coupe, Strada Abarth, 127 Sport and a healthy number of cars from the UK Barchetta Owners Club.



James Colburn leads the pack in Giulia Sprint GT on his way to victory in the HRDC Classic Alfas race

MITCAR 2021

Midlands Italian Car Day celebrated its 20th edition at Gaydon

Story by Chris Rees
Images by Leigh Jones & Chris Rees



Midlands Italian Car Day, or MITCAR for short, is an event that's been running ever since 2001 at various different venues across the Midlands. In August this year, its remarkable 20th anniversary was celebrated with great enthusiasm at the British Motor Museum in Gaydon, Warwickshire, which MITCAR last visited in 2016. This museum

was one of the favourite places of Bryan Alexander, the man who originally conceived MITCAR, and who passed away in 2019. This location therefore seemed entirely appropriate for the first running of MITCAR since that sad occasion.

This well-established annual show was organised, as ever, by the East Midlands Section of the Alfa Romeo Owners' Club (AROC). Despite the Alfa club headlining, the

event is always open to all types of Italian cars and benefits from the support of many other Italian car clubs (we said 'ciao' to several Abarth Club helpers on the day). Even non-Italian cars are welcome. MITCAR is run on a not-for profit basis, the simple aim being to have a great day.

The day started with some rain, albeit far less than forecast, which quickly cleared to make the day a highly enjoyable one. A





steady stream of cars arrived in their hundreds: more than 400 cars attended in all, with over 1000 individual tickets sold.

One of the great things about MITCAR is the sheer variety of cars on display and this year's crop lived up to this tradition, with everything from a Fiat Topolino to a Ferrari Portofino. Alfa Romeos dominated, naturally. The huge number of new Giulias was striking, with equally impressive showings for 916 GTV/Spiders, MiTos and Breras. Rarer modern classics included a 75 Turbo, 145, 164, 166 and SZ. Research Garage Nuneaton sponsored the event and brought along several new cars for display, the most exciting of which was a very rare Stelvio Racing edition (yours for £99,999).

The number of Fiats in attendance was impressive, too. Particular highlights for us

were a 1978 Fiat 127 1050 CL, an X1/9, a 131 Sport, two 124 Sport Spiders, several Panda 4x4s and an immaculate early Panda Mk1 45CL. We were also particularly struck by a rare Giannini 500TV, a sort of sub-Abarth souped-up Fiat 500, while a Tipo Sedicivole looked very smart on Alfa 164 alloy wheels. The grand total of 96 Abarths was a record-breaking figure, we were told, while a handful of Lancias included two Beta Spyderys, a Montecarlo, an integrale and even Chrysler-era Deltas.

Prizes were awarded for the best-presented, rarest and most desirable machinery. The Best Italian Exotic Car award went to T Lumm's Maserati GranCabrio MC Stradale. The Italian Rarity trophy was deservedly won by James Nicholson's Fiat Marea 20v ELX, one of only six believed to

be still in existence in the UK. Another award-winning rarity was Ian Jephcott's Alfa Romeo Arna 1.2SL, fresh from a wonderful restoration; it won the Organisers' Choice gong. The MITCAR Special Award went to Elliot Price's superb Innocenti Mini-Cooper Export. Finally the Bryan Alexander Camshaft Trophy, voted for by the public as their Car of the Day, went to David Roberts' Alfa Romeo Giulietta Sprint.

It was also great to visit the British Motor Museum at Gaydon. Despite the word 'British' in its title, there are in fact quite a few cars there with Italian connections, including a few Michelotti prototypes (the ADO70 'Calypso' sports car, Leyland-Crompton Electric, Triumph SD2 Dolomite and Triumph TR7 Broadside), plus one Pininfarina prototype (the Mini-based MG ADO34 sports car).



Salon Privé

Some very special Ferraris and significant Italian newcomers graced Blenheim Palace's lawns in September

Story by Chris Rees
Images by Leigh Jones & Alex Babington





This year's Salon Privé held at Blenheim Palace was hotly anticipated, as it saw the unveiling of 'The Red Collection', which had been kept strictly under wraps until the opening day of the event. This new-for-2021 feature saw a specially curated collection of red-painted cars being given the star treatment on Blenheim Palace's famous cricket pitch. Of course, red paint meant a preponderance of Italian cars. Apart from an Amilcar C6, Mercedes 300SL Gullwing, Porsche 904 and McLaren F1, every other car in the collection was Italian.

Starring among these was last year's Salon Privé Best of Show winner, a 1933 Alfa Romeo 8C 2300 Monza Zagato Spider. Four stunning Ferraris were also present: the 166 MM that won the Mille Miglia and Le Mans 24 Hours in 1949; 250 GTO chassis number 4399 GT (see below for more); a 275 GTB Competizione Clienti; and an F40 with only 2371km on the clock. Joining these Ferraris was a Maserati 250S, driven in period by Juan Manuel Fangio and Stirling Moss, and two Paganis (a Huayra and a Zonda F Clubsport).

One of the undoubted highlights of the event was the appearance of not one but two 250 GTOs. Chassis number 3767GT was the first of two GTOs owned by the British racer, David Piper. Finished in its distinctive green colour scheme, it made its competitive debut at Brands Hatch in August 1962. The following month, Piper and Dan Margulies took it to fourth place in the Tour de France, while in November, it took victory in the Kyalami Nine Hours in South Africa, and then third in the Angola Grand Prix. In early 1963, it raced at Daytona and Sebring, after which it was sold to Ed Cantrell, who raced it through 1963 and into 1964, before selling it to Tom Fleming, with whom this GTO finished its period competition career. David Piper attended Salon Privé on the Wednesday as a special guest to talk about his adventures with the car.

Meanwhile, 250 GTO chassis 4399GT was the car supplied in 1963 to the Colonel Ronnie Hoare's Maranello Concessionaires team. It won its first two races at Goodwood and Silverstone with Mike Parkes at the wheel, and in August 1963 was driven to victory in the Tourist Trophy by Graham Hill. Ahead of the 1964 season, 4399GT received revised bodywork (as Ferrari had developed for that year's GTO). Graham Hill then took victory at Goodwood and Silverstone, while Mike Parkes did the same at Spa. At the Le Mans 24 Hours, Innes Ireland and Tony Maggs took it to sixth overall and second in class.

Salon Privé celebrated three Italian supercar half-centuries in style with superb examples of the Lamborghini Countach, Ferrari 365 GT/4 BB and Maserati Bora on display in a Club Trophy event on the Saturday, supported by the Ferrari Owners' Club, Lamborghini Club UK and Maserati Club UK. Sunday concluded the Salon Privé Week with a Supercar Day that was open to the general public. Salon Privé also hosted a new 'Hill Sprint' for the first time, with various cars powering down the hill at the Palace.

Salon Privé always attracts numerous new car launches every year and 2021 saw quite a few Italian cars receiving their debuts. Top of the list had to be Kimera with the new EVO37, a restomod combining the style of the 1980s Lancia Rally 037 with updated





elements and modern technology. Kimera brought two cars from its home base in Cuneo, Italy: a red static display car and a silver pre-production prototype that was available to give potential customers passenger rides. If you want to read how it drives, see last month's issue of *Auto Italia* for our exclusive road test.

From Milan, Touring Superleggera brought along its new Arese RH95 supercar to receive its global debut. Painted Verde Pino green, the Arese RH95 is named after the 95th anniversary of the Touring design house and is based on the Ferrari 488 GTB. The all-new bodywork is realised in carbonfibre and features a trilobe front grille, aluminium side-slashes, hinged clamshells front and rear, fin-shaped rear air intake and scissor doors.

Another newcomer was Automobili Estrema

whose Fulminea is an all-electric hypercar. Fulminea means 'lightning fast' in Italian and it certainly lives up to its billing with four electric motors providing peak power of 2040hp and an acceleration time of 0-320km/h (0-200mph) in under 10 seconds. The strikingly styled car was presented in mock-up form without an interior.

Meanwhile Pininfarina displayed its own electric hypercar in a new form: the Battista Anniversario. The 'Anniversario' name refers to the 90th year since Battista 'Pinin' Farina created his coachbuilding and design company. Only five examples of the 1900hp Anniversario will be built featuring a heritage-inspired theme incorporating three colours: Bianco Sestriere, Iconica Blue and Grigio Antonelliano. Its quality of design and execution were beyond reproach.

CLOCKWISE FROM ABOVE: Pair of 250 GTOs; Touring Arese RH95; Kimera EVO37; Battista; Maserati Ghibli; Ferrari 750 Monza; De Tomaso Mangusta; award-winning Alfa Spider; supercars; Ferrari 195 Ghia





Giorgetto and Fabrizio Giugiaro's GFG Style also displayed its Kangaroo, a two-seat, full-electric, four-wheel drive SUV sports car.

As for the concours competition, a Mercedes-Benz 540 K won the overall gong but many Italian cars took honours across multiple categories. Of special note was the 1972 De Tomaso Mangusta, which won the Churchill Cup For Most Exceptional Design. Racer Derek Bell, one of the judges, commented: "Our mission was to look at the aesthetics of a car from a designer's point of view. The Mangusta has a simple elegance about it, and when it drove up onto the stage we knew that we'd made the right choice." Former Aston Martin and Jaguar designer Ian Callum added: "It has such beauty and real impact, and it's a very pure design. There's a totality to it - the whole picture ties together perfectly." The Mangusta - which was designed by Giugiaro while he was at Ghia - also won the Low-Slung Sports concours class.

Since Covid restrictions prevented the celebration of 90 years of Pininfarina in 2020, the organisers included a special class dedicated to the Italian design house this year instead. Many expected victory to go to one of the many Ferraris lined up to be judged, including a 275 GTB/4 bought new by footballer Giuseppe Pagni, the first 365 GTB/4 Daytona to be delivered to the UK, a rare right-hand-drive 275 GTS and an ex-Turin Show 330 GTS. However top spot eventually went to James Needham's incredible 1963 Alfa Romeo Giulia 1600 Spider. One of only 404 such cars built in right-hand drive, it was subject to one of the most exacting restorations we've ever seen, done by Barkaways between 2014 and 2016. The Ferrari 275 GTS won the 'Most Elegant' concours prize.

The organisers have announced a brand-new London spin-off called The Chelsea Edition for 21-23 April 2022 at the Royal Hospital Chelsea. The main Salon Privé event will return to Blenheim Palace in September 2022. 🇮🇹

Italian Concours Stars

WINNERS

Class I - Post-War Closed (European)
1950 Alfa Romeo 6C 2500 SS Villa d'Este Coupe

Class L - Pininfarina Design
1963 Alfa Romeo Giulia 1600 Spider

Class N - Low-Slung Sports
1972 De Tomaso Mangusta

Most Elegant
1965 Ferrari 275 GTS

RUNNERS-UP
Class G - Racing Greats
1955 Ferrari 750 Monza Spider

Class I - Post-War Closed (European)
1950 Ferrari 195 Inter Ghia Coupe

Class L - Pininfarina Design
1967 Ferrari 330 GTS

Class N - Low-Slung Sports
1969 Maserati Ghibli 4.7 Coupe



Ferrari Racing Days

Festival of all things Ferrari returns to Silverstone

Words by Mike Rysiecki
Photos by Leigh Jones

The 'Ferrari Racing Days' flag is flown whenever the factory's F1 Clienti, XX Programme and Ferrari Challenge race series all gather together. It's always at a world-famous venue and in September it was Silverstone's turn to host the fifth iteration. This was a celebration of all things to do with the Prancing Horse and the first such event held at the home of British motorsport since 2017. Ferrari's Corse Clienti team brought an entourage of close to 500 support staff, one third of whom came from

Italy, to ensure that customers could engage in racing and fans could enjoy the full spectacle of a three-day, all-Ferrari event.

Two-time Le Mans GT winner and current World Endurance Championship GT points leader, James Calado, told *Auto Italia* that he is pleased to be back at his Silverstone home track and delighted to see that fans are now back at tracks. "We arrive at races and when you see no one is in the grandstands, it's so weird, super-strange. Finally, the atmosphere is back in motorsport. It does make a difference because it gives you that little bit

of extra motivation to perform well."

Calado has been involved in Ferrari's new LMH (Le Mans Hypercar) development programme, due for launch in 2023, and said: "It would be great to have the WEC back with the Hypercars. Let's hope we come back to race here. Right now, my focus is on a second WEC GT title. I'd like to hope I get the Hypercar seat. Ultimately my goal is to win Le Mans outright for Ferrari – that would be a dream come true."

Another British driver with aspirations for Le Mans is the reigning Ferrari Challenge UK





champion and the 2021 championship points leader going into Silverstone, Lucky Khera. Challenge UK is a single-model championship for the 670hp 3.9-litre V8 Ferrari 488 Evo cars, all of which are prepared by AF Corse for 14 drivers to race in two classes.

At Silverstone, James Swift had the legs to win both rounds in his Dick Lovett-supported car, while Lucky Khera maintained his points lead after a pair of second-place finishes. It was during Sunday's race that spectators witnessed an epic battle between Khera in his Graypaul Birmingham 488 and Henry Simmons' Maranello Sales car, with side-by-

side racing over several laps. So close was the racing that tyre sidewalls were smoking from rear wheel contact, door mirrors were folded back during passes and the drivers were clearly thoroughly enjoying themselves. There was no acrimony and no histrionics post-race, as the two drivers relived their favourite moments and the crowd showed full appreciation for their skills.

The ever-smiling Khera has worked very hard at his racing since starting only five years ago and with expert coaching has developed a consistent style which conserves tyres and is rewarded with points.

Like James Calado, he is a big fan of Silverstone, particularly the speed of direction changes through the Maggotts-Becketts complex that they both say is their favourite part of the track.

The Ferrari Owners' Club, which organises the Pirelli Ferrari Formula Classic race series for older generations of production cars, ran three races with four classes over the weekend. James Little won all three in his 550 Maranello, with F355 and 348 cars also performing well.

Less visible were the driver coaching and technical development aspects of the event where the XX, F1 Clienti and Challenge





disciplines helped customers to improve their track skills under the watchful eyes of experienced Ferrari drivers like Olivier Beretta and James Calado. Non-racing activities included the howl of ex-Räikkönen and ex-Massa Formula 1 cars echoing off the Silverstone Wing as their private owners enjoyed their 2007 and 2008 F1 cars. Almost as aurally stimulating were 11 assorted examples of the FXX-K, FXX-K Evo and 599XX track-only cars, which are always a big favourite with the fans.

Ferrari showcased many of its latest road models, including the first UK appearance of



the all-new 296 GTB V6 hybrid, accompanying the Portofino M, Roma, 812 Competizione and SF90 Stradale. UK owners' cars of all ages and models filled the Silverstone International Paddock and many took part in the Grand Prix circuit parades and driver coaching activities on the short infield Stowe circuit.

Ferrari Challenge UK 2022 Calendar

- 6-7 May – Oulton Park
- 28-29 May – Snetterton
- 25-26 June – Donington
- 3-4 September – Brands Hatch
- 16-18 September – Silverstone

STOP PRESS

James Swift wrapped up the Ferrari Challenge UK 2021 Trofeo Pirelli championship at the Oulton Park season finale in October. It was a close-fought battle with Lucky Khera but, with five consecutive race wins out of the eight races he competed in, he closed a 19-point deficit on reigning champion Khera and overtook him in the standings at the final round. Khera's but eight podiums (including two wins) were not enough to repel Swift.

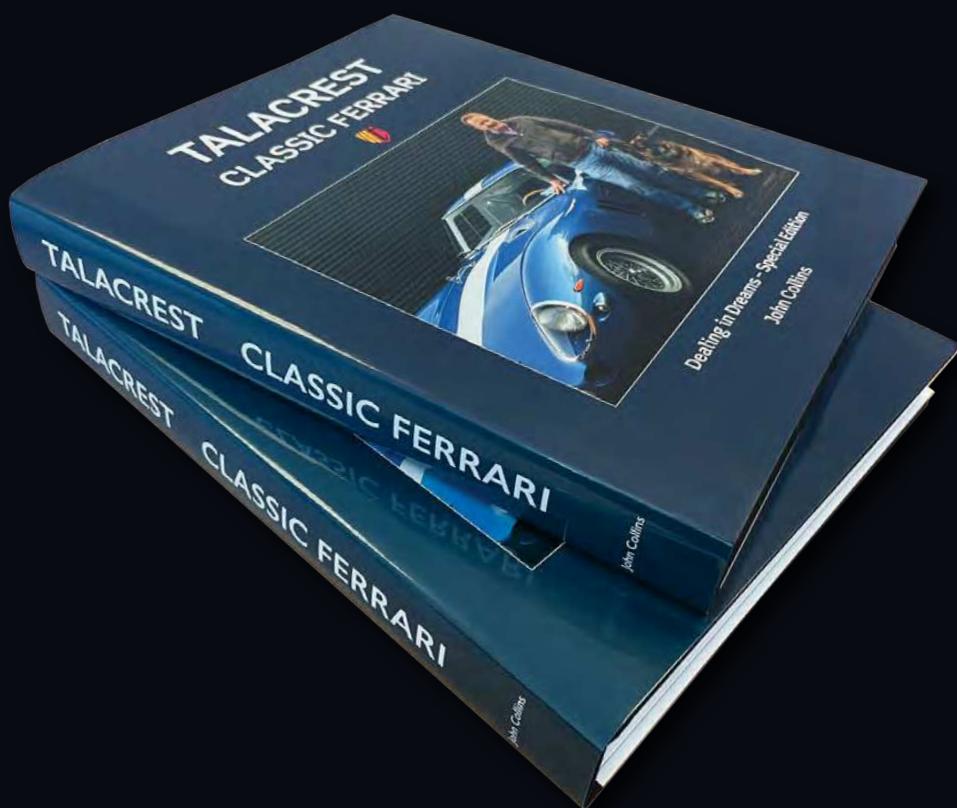
Meanwhile Graham de Zille won both his Coppa Shell races at Oulton Park to take the title in the 'junior' class. This season he took eight wins, eight pole positions and eight fastest laps in a dominant performance.





TALACREST

CLASSIC FERRARI Dealing in Dreams - Special Edition by John Collins



The first Edition of Dealing in Dreams, published in 2017, was a never-before-seen insight into the dealings of Talacrest and a record of the worlds most sought-after Ferraris and other incredible marques such as Mercedes, Alfa, Maserati, Aston and Lamborghini that passed through the Talacrest stable. The book sold out with incredible feedback and has afforded the opportunity for 10 charities to receive a share of a total of £175,000 raised by the book and donated by Talacrest.

Talacrest have remained at the forefront of Classic Ferrari dealing with over \$1 billion of sales. The updated and redesigned edition includes an additional 100 pages, never-before-published photos and the inclusion of an even wider range of road and race Ferraris. In this special edition, John allows the reader a chance to see his personal collection including two specially commissioned Ferraris.

The new book will have a strictly limited run again with all proceeds going to charity.

ORDER YOUR COPY SECURELY AT TALACREST.COM



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Michelotti World

A new exhibition in Turin celebrates 100 years of the criminally underrated designer, Giovanni Michelotti



Too often overlooked, one of the 20th century's foremost car designers, Giovanni Michelotti, is finally being recognised with a new exhibition at Turin's MAUTO (Museo Nazionale dell'Automobile di Torino). On the centenary of his birth, '1921-2021 One Hundred Years of a Designer Without Borders' showcases the designer's talents in full.

With the support of Edgardo Michelotti – the son of Giovanni and custodian of the family archive – the project is curated by Giosuè Boetto Cohen, who says: "The quantity and quality of the drawings on display constitutes an absolute first. Thanks to the professional history of the designer, a large part of sketches, figures and technical drawings allow us to trace a complete and spectacular story."

Benedetto Camerana, MAUTO's president, says: "Giovanni Michelotti was versatile, eclectic, very fast in conception and able to

offer truly extraordinary numbers: 310 projects for Vignale between 1949 and 1963, and more than 30 cars exhibited at the 1957 Turin Car Show when it was the world centre of car design.

"He designed prototypes and special series for many body shops and small manufacturers such as Abarth, Allemano, Bertone, Boano, Canta, Cisitalia, Ermini, Fissore, Ghia-Aigle, Monviso, Moretti, Nardi, OSI and Siata. He brought Triumph up, relaunched BMW, started the Italy-Japan relationship with Prince and Hino, developed projects for DAF and Leyland, gave Renault the Alpine and finally ended his career with extraordinary prototypes for urban minicars, such as the Fiat 126 City and LEM."

Thanks to the Michelotti archive, huge numbers of artefacts are now visible to the public for the first time, including sketches, technical drawings, scale models and films. Around 100 sketches are on display, an

unprecedented scale for MAUTO. A selection of Michelotti's most important cars is also on display, from prestigious coachbuilt one-offs to cars produced in tens of thousands. Michelotti World 1921-2021 runs at MAUTO in Turin until 9 January 2022. For more information, visit www.museoauto.com

CARS ON DISPLAY

Fiat 1100 Cabriolet Stabilimenti Farina (1949)
Ferrari 195 - 212 Inter Vignale (1951)
Lancia Aurelia B52 Bertone (1952)
Cisitalia Ford 808 Roadster Vignale (1953)
Alfa Romeo 1900C SS 'La Fleche' Vignale (1955)
Maserati A6 2000 Gran Turismo Allemano (1956)
Fiat 1200 Garden Car Vignale (1958)
Triumph Herald Coupe (1960)
Triumph TR4 (1962)
Fiat 850 Shellette Spiaggetta (1968)
BMW 1800 Neue Klasse (1968)
BMW 2800 CS (1971)
Renault Alpine A110 (1973)
LEM Laboratorio Elettrico Mobile (1974)



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SPIDER VS BARCHETTA

In your feature on the Alfa Spider v Fiat Barchetta (*Auto Italia* October 2021), the insurance quote and car value for the Barchetta is about right, but the Spider is *not* a 1993. I have one of the earliest g16 Spiders imported, a Phase 1, and it was registered in 1996. The car shown is a Phase 2, so more like 1997-1998. The £20,000 value is ludicrous. On average, for reasons I do not understand, Spiders, condition for condition, are worth about half the value of a Fiat Barchetta. I have three Phase 1 Spiders and you can have your choice for £3000!

The left-hand-drive-only Barchetta limits desirability in the UK. I hate being a passenger on the offside if being driven by a press-on driver, and why else would you buy a sports car? The Barchetta hood is notoriously porous; the Spider is as good as a fabric hood gets and I have never had leak problems. All mine are manual; would you really want a 25-year old Italian car with a power hood?

Both cars have variable

valve timing by the same system, with the camshaft variator recommended to be changed every other timing belt change, unless your engine sounds like a diesel before then. The cost of a variator has tripled in the last three years to about £300 – Stellantis really like to look after the owners of their older cars! This can write an older car off, with cambelt, water pump and variator now costing almost £1000 to change, and it is routine maintenance.

Alfa g16 used spares availability is good, as with low values, cars are worth more as spares than as a running car – sad days. The scuttle shake on my Spider has been reduced by the use of a strut brace and staying with 16-inch wheels. Low-profile 17-inch wheels to follow fashion just exacerbate the problem.

Derek Mathers

The insurance quote in our feature was based on the K-plate private registration number and incorrectly attributed to a 1993 Spider S4 rather than the g16 – sincere apologies for the error.

ITALIAN BRISTOLS

I've just caught up with reading your story on Italian-designed 21st century Bristol proposals (*Auto Italia* April 2021 issue). Apart from the Bullet, which I quite like, all of the other designs are 'challenging' to say the least, and I can only say that I'm relieved that none of them ever reached production.

Your article didn't mention another 'challenging' Italian-designed Bristol from the 1970s, one that did actually make production: the 412. This was styled by Zagato in 1975, apparently by Giuseppe Mittino. It looked remarkably like a scaled-up version of the Lancia



Beta Spyder, which was of course also built by Zagato. I've always thought this was no coincidence.

James Caborne

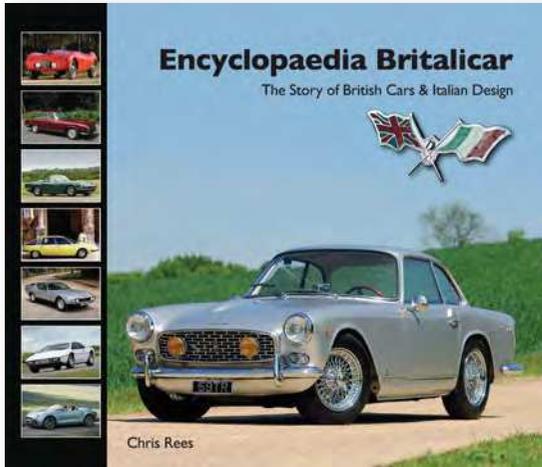
LUSTING FOR AN MC20

Just been checking out the Maserati MC20 in detail on the interweb,

and I can't remember when I last lusted over a motoring-piece to anything *like* this extent. So, anyone got £200k kicking around they don't need? No, thought not... But if anyone comes back telling me they've ordered one I shall cry. No, really – so don't.

Simon Park





Encyclopaedia Britalicar
By Chris Rees
Quiller Print
www.quillerprint.co.uk
£48

New titles on aspects of the automotive world appear frequently but occasionally a new book is published that simply astounds. Such is Chris Rees's latest tome, *Encyclopaedia Britalicar: The Story of British Cars and Italian Design*.

This new hardback goes

into a staggering amount of detail on British manufacturers which used Italian design houses, ranging from AC to Vauxhall and all points in between. The book also sadly highlights the frequent short-sightedness of certain British industry executives when they chose *not* to proceed with awe-inspiring design opportunities. As one such executive said: "Why do we need a design from the land of spaghetti?"

With each manufacturer, the text contains a huge amount of fascinating information and history with some wonderful anecdotes, and this illustrates the colossal amount of research that the author has gone into, no doubt over a considerable timespan. It is one of those books that one can delve into time and time again, finding something new with each



TYPICAL AMERICAN
3 of everything



BRITISH
Solid but no flair



ITALIAN
Cleavage and all

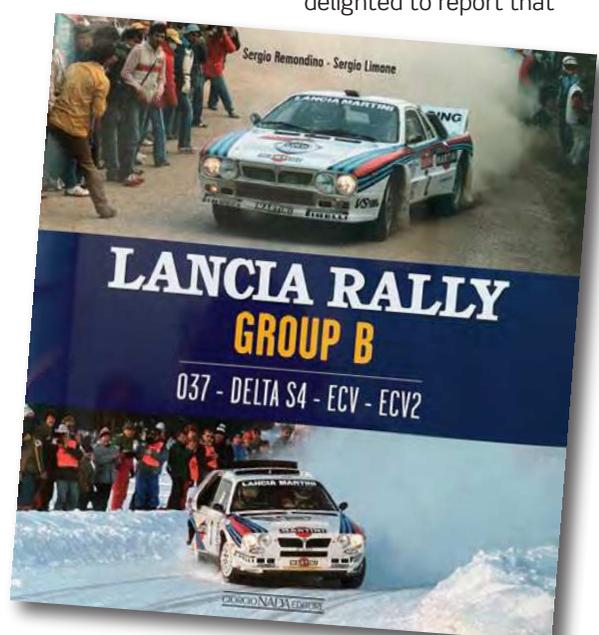


exploration. It also contains a section about the myriad Italian coachbuilders with a complete list of their British designs and creations. The presentation is first-class with 304 glossy pages filled with fascinating photographs, a lot unmistakably from the lens of Michael Ward whose work in *Auto Italia* has become a benchmark for excellence. Likewise, there are no seen typography errors and only one errant photo of an interior which has crept on to a page on Innocenti Minis.

This new production is well worth the £48 price, such is the variety and

amount of information within. It is worthy of 'coffee table' status and deserves serious attention. It is really that good. – *Stefano Coprimozzo*

subject matter – and Lancia's Group B period of 1982-1986 was unquestionably golden – your fingers are crossed that the book will do the subject full justice. We are delighted to report that



Lancia Rally Group B:
037, Delta S4, ECV, ECV2
By Sergio Remondino & Sergio Limone
Giorgio Nada Editore
€50

this new book is everything you could hope for. For starters, it is co-written by Sergio Limone, the engineer who was at the heart of the Lancia Group B effort. It also has a foreword by Cesare



Fiorio, Lancia's team manager. The main author is Sergio Remondino, who specialises in rally reporting and tells the story with precision and clarity.

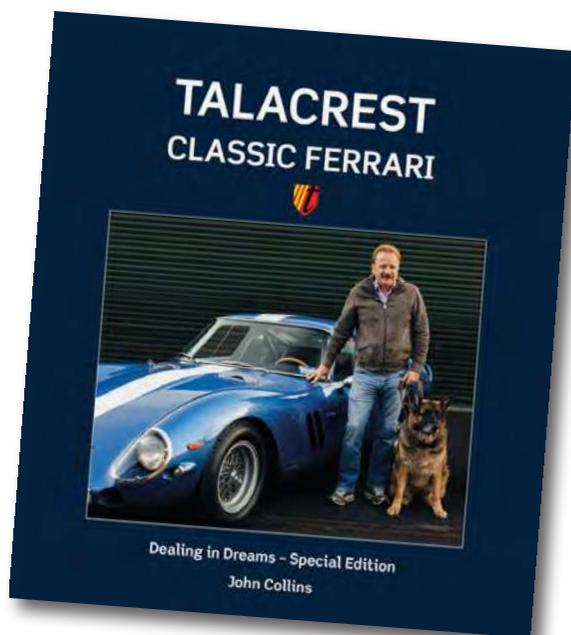
The book is separated into four chapters, telling the story of each of the Group B Lancias. The first is the Rally 037 of 1982, born in just 21 months. The story of its conception and development is well told, including the 'Evo' version. The second chapter concerns the Delta S4 (standing for supercharged/four-wheel drive), which like all its Group B rivals was short-lived following tragic events on the rally stages. For each model, there are separate reports on every one of the championship rallies in which the cars competed.

The third part of the book is about the drivers who raced in official works cars. Here are some very famous names, from Markku Alén and Walter Röhrl to Henri Toivonen and Miki Biasion, but also some much less well-known drivers like Francisco Mayorga.

The final chapter addresses the little-known story of the ECV and ECV2 projects. These abortive Group S racers, which never saw competitive action, are fascinating to read about, if not necessarily the

prettiest cars to look at.

This 240-page book is superbly illustrated with hundreds of contemporary images, mostly in colour and many by Reinhard Klein, the noted rally photographer. The text is in both Italian and English, with generally very good translation throughout (although not always). To summarise, this is a beautifully produced volume that comes highly recommended.



Talacrest - Classic Ferrari: Dealing in Dreams (Special Edition)
By John Collins
www.talacrest.com
£140

Of the myriad books on Ferrari that have been written over the years, few really stand out, but I have to say that this is

one of them. Known to anyone with an interest in Ferrari, John Collins has been selling them under the Talacrest name for 34 years now, and this new second edition of his 2019 book, *Dealing in Dreams*, has recently been released.

It is part autobiography, part history book, part market guide and part exposé of some of the most high-priced car deals of all time. The main theme, however, is definitely Collins himself and starts with his first career as a photojournalist and how his success led to him buying his first Ferrari and then to realise the business opportunity that became Talacrest in the 1980s.

Following, in broadly chronological order, are chapters on Ferrari cars



relentless. With every turn of the page, there is another blue chip Ferrari. It's like a what's what and who's who of the most valuable marquee on the planet.

Later sections deal with other marques that Talacrest has handled, including car collections and personalities that John Collins has met and done business along the way. Oh, and then there are chapters on collecting music memorabilia, his enduring love of polo and his support of various charities. It is slightly self-indulgent at times but also disarmingly honest.

Packed with colour photography from several sources (including our own Michael Ward, who also designed the book), it is visually overwhelming, crammed full of detail and fast-

paced – much, as one assumes, is the man himself; someone with enormous drive and energy to make it to the top of his profession. In the first edition, his estimate was 1600 classic Ferraris sold; just a few years later, the number has risen to 1750!

This second edition ("Special Edition") has been published because the first one sold out. It has an extra 100 pages of anecdotes, new ventures like Talacrest Dubai and the Riyadh Car Show, and even more photos. It is highly recommended and although not cheap, the entire proceeds are going to charities that John supports. But enough of that, did I tell you the one about Brandon Wang and the 275 GTB/C? – *Andy Heywood*



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chairman is b.stigant@ntlworld.com
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DIARY DATES 2021/2022



November 12-14

Classic Motor Show

NEC, Birmingham

necclassicmotorshow.com

January 13-16 2022

Autosport International

Birmingham NEC

autosportinternational.com

February 10-13

Automotoretrò

Lingotto, Turin

www.automotoretro.it

February 18-20

Race Retro

Stoneleigh, Warks

www.raceretro.com

March 18-20

Classic Car & Restoration Show

Birmingham NEC

necrestorationshow.com

March 23-27

Techno-Classica

Essen, Germany

www.siha.de

April 21-23

Salon Privé Chelsea Edition

Royal Hospital Chelsea

www.salonpriveconcours.com

May 22

Prescott Italia with Auto Italia

Prescott Hillclimb, Gotherington

Gloucestershire, GL52 9RD

www.prescotthillclimb.co.uk

May 28-June 2

Lancia Motor Club

Sliding Pillar Rally

Scottish Islands and Lochs

www.lancia.myzen.co.uk

June 28-30

London Concours

Honourable Artillery Company,

London

londonconcours.co.uk



July 1-3

F1 British Grand Prix

Silverstone

www.silverstone.co.uk

August 26-28

Silverstone Classic

Silverstone

www.silverstone.co.uk

September 2-4

Concours of Elegance

Hampton Court Palace, London

concourseofelegance.co.uk



BIALBERO

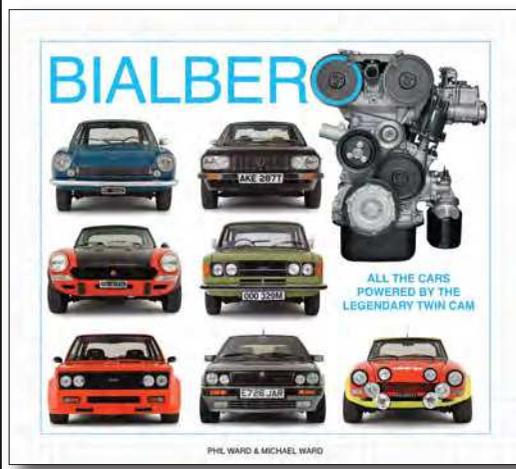
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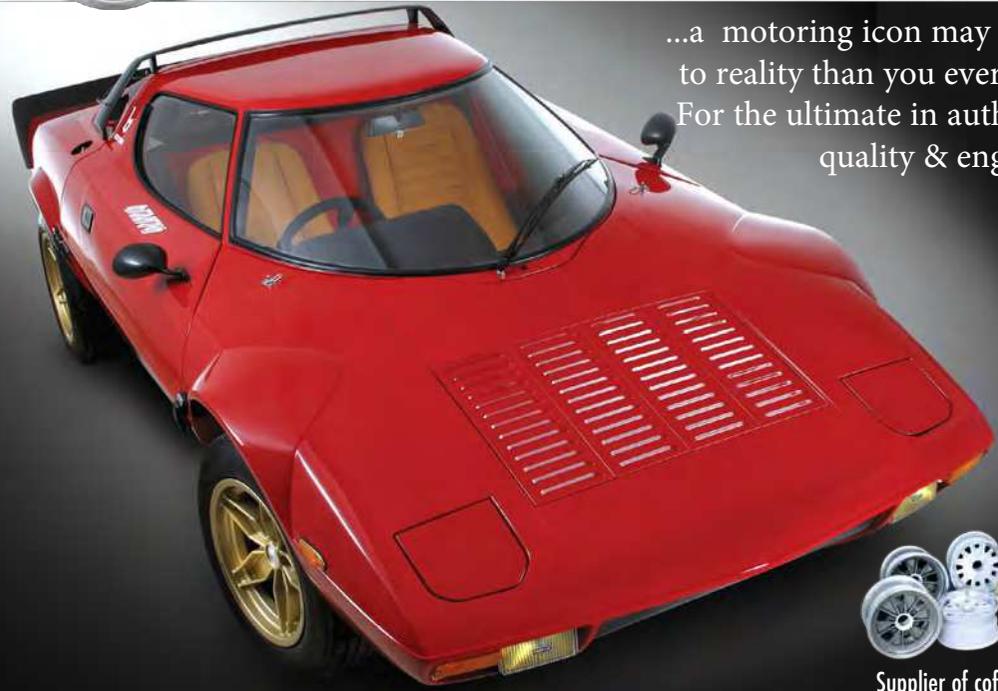
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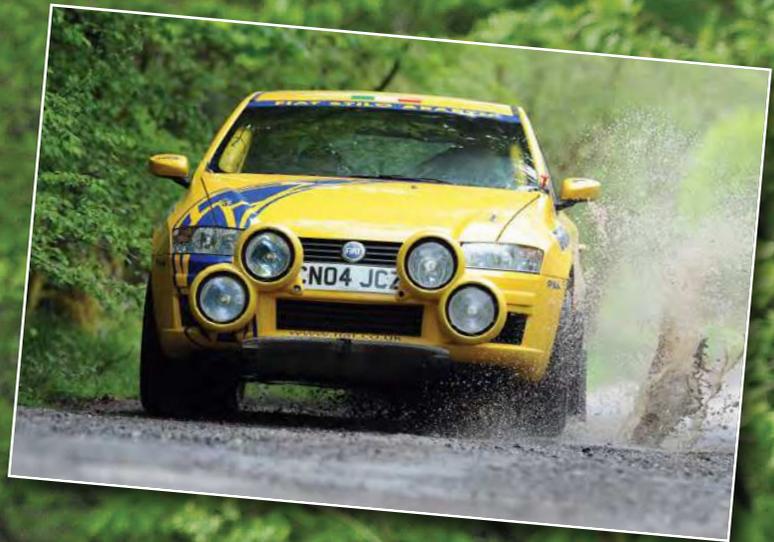


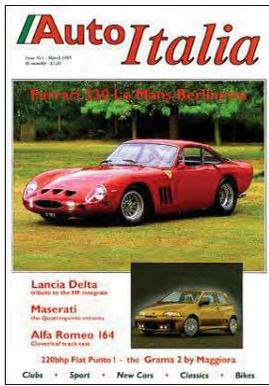



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- ALFA ROMEO BRERA PRODRIVE 3.2 V6 & 2.2
- LANCIA INTEGRALE GROUP A RALLY TRIBUTE
- FIAT STILO TROFEO
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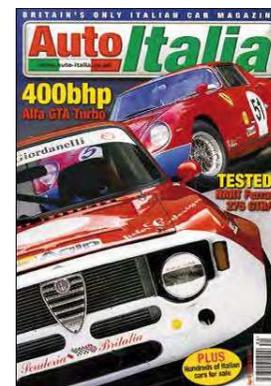
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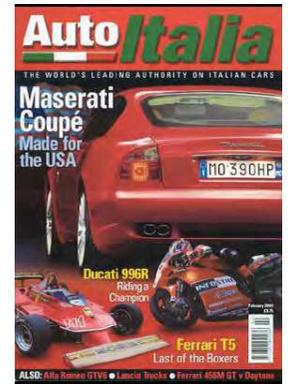




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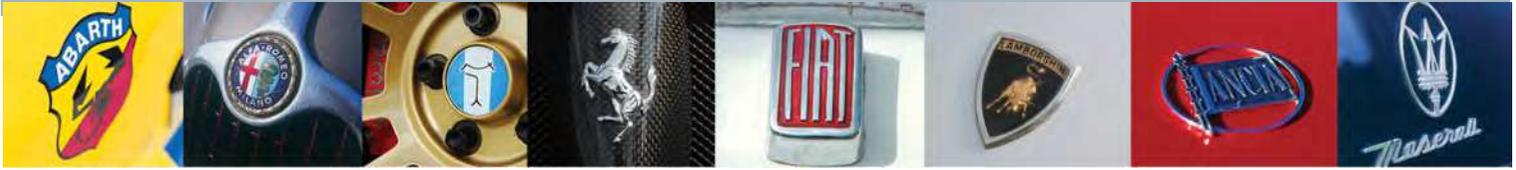


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ALFA ROMEO



1975 Alfa Romeo Spider Veloce 2000 Convertible. 89,000 miles, red/black hood. Stunning classic owned by me for over six years - only selling as now downsizing collection. Excellent condition, runs fine, had over £8000 work done, contact me for details as no room to list here. Have all paperwork and relevant invoices etc, V5 included genuine RHD. Regularly serviced and has current MOT, expires 7/5/22. History goes back to original owner from 1975. £23,895, fair price for a classic in this condition. Tel: Richard D'Cruze, 07521 728363. A310/065



1972 Alfa Romeo Giulia Spider 105 Series 2, 2.0 L. 44,867 miles, beautiful classic left hand drive red Spider in stunning condition with black vinyl interior. Sympathetic and full restoration by the previous owners in 2017, documents covering its time in the UK included. Very special car which drives wonderfully! £27,500. Email: hannah@hplandscapes.co.uk. A310/056



1992 Alfa Romeo S4 Spider. 71,000 miles, silver. Old man's toy, owned and treasured by me for 13 years, and by previous owner for 14 years. Regularly serviced and well maintained, all receipts retained during my ownership. Garaged during entire life and summer use only, car is in lovely condition and comes complete with hard top, 12 months' MOT, £14,750. Tel: John, 07748 300432 (near Glasgow). A310/070



1986 Alfa Romeo Spider series 3. 73,540 miles, Rosso Red, very good condition, low mileage Spider, no rust as undersealed and rust proofed from new. Original handbook and documentation, complete service history, MOT till 14 Nov '21, LHD with UK headlights, £12,000. Tel: John Sullivan, 01271 268245. Email: navillusj1949@gmail.com. A310/069



1983 Alfa Romeo Giulietta (116) 1.6. A rare car in this condition. Built in 1982 and with Alfa Romeo Certificato Di Origine, 74K miles, recently recommissioned with a full respray by Westbourne Motorsport in Hickstead. Excellent interior, new brake calipers, wheels refurbished with new tyres and full service, MOT until May 2022 with no advisories, £7500. Tel: 01359 251051 (Suffolk). A310/071



2002 Alfa Romeo 156 GTA. 263,000 miles, blue, hugely reluctant sale of my GTA which I purchased new in September 2002, the first customer delivered new GTA in the UK. Huge miles but still goes so well, my daily driver. Just had £1500 service including cambelt change, MOT till July 2022. Not perfect but a totally genuine example of this fast appreciating classic. Standard apart from Alfaholics stainless exhaust, five newly refurbished wheels including spare rim, £6000, has to make way for Quadrifoglio! Tel: 07778 743552 (car located in Somersset). A310/063

1991 Alfa Romeo SZ. No.249 of 1036 made, rare original UK-supplied car with mph speedo, 38K miles, owned by Editor of *Auto Italia* magazine for last six years and featured many times in the magazine. No expense spared on maintenance at SZ specialists Alfa Aid - £24K in bills in my ownership, £14K in 2021 alone (new cambelt/radiator/PAS pipe/lower ball-joints/brake hoses/gaskets/underseal etc). Full service history and huge file of receipts. Superb sounding custom exhaust system was used as template for Alfa Aid's new exhaust. Running on 18-inch alloys plus has original 16-inch wheels. As-new spare wheel bag, CD player, air con, £53,750. Contact: chris@auto-italia.co.uk or 07721 913282. A310/055



1992 Alfa Romeo 75 T/S. 159,000 miles, black, one of the last, MOT Nov '21. Recaros, new exhaust, incl loads of spares, £2500. Tel: Geoff, 01386 881710 (Worcs/Glos border). A310/068



1991 Alfa Romeo 75 2.0 TS LE. 104,200 miles, red, no.1024 (reg 'J770 PPG'), MOT till 05/22. Recaro seats, excellent condition, 10 disc CD changer (in boot). All bodywork from new, no rust. New slave/master clutch cylinders, rear brake pads, petrol pump, battery, 4 new tyres + tracking. Manuals bodywork, electrical and mechanical. Very nice car, last true rear wheel drive Alfa, very few TS LEs left, deserves good owner, £4500 ono. Tel: John, 07941 894419. A310/058



1996 Alfa Romeo Spider 2.0L T Spark 16v 2dr. 87,000 miles, a good usable convertible that is an emerging classic in Slate Grey/black leather, CD player, original alloys, full stainless steel exhaust, new battery fitted May 2021, MOT till May 2022. There are some minor marks to the body, but then it is nearly 25 years old now. Has been SORN and stored in a garage for the past 6 years, so will possibly need some minor work hence good price, will only appreciate in value, £1500 ono. Tel: 07949 052896 for viewings (Nottinghamshire). A310/060



2001 Alfa Romeo 166 2.0 TS Lusso. 12,250 miles, dark blue metallic, pale grey leather upholstery, sunroof, wooden steering wheel, a few bumps and scrapes, one 'owner' since new (originally company car), 3 months' MOT, presently running in limp mode if at all likely due to recurring valve timing issue. Patience expired, good for refurbishment project, Eoffers. Tel: 07740 582180. A310/072



2001 Alfa Romeo 916 Spider V6. 78,000 miles, rare V6 Busso Lusso Meteora Grey/red leather. Full body restoration, complete respray, underneath Waxoyl. Engine head gasket replaced also recut valves/multi angle seat cut with new valve stem seals, new clutch and flywheel, new cambelt/water pump. Lots of history with documentation, new calipers and discs, full Alfaholics stainless steel exhaust system. Full set keys, new battery and tyres, work by Alfa Romeo specialists, new MOT, £10,500. Tel: 07496 378272. Email: horsebilly@btinternet.com. A310/064



1998 Alfa Romeo GTV Phase 1 3.0 24V Lusso. 107,600 miles, owned for over 10 years and 10,000 miles, red exterior and excellent condition tan leather interior, full service history since 2010 and folder of all receipts in my ownership. Quaife differential, solid flywheel and GTA clutch were fitted Jan '20, MOT to July 2022. Full details of work carried out over the ten years available, £6250 ono. Tel: 07579 818762 (Worcestershire). A310/057



2001 Alfa Romeo 916 Spider 3.0 V6 24v. 106,250 miles, Lightning Blue with black leather interior. MOT till May 2022, electric roof, air conditioning, done 3000 miles since timing belt last replaced. Lots of service history, no rust but some small car park dents, £5995. Tel: 07979 034224 (North Yorkshire). A310/073



2000 Alfa Romeo 916 GTV 24V 3.0L V6. 118,700 miles, silver. I am selling my much loved Alfa Romeo GTV 3.0 V6 Lusso (916). I have had the car for the past 4 years where it has been serviced by Alfa Workshop. Prior to this the car was looked after by Monza Sports for the previous 6 years on behalf of another Alfa fanatic. The car has had extensive works and renewals over the years with a huge history file, £3900. Tel/text: Paul, 07508 035792 (located in North London). A310/061

Alfa Romeo 147 Ti SE Twin Spark 1.6. 45,900 miles, red, rare, excellent 147 Ti SE Twin Spark 1.6. I found this in 2019, locked away in a collection. Bristol's Duncan Slade fitted new rear struts. Long-delayed surgery limits my mobility and this car needs exercise. Only 790 miles since the last MOT, minor detailing could make it a show car, £2450, 12 miles from Bristol in the Mendips. Tel: James Long, 07770 897397. A310/075

Next issue on sale 2 Dec



Alfa Romeo 916 Spider 2.0 TS Lusso. 2002, 67,100 miles, extensive service history including recent cam belt change with waterpump. Silver with black leather interior, excellent condition including good alloys with hood in full working order. New badges front and rear, new battery, windstop. MOT until August 2022, all keys including remote locking/alarm fob, £4495 ono. Tel: 07534 132672 for more information and photos. A310/074



2007 Alfa Romeo 939 Spider 2.2 JTS. 112,000 miles black, reluctant sale due to retirement. MOT Jan '22, body is excellent, a few stone chips, mechanically sound with some minor faults but hood's not working hence the price. Full leather interior, number plate included, AROC member. Sensible offers c£3500. Tel: Jim, 07891 935484. Email: jimbritt@btinternet.com (Manchester). A310/062



2014 Alfa Romeo Giulietta Multiair 170. 42,000 miles, service history, virtually unmarked, Silver Blue (Lunar Pearl) Sportiva limited edition, sat nav, climate control, Alcantara/leather, turbine alloys, red Brembos etc, 4 recent Pirelli PZeros, full cambelt kit @ 32,000. Superb condition, £8750. Tel: 01626 363876 evenings. Email: andyswelsh@hotmail.com. A310/059

FERRARI

Ferrari F430 manual. F430 Spider, 2006, rare manual right hand drive Scuderia, red, black interior, new hood, Challenge grilles, full service history, 2 owners, immaculate, 58,000 miles, £99,950. Tel: 01279 757323 or 07836 205103. A310/015

Ferrari 456A for sale or trade with California. Great condition 456 for sale, black, 21k mileage, number plate F6 GTA, stored in bubble. MOT and good service history, loads of pics on request. Email: ian.mainz@btinternet.com. A310/020

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Ferrari Dino 246GT. 42K miles, first owner actor Richard Thorpe (Dam Buster, Emergency Ward 10, Emmerdale etc). Also powerboat racer Jackie Wilson - works driver for Mercury. Fully detailed history, all MOTs from first in 1975. Original Giallo Fly yellow, Maranello Archives certified matching numbers, road tested in *Auto Italia* magazine. Handbook, jack, tools, wheel chock and original warranty card, £299,950. Contact Chris for further details on: 07952 119939. A310/017



Ferrari 328 GTB. Rosso Corsa, tan leather, beige carpets, 77,600 miles, just been serviced including belts and MOT'd, original toolkit and spare wheel, 2 keys, extensive history file, £75,000. Email: haynes355@btinternet.com. A310/014



Ferrari 308GTB road or race. Beautiful 308GTB owned since 2007 and maintained to the highest possible standard, full cambelt service less than 1000 miles ago. The car is set up for racing but still fully road legal and registered. Totally rust free example with interior trim in black and original seats and other parts included. Registered for the Pirelli Ferrari formula classic 2021 but not raced since June owing to ill health. An easy to drive competitive car. Tel: Len Watson, 07931 362523. Email: redlen308gtb@gmail.com. A310/023



Ferrari F430 Spider 6 speed manual. 2005 F430 Spider in Grigio and red leather, 25,000 miles and serviced by main dealer, Dove House, Macari & Rardley Motors. Owner before me bought in 2010 and needed to get an automatic owing to illness and I purchased in 2018 and having retired am just not using, so needs a new owner. Electric seats, carbon zone, Scuderia shields, PPF and Tracker. Lots of comprehensive history including manifolds and suspension, private plate '430 00H', £110,000. Tel: Mark, 07966 432260. A310/021



Ferrari 360 Michelloto. Factory built 360 Challenge on the 22/12/2000, assembly no 39879, one of only 2 cars built to Carbon Michelloto specification. This particular car has had over £80,000 spent over the last few years, including a new Stradale engine (invoices on file), and lightly used since. Full Air Jack system, Ohlins fully adjustable dampers, Autotell comms, slicks and wets. This car is very well known in the UK, and has been maintained to the highest of standards, happy to p/x road car. Tel: Robert, 07802 638618. A310/010



Ferrari 512 BBi. Selling my 512BBi (left hand drive). This Ferrari icon is in perfect condition, ready to hit the road, "Classiche" obtained in 2019 after an extensive maintenance program realised by HR Owen Ferrari. Historic, maintenance book, MOT up to date. Cambelt changed, handbook, jack, tools, spare wheel, 25,000km. The car is visible in London, price: £285,000. Tel: 07786 387206. Email: philippe.maugein@outlook.com. A310/022

Ferrari 328 GTB. December 1988 model, Mercedes 280 SL Pagoda forces sale. Low mileage (40,300 miles), full year's MOT, huge history file, desirable colour combination, tasteful factory options. Full air conditioning, full leather pack, ABS braking, fully serviced with impressive history, Nero Black and cream leather low-mileage example, 3 place Ferrari Owners' Club concours in 2000, and since then it's been maintained fastidiously at specialists, £59,890 bargain. Tel: 07466 021553. A310/016



Ferrari 328GTB race car. Front running 1985 328GTB race car. Converted by renowned Ferrari Specialists Graham and Mike Reeder, and has successfully competed in group 3 (unmodified/road legal) of the Pirelli Ferrari formula classic. The car was subject to a major overhaul for the 2020 season at Barkaways Ferrari with several upgrades including work to the engine, gearbox, brakes and suspension, and has not raced since. I have achieved many podiums but unfortunately due to my health I am no longer able to race this beautiful car. Tel: Carl, 07799 872546. A310/019



Ferrari F430 Challenge race car. Purchased in the USA on 16 February 2016 and imported into the UK on 25 April 2016, and all import duties, VAT etc have been paid. It has been rebuilt and is now ready to race, please contact me for more pics and info. Tel: Anthony, 07779 726845. Email: prsche@mdn.com. A310/024



Ferrari F355 GTS F1. UK RHD, 1999, finished in the classic Rosso Corsa with Crema leather and Bordeaux carpets. Beautiful condition with low mileage 25,153 and has a comprehensive service history having been most recently serviced at Stratstone Ferrari Wilmslow in November 2020. Built in charging connection for its trickle charger, all books/tools. I have owned the car since May 2018 and he's been looked after beautifully with no expense spared. plate not included. Email: bm.gilbert@sky.com. A310/013



Ferrari 308 GTSi. 1981 Ferrari 308 GTSi, 49,938 miles from new with extensive service history. The car is in pristine condition with full European spec bodywork and lights including a deep dish front spoiler which set these cars apart from the standard front spoiler. New stainless steel exhaust, full cream leather interior with red carpet set including door and door pocket trim. Offers in the region of £65,000. Tel: 07711 764768. A310/018

1991 Ferrari Testarossa. UK supplied car 2FTR, 18,000 genuine miles with full Ferrari/specialist service history, lovely history file, cam belts and main service just completed. Full original Schedoni Testarossa language set, with leather bound owner's pack, set of Azev (fitted from almost new) and original set of wheels, multiple owners but in my ownership since 2011. I have loved and hated this amazing machine but it's time for me to move!! Will only sell to someone who will appreciate it!! £185,000. Email: ewtg@icloud.com. A310/011

FIAT



Fiat 500 Gucci. Rare and original limited edition 2012 Fiat 500 1.2 petrol Gucci black edition, with only 65,000 miles. Excellent condition inside and out. Recent bodywork refresh, new stripes, replacement gearbox, cambelt change and service. All original Gucci features: leather interior, leather steering wheel, branded gearlever gaiter and gearknob, sill covers and wheels. Includes original instruction book, original hardback sales brochure and service booklet, MOT to March 2022, £8400. Tel: 07703 029823 (Gloucestershire). A310/002



Fiat Abarth 595 Turismo. 2017, only 17,800 miles. Abarth service history, fantastic looking car in a great spec, cat N, MOT'd, £10,500. Tel: 07835 877345 (Somerset). A310/083



Fiat 1900A 1952. Right hand drive, very rare car. Original bodywork and very low mileage. Been in the family for 25 years. This car was featured in *Auto Italia* in November 1999 by Phil Ward. Very good condition and lots of spares included, offers in the region of £12,000. Tel: 07925 904194. Email: miller221245@gmail.com. A310/004

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2007 Maserati Gransport. 25,000 miles, only ever serviced at supplying dealer, freshly serviced, I'm the second owner, rare LE version and finished in rare Rosso Mondial, mint condition, £30,000. Tel: 07866 778927. Email: andyportsmouth@rocketmail.com. A310/084



Maserati 4200 Cambiocorsa Coupe. 2004, Grigio Alfieri with Bordeaux leather, black carpets. In excellent condition, full service history - dealer or specialist, Shiltech in my 10 years of ownership, 16 services in total. Tubi sports exhausts, Skyhook suspension, memory/heated seats, sat nav/audio/CD, parking sensors, red brake calipers, two keys, both code cards, Maserati tool kit, 56,814 miles. MOT until 07/08/2022, £14,500. Tel: 07710 210291 for further details. A310/008

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15" Borrani wheels. 2 off RW4075 and 2 off RW4300 Borrani wheels. Original wheels refurbished by Borrani, still in Borrani boxes. New price £2700 inc VAT each, sensible offers for the four. Tel: Neil Lefley, 01604 754997. Email: bnleflay@outlook.com. A310/031



Ferrari tow hook. Emergency tow hook from tool kit, 8.5 inches long, £110, OEM. Email: mark.charles@ntlworld.com. A310/029



Novitec F4 458 HF3 wheels and tyres. Set of Novitec F4 458 NF3 split rim alloys to suit Ferrari 458, complete with part worn Continental Sport Contact 6 tyres. Front wheels 21", rear wheels 22". Fronts: 255/30 ZR21 XL. Rears: 335/25 ZR22 XL. On the car when purchased but I have changed to Ferrari alloys and have these available from Buckinghamshire, 2 minor stone chips and a small scuff pictured, easily repainted, very good condition, £3000 ovno. Tel: Phil, 07584 437773. Email: phil@plumbplussupplies.co.uk. A310/052

Ferrari 512 BBi front and rear bumpers. I have a pair of bumpers (front and rear) for a Ferrari 512 BBi, the front has had a repair to the undertray area and will need prepping prior to fitment. Very hard to find now, asking £2500 for the pair, please call: Andrew, 07375 288003. A310/053

Michelotto body panels for Ferrari 308/328. Complete Michelotto Group 4 body conversion kit by MAT in Finland, fits the Ferrari 308 and probably a 328. Including front and rear clamshells, roof panel, rear engine cover, front bonnet, front and rear valances, rear wheel arch extensions and the headlamp pod for rally lights, asking £12,500 for the complete set, please call: Andrew, 07375 288003. A310/054

Ferrari 348 Targa roof panel. I have a Targa roof panel for a 348 available, complete with latches, the headlining is in grey cloth. A couple of small chips on it and one screw needs replacing on the latches, very hard to find item and great if you want to colour code it to match the car, £1500 or near offer. Tel: Andrew, 07375 288003. A310/044

Fiat Strada 130TC spares. Mk2 grille, tailgate, rear lenses, washer bottle, exhaust manifold + other parts. Tel: Martin, 07941 851991. A310/076

Ferrari 360/550/575 complete toolkit. I have for sale a complete toolkit for F360/550/575, in good condition, as new. Contact Eddie, email: edregad@yahoo.com. A310/041



18" split rims and tyres. Were fitted to my Ferrari 355 but have now returned to the originals, will of course fit other Ferrari models. Fronts are 8.5" x 18". Rears are 9.5" x 18". The wheels are in very good condition, no kerbing and come with wheel bolts. The tyres are Pirelli P Zero Trofeo Rs: 225/40 ZR18 fronts & 265/40 ZR18 rears and are pretty much brand new. Wheels £800, tyres £800, wheels and tyres £1500, buyer collects, (can send photos of tyres upon request). Tel: 07977 396357. A310/032



Ferrari genuine F430 CF mats. Used but in good condition, £170. Tel: 07790 312520. A310/042



Ferrari 275 GTB/4 Long Nose - front grille. Front grille from a 275 GTB/4 Long Nose. Removed during 1970s and hung in owner's garage where it remained for 40 years! The slats are slightly skewed from a front corner bump, but would be easy to repair. It has some very light surface corrosion, which is to be expected, but is structurally sound. I have not cleaned it, but I'm sure would clean up well with some Scotchbrite. For questions or further photos please get in touch, inviting offers over £2000. Email: mat.dunn@btinternet.com. A310/045



Ferrari F355 brake calipers. I have a pair of F355 calipers that have been in storage for close to 25 years. I bought them back in the '90s as a potential upgrade for my 308GTB, but never used them and now never will! As a result they are still in excellent low mileage condition and ready to go again. I believe that adapters are available to enable fitment on to 308s/328s and this would be a great upgrade to those models for track or race use. Email: allo.ferg@yahoo.ca. A310/035



Hill Engineering Ferrari F430 exhaust tips. They improve the F430 standard exhaust to a beautiful polished chrome finish. Easily slide on and two grub screws hold them in place, £100 plus postage. Tel: 07710 835837. Email: johnjstewart1@icloud.com. A310/047

F430 Mk2 headers and exhaust parts. I have the exhaust silencer box and the rear pipes from my F430 removed carefully as I had a Ferrari sports exhaust fitted. I also have the Mk2 headers as these were replaced by after market ones - they were fine but I wanted a bigger sound. I also have the Hill Engineering polished exhaust tips and will list these separately. Some brackets and bits for the exhaust. Open to offers, can be collected from York or will post at cost, any questions please ask. Tel: 07710 835837. Email: johnjstewart1@icloud.com. A310/046

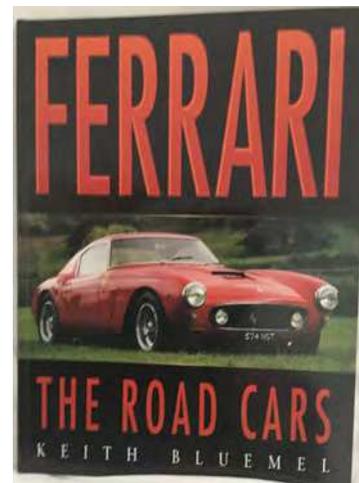
Ferrari 275GTB/4 starter motor. I have a s/h starter motor which is in good condition and fits a number of Ferrari engines of that era. Value circa £2000 I think? Email: strauss@hyperboard.com. A310/050

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). A310/077

MISCELLANEOUS

Trident magazine. Full set of Maserati Club magazines, bound and in perfect condition, very rarely offered for sale, offers please to Geoff. Tel: 07860 562659 (Lincs). A310/005

Ferrari 355 Spyder brochure. 36 full colour pages, presented in a white Ferrari folder, excellent condition, £50. Email: r19831993@aol.com. A310/026



Ferrari The Road Cars. Author Keith Bluemel, 144 unmarked pages with colour photos throughout, excellent secondhand condition, £6.95 free postage. Tel: 07399 359072. A310/003



Club magazines, brochures and Ferrari books. Club magazines 1968 vol 1 numbers 1-3. 1971 through to 2021 with only 9 issues missing. 1971 to 1994 issues are bound. To clear as one lot, reasonable offer please. Brochures BB512, 348, 400A, 308GT4, 308GTB/GTS. Many early books and pamphlets, to clear, please email Roy for lists/images. Email: rdw5670@outlook.com. A310/048

OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Marciano 268A

THIS ALFA MONTREAL-ENGINED ONE-OFF TOOK MORE THAN 25 YEARS TO BUILD

Story by Chris Rees

Images by Michael Ward



It's an unfortunate reality that brand new cars are occasionally crashed. And in 1972, when the Alfa Romeo Montreal was still very much a new model, some poor soul stuffed one. Sad for them, but a godsend for 23-year old Vincenzo Marciano, a mechanic based in Ponsacco in Tuscany. Acquiring the remains of the Montreal, he extracted the engine and gearbox to fulfil his dream: to build his very own exotic Alfa Romeo supercar – something akin, perhaps, to a 'missing link' between Alfa's own TZ2 and 33 Stradale.

He set about constructing a self-designed chromoly steel tube chassis and made his own suspension arms, hubs, radiator, fuel tank and other components, all by hand. Meanwhile a Jaguar E-Type donated its differential and rear brakes.

The Montreal V8's Spica mechanical fuel injection was removed and replaced with four double-barrel Weber 40DCNF carburetors, while higher-lift camshafts and a larger exhaust system helped up the power

output to 230hp.

Marciano crafted the aluminium bodywork entirely by himself, by hand, without even having sketched it out beforehand. The design was partially influenced by some items he had collected to use on the car, including a Ferrari 250 LM windscreen, Ferrari 250 headlights and 13-inch magnesium wheels as used on the Alfa Romeo 33. Exotic indeed!

The result was aesthetically very successful, something like what the 33 Stradale might have looked like, had Alfa Romeo

elected to make it front-engined. It was long (4100mm), wide (1750mm), low and lithe. The many cooling ducts – in the bonnet, front wings, sills and behind the rear wheels – were all functional, while the Kamm tail was sharply cut-off.

The interior was bare-boned and focused. The leather seats had four-point harnesses, small sections of the windows slid back, and the aluminium doors were opened by simple straps. Behind the Luisi wood-rim steering wheel was Alfa Romeo instrumentation.

Work on the car progressed painfully slowly because this was only ever a part-time project for Marciano. Although begun in 1972, it was not finished until the late 1990s. Its name – Marciano 268A – reflected the 2.6-litre, eight-cylinder, front-engined ('anteriore') format. Weighing under 800kg, the car was capable of 0-62mph in less than six seconds and a top speed of over 150mph.

The 268A made its public debut at Alfa Romeo's 100th anniversary celebrations in 2010, where it received a lot of praise and attention. The self-evident quality put it in a totally different class to most other home-built projects. It also participated in the Mille Miglia. At one point Vincenzo Marciano considered putting the 268A into production but sadly the necessary finance never materialised and the 268A remained a one-off. Vincenzo Marciano – now in his seventies – remains active in the field of classic car restoration and is even working on a new mid-engined aluminium-bodied one-off based on a crashed Ferrari 348.



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