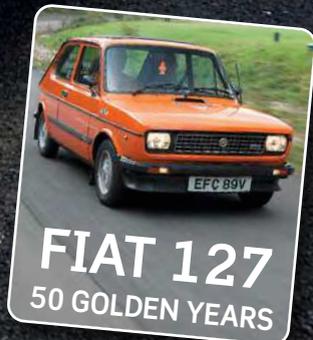


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United Kingdom

La meccanica delle emozioni



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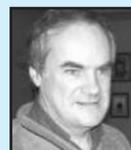
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History is repeating this month, it seems, as we feature a string of new cars that have mingle past and present together. The concept of the 'restomod' – updating and modifying a classic using more modern technology – is now firmly established. There have been some sublime creations like the Alfholics Giulia GTA-R and the Delta Futurista, as well as some more controversial ones, such as battery-powered Ferraris.

Now we have a notable move towards reimagining the past in a more modern form, by which I mean design classics being reinterpreted. We've got a whole selection this month, starting on page 14: a loose reinterpretation of the 1962 Ferrari Breadvan by Niels van Rooij; a modernised Ferrari Daytona NART shooting brake by the same designer; a vision of how a 21st century Alfa Romeo 33 Stradale might look; and a rebooted Ferrari 250 GT SWB.

Of course there are dangers in this retro-modern approach. You risk upsetting owners and fans of the original cars, while some might ask where the originality is in rehashing an old design. Nevertheless it's a fascination that just won't go away – and plenty of big car makers have also trodden this path. Fiat has made a great success of reimagining the spirit of the 1957 Nuova 500, while the Mini and VW Beetle are in a similar vein. Even Ferrari has dabbled in building Special Projects creations that directly recall past models.

If there's one reimagining of the past that really does appeal to me, it's the Effeffe (pictured above and featured this month on page 20). While it's a brand new, original design being made near Milan, it's very much of the late 1950s in terms of style, ethos and even coachbuilder techniques. I love the approach of its creator, Leonardo Frigerio, who is someone who understands what makes cars of this era so special and lives and breathes the ideals of the archetypal gentleman driver.

Chris Rees
Editor
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ITALIAN CAR NEWS

Ferrari Returns to Le Mans



Ferrari has announced that it will return to the top rung of Le Mans 24 Hours racing in 2023 for the first time in 50 years. It will compete in the Le Mans Hypercar (LMH) class of the World Endurance Championship (WEC).

Having taken part in the negotiations starting in 2018 that resulted in the Le Mans Hypercar regulations, Ferrari will compete alongside other brands such as Audi, Porsche, Peugeot, Glickenhaus and reigning champion, Toyota.

It will mark Maranello's return to the

event after a 50-year gap. It was in 1973 that the Italian team last participated officially in the top rung of the series (which was then called the World Sports Car Championship). The new hypercar will be Ferrari's first sports prototype since the 333 SP (pictured below) that raced between 1994 and 2003.

Ferrari says it has already begun development of the new LMH car. Staff will transfer over from a slimmed-down Formula 1 team to work on the Hypercar programme. The name and specification of

the car, as well as the identities of the drivers, have yet to be announced.

Ferrari has an enviable record in closed-wheel racing. It took its 27th class win in 2019 in the GTE Pro Class with the Ferrari 488 GTE driven by Alessandro Pier Guidi, James Calado and Daniel Serra. Ferrari has also posted 36 victories at Le Mans. Its last outright victory at La Sarthe was in 1965, when the 250 LM of Masten Gregory and Jochen Rindt secured Ferrari its ninth title, just ahead of the famous Ferrari v Ford era and the dominance of the GT40.



SEVEN FERRARIS TO COMPETE IN WEC GT

Mike Rysiecki
Photo by Leigh Jones



Below the new Hypercar class, the 2021 WEC season will feature seven Ferrari 488s in the GT classes for road-derived race cars. The GTE Pro class will be a straight four-car fight between two Ferraris and two Porsches. Popular British driver James Calado and Italian Alessandro Pier Guidi will once again take the wheel of AF Corse car number 51 for their fourth world championship season. The pair will be looking to repeat their 2017 win. James Calado says: "We saw last year that we are capable of winning both individual races and the championship, and so we'll try to do everything in our power to claim the drivers' and constructors' titles for Ferrari again."

The second AF Corse crew is new: Spanish driver Miguel Molina and Brazilian Daniel

Serra (car number 52). Serra, who is a two-time winner of Le Mans, comments: "I know the team and my teammate very well, and I think we can do well together. I'm preparing myself as best as I can to be ready when the season kicks off."

In GTE Am, 14 cars from Aston Martin, Porsche and Ferrari will compete. Five 488 GTEs will be bidding for victory, with reigning champions, AF Corse, fielding two cars. Car number 83 will be staffed by world champions François Perrodo and Nicklas Nielsen, plus budding Italian driver Alessio Rovera. In car 54, Giancarlo Fisichella, Thomas Flohr and Francesco Castellacci have been confirmed.

Previous LMP2 protagonists Cetilar Racing will field Roberto Lacorte alongside two

other drivers (yet to be announced) in car number 47. After winning the Michelin Le Mans Cup, the Italian Iron Lynx team makes its debut in WEC with two 488 GTEs: Claudio Schiavoni, Matteo Cressoni and Andrea Piccini in car number 60 and "Iron Dames" Michelle Gattling, Rahel Frey and Manuela Gostner in car number 85.

The WEC season kicks off on 2-4 April at the Algarve International Circuit in Portimão, Portugal, replacing the 1000 Miles of Sebring as the season opener. Spa-Francorchamps will host round two in May, followed by Le Mans in June. Monza will host an inaugural WEC race in July while the championship is set to return to Fuji in Japan in September before concluding in Bahrain in November. Sadly, there is no British round this year.



LANCIA TO LAUNCH NEW SUV?

Lancia's CEO, Luca Napolitano, quoted in the Italian press, says to expect an all-new model from the brand. It seems likely that Lancia will take advantage of the forthcoming small SUV programme being developed jointly by Fiat, Alfa Romeo and Jeep to launch its own small SUV – Lancia's first ever such model. The new car is likely to follow Stellantis' other SUVs into production in Poland, the first of which will be a new small Jeep in July 2022, followed by Alfa Romeo and Fiat SUVs. All will be based on Peugeot's CMP platform that underpins the current 2008, and both hybrid and electric versions are expected.

LANCIA YPSILON REFRESHED

Lancia's Ypsilon model – the number two best-selling car in Italy – has had a minor mid-life facelift. Style changes include a new grille and front end plus new LED front lights. A fresh colour, Blu Elegante, also arrives. Inside is a new infotainment system with a seven-inch touchscreen and Apple CarPlay/Android Auto. The Ypsilon is reserved for the Italian market only.



MANSORY FERRARI 812 GTS

Tuner Mansory has followed its updated 812 Superfast coupe with a new 'Stallone' 812 GTS convertible. Body changes include new front and rear bumpers, a divided lower grille and a large front splitter, while to the sides are carbonfibre side skirts and louvres behind the front wheels. The rear end features a new diffuser and a huge rear wing. 21-inch front and 22-inch rear wheels are also new, finished in gloss black, while Mansory has adjusted the suspension set-up. Inside, the cabin is reupholstered in bright blue leather with contrasting white details, while new aluminium pedals are added.

The 812's 6.5-litre V12 has had an ECU tune and sports exhaust, adding 30hp and 16lb ft of torque above standard (830hp and 546lb ft of torque). The top speed claim is marginally higher at 214mph.



NEW MASERATI MC20 EXPERIENCES

Maserati has added the new MC20 supercar to its Master Maserati driving course programme for 2021. The new 'MC20 Master' course representing the first official driving experience for new owners of the MC20 supercar. Ten dates are offered from 27 May to 14 October at the Varano circuit near Parma in Italy. Other vehicles used are the Levante Trofeo and Ghibli Trofeo.

Meanwhile Maserati has released images of the MC20 unleashing its power in the snow. As part of a series of reliability tests, the MC20 has been driven on the snow-covered roads of the Valtellina and at the Ghiacciodromo Livigno ice circuit. Tests evaluated engine cold starting, low-temperature performance and handling on low-grip surfaces.



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COUNTACH TURNS 50

Lamborghini is celebrating the 50th anniversary of the Countach launch at the 1971 Geneva Motor Show. The yellow Countach LP 500 prototype, unveiled on Carrozzeria Bertone's stand, was the undisputed star of the show.

Lamborghini says: "The unveiling was so successful that the company raced against time to satisfy the customers' requests and transform the futuristic show car into a production car."

Carrying the internal codename LP112 (Longitudinale Posteriore 12-cylinder), it was destined to replace the Miura. Engineer Paolo Stanzani was responsible for the mechanical side, while Marcello Gandini penned the beautifully clean lines. It was Gandini's idea to use scissor doors, which have graced Lamborghini's 12-cylinder models ever since.

The LP 500 was substantially modified to become the production Countach of 1974: the prototype had a platform chassis rather than a tubular one, a unique 4971cc engine, shark gill engine air intakes and electronic instrumentation.

The Countach name derives from Piedmont dialect. The prototype had been hidden on a farm near Grugliasco to keep it away from industrial unrest at the time, and was 'discovered' by a farmer who exclaimed "Countach!" (effectively 'wow'). Piedmont-born Marcello Gandini loved the word and convinced Bertone, Lamborghini and Stanzani to adopt it.

Bertone's LP 500 was tested by Lamborghini's chief driver Bob Wallace, fitted with a 4.0-litre engine, before being destroyed in crash testing in 1974. Between 1974 and 1990, some 1999 Countachs were built.



LAMBORGHINIS FETCH RECORD PRICES

Two classic Lamborghinis – a 1971 Miura SV and a 1977 Countach LP 400 – have recently made record prices at auction, despite both cars having what Lamborghini describes as "a troubled history".

The RM Sotheby's Paris sale on 13 February 2021 saw Miura SV chassis number #4840, one of only 150 cars produced, fetch €2,423,750, the second highest value ever for a Miura SV. This car had once been converted to Jota spec but has subsequently been restored to its original trim.

Meanwhile, 1977 Countach LP 400 chassis #1120262, one of only 157 examples made and once owned by singer Rod Stewart, fetched €775,000. At one stage, it had had its roof removed but it, too, has been restored to its original specification.



FERRARI BUCKS SUPERCAR SALES DIP

Sales of supercars in Europe fell by 13% in 2020 to just under 6500 units. However Ferrari has bucked the downward trend by securing an increased share of the exotic car market. While some ageing Ferrari models lost sales – the run-out 488 was down 10% and the GTC4Lusso down 54% – there were some big advances for Maranello. Although on sale for less than a full year, the new Ferrari F8 scored 747 sales, while the 812 Superfast (pictured below) was up 20% on 2019, almost overtaking the Portofino. Lamborghini's sales were down, however, the Huracán by 16% and the Aventador by 34%.

Italian Supercar Sales (EU)

Ferrari 488	2020 1207 (2019 – 1340)
Ferrari Portofino	2020 991 (2019 – 1135)
Ferrari 812 Superfast	2020 975 (2019 – 814)
Ferrari F8 Tributo	2020 747
Lamborghini Huracán	2020 507 (2019 – 607)
Lamborghini Aventador	2020 357 (2019 – 539)
Ferrari GTC4Lusso	2020 142 (2019 – 310)
Maserati GranTurismo	2020 71 (2019 – 230)
Maserati GranCabrio	2020 55 (2019 – 164)
Ferrari Roma	2020 44
Ferrari SF90 Stradale	2020 8





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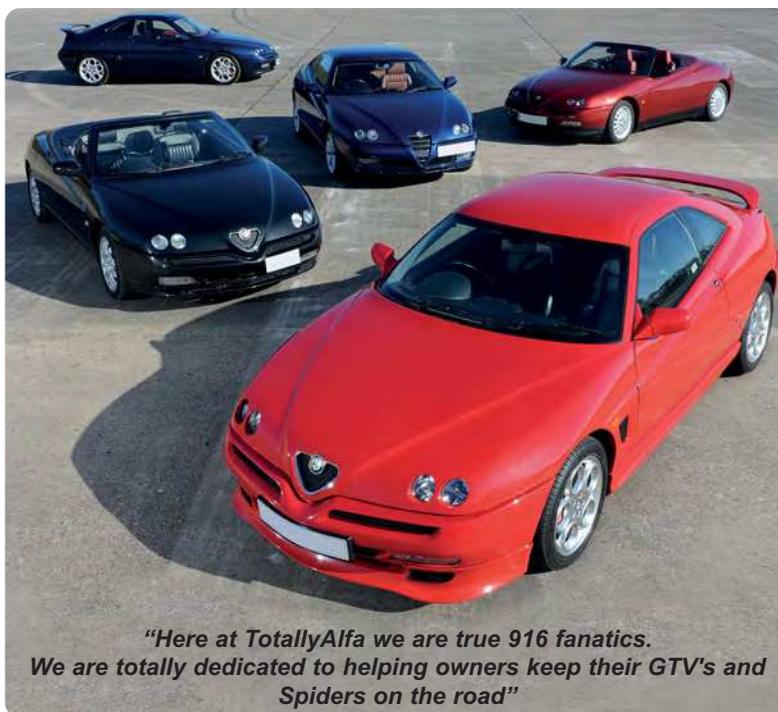
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NATIONAL FERRARI OWNERS' DAY

The UK's first-ever National Ferrari Owners' Day will be held at Sywell Aerodrome in Northamptonshire on Saturday 5 June 2021. Organised by the Ferrari Owners' Club of Great Britain, the inaugural National Day should see the biggest gathering Ferrari 'Tipos' in the UK for many years.

A curated Ferrari Timeline aims to represent every possible model and era of production, with a free-to-enter Meguiars' Pride of Ownership contest. Pre-registered cars can also take part in a Runway Speed Experience on Sywell's 1200-metre runway. Silverstone Auctions will hold a sale of Ferraris here, too. As the event coincides with the anniversary of D-Day, there will be an air display including Spitfire, Thunderbolt, Mustang and Messerschmitt planes.

Christian Mineeff, Chairman of the Ferrari Owners' Club, said: "Moving the inaugural show from 2020 to 2021 has given us the opportunity to make it even bigger and better. We're taking additional steps to ensure visitors remain safe. All the ingredients are there to make this a permanent fixture in our annual calendar."

Tickets are free for Ferrari Owners' Club members or £25 per car for non-members. For more information visit www.nationalferrariownersday.com



VALLELUNGA MARKS 70TH ANNIVERSARY

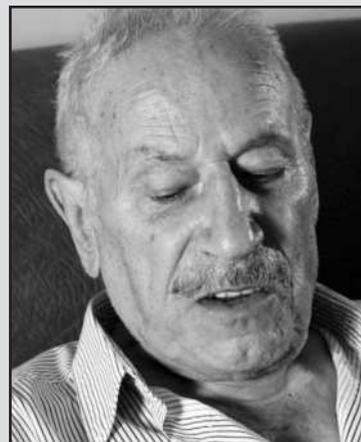
The Vallelunga Piero Taruffi racetrack in Rome is celebrating its 70th anniversary this year by signing a multi-year deal with Sparco. The circuit was born as a racecourse and later converted into a racetrack, and is today a test site for several Formula 1 teams. Sparco will play an organisational role in events at the circuit, while also supplying blue Sparco banners and clothing, plus a new Sparco store located inside the racetrack.

GIANCARLO GUERRA (1930-2021)

The man once described as "Enzo Ferrari's favourite panel beater", Giancarlo Guerra sadly passed away in February 2021. The Modenese craftsman was responsible for the construction of numerous Ferrari, Stanguellini and Lamborghini cars from the 1950s to the 1990s.

Starting out in the body shop of Onorio Campana in Modena, he made his name crafting aluminium bodywork for racing cars such as Stanguellini. In the early 1950s he joined Sergio Scaglietti's body shop, where he worked on his first Ferraris. He was soon entrusted with creating the bodywork for such legendary models as the Ferrari 500 Mondial, 250 Testa Rossa, 250 Spider California, 250 GTO, 275 GTB and Daytona.

He never sketched his ideas out but instead modelled shapes using wire. He had a strong, uncompromising character that was appreciated by Enzo Ferrari, with whom he became great friends. After Fiat acquired Ferrari and Scaglietti, Guerra left to join Lamborghini, where he was involved from the Countach onwards. Claudio Zampolli also involved him in his Cizeta supercar project and Guerra continued restoring classic cars until the age of 80.



RESCHEDULED EVENTS

Several events for 2021 have been rescheduled. AROC's Spring Alfa Day in Yorkshire in April now becomes Autumn Alfa Day (12 September). The Goodwood 78th Members meeting moves from May to 16-17 October (tickets remain valid). Organisers of the Classic Car & Restoration Show at the NEC have postponed the 2021 event, initially planned for 11-13 June, until March 2022. Rétromobile in Paris, also originally set for in June, has now been deferred to 2-6 February 2022. In Italy, the Vernasca Silver Flag event has also been postponed from 26-27 June to 10-12 September.



NEW ALPINE RALLIES

Four dates have been added to the programme for 2021's '12in12' rallies, which are drives of at least 12 passes in 12 hours in the Italian Alps. The dates are: 19 June, 26 June, 3 July and 14-17 September. The last of these is being run in collaboration with the SlowFood Organisation Cheese Fair and involves a run from Spa in Belgium to Bra in Italy. More information at 12in12.strikingly.com

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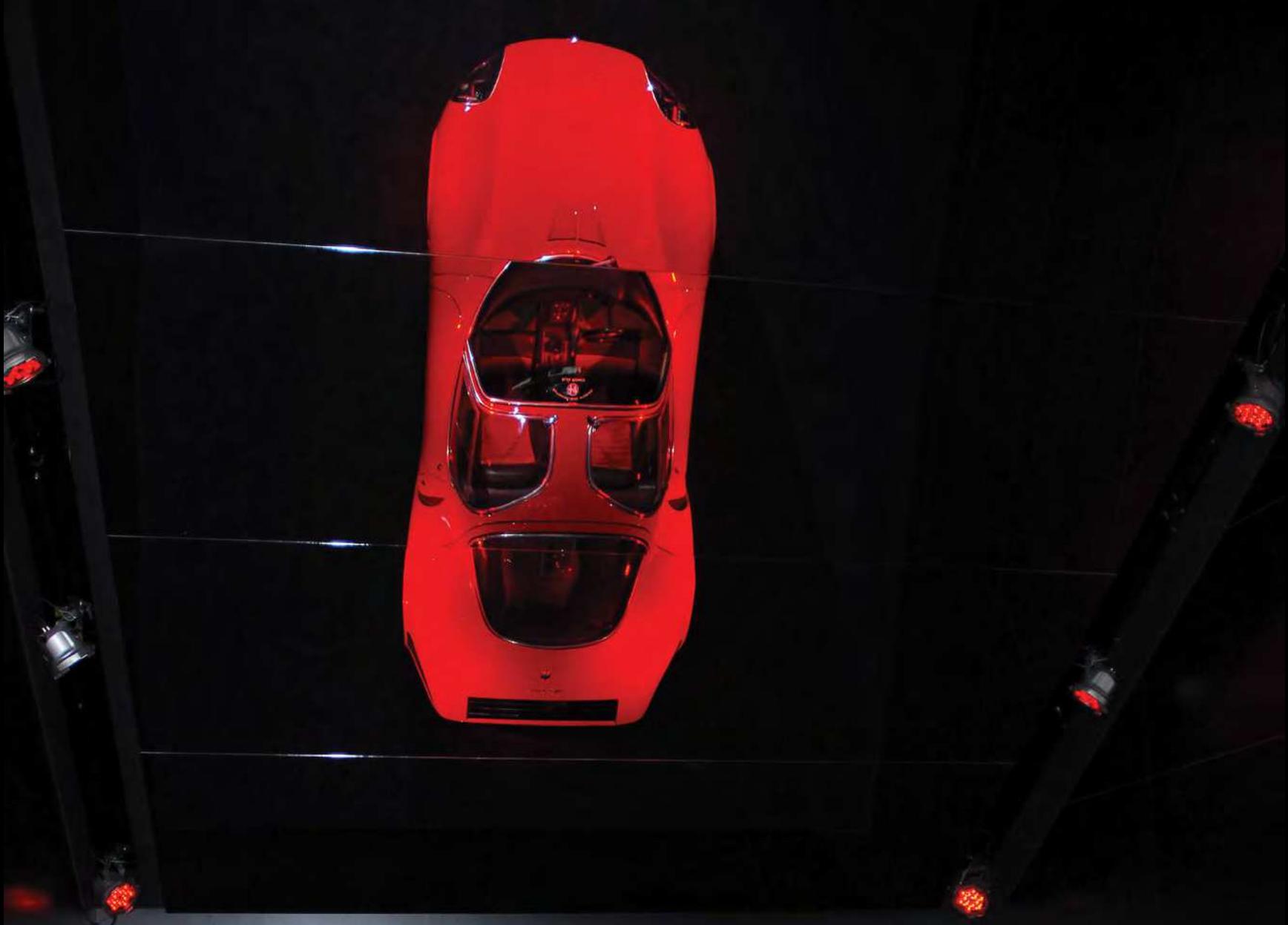
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SIXTIES SWINGBACKS

Four new projects are reviving the spirit of legendary sports cars of the past – Alfa 33, Ferrari Breadvan, 250 GT SWB and NART shooting brake – with a very modern twist

Story by Chris Rees

As Shirley Bassey once sang: “They say the next big thing is here, that the revolution’s near, but to me it seems quite clear that’s it’s all just a little bit of history repeating.” Not only does the past inform the present, it’s often right at the heart of what’s happening now.

There’s been an undeniable move towards automotive retro-modernism in recent years, most notably Fiat’s current 500 range. Icons of the past seemingly call out to us like sirens, and designers are drawn in again and again to reinterpret them. Whatever you think of this phenomenon – and there are certainly those for whom it simply smacks of a lack of original thinking – the allure of updating classics to suit the modern world seems ineluctable.

In addition to the Effeffe Berlinetta that we feature on page 20 this month, we have news of three brand new throwbacks to iconic Italian sports cars of the 1960s. Each one is its own modern take on an absolute classic. First is the Stradale 33 Visione, inspired by the sensational Alfa Romeo 33 Stradale. Then we have two cars with strong links to the Ferrari 250 GT SWB: an all-new homage to the

weird but wonderful 250 GT Breadvan of 1962 and a restomod-style reimagining of the 250 GT SWB by GTO Engineering. Is history repeating? It’s time to find out.

STRADALE 33 VISIONE

When *Auto Italia* published a survey of the all-time favourite cars of international designers and experts a couple of years ago, one car really stood out. Stylists, to a tee, loved the Alfa Romeo 33 Stradale. With only 18 made and stratospheric values attaching to them, there have been a few replicas over the years. Now there’s a proposal for an all-new, modern reinterpretation: the Stradale 33 Visione.

A young design team headed by Andrea Castiglione has designed what it calls an homage to the 33 Stradale. It’s described as an antidote to the current fad for “exaggerated styling features”, with the 1960s cited as the “holy era of design”. They regard the Alfa 33 Stradale as the pinnacle of proportional design in that era.

The team says that this is not a reinvention of the 33 Stradale but a project that “emphasises what makes this car so special... to honour the simple and almost perfect proportions of these times. The overall idea

was to draw inspiration from Alfa Romeo DNA and history and combine it with the technology of today.”

Andrea Castiglione told *Auto Italia*: “The idea was to have a more sculptural shape but at the same time keep it as simple as possible to avoid ‘over design’. The air intakes are influenced by the 33 Stradale, while the rear is a new interpretation of the original, with a light graphic that follows the bold character of the original but simplifies the shape.”

The original 33 Stradale had mirrors mounted on the tops of the front wings, something that is referenced by slender mirrors on the new car, as Andrea says: “The form of the mirrors is reminiscent of a plane turbine. We can see in Alfa Romeo’s history the influence of aeronautical experience like the SM79 Sparviero aircraft, which used Alfa Romeo 128 RC.18 radial engines, so the idea was to have some airplane feeling, not only with the mirrors but also two wings that you can see in the top view. At the rear, meanwhile, is a movable spoiler.”

The headlamps are inspired by Pininfarina’s Alfa 33/2 Speciale concept car of 1969, while the wheels adopt an ellipse-like reformatting





Breadvan Hommage hides its Ferrari 550 roots well. Daytona Hommage (right) recalls 1974 NART one-off

of the original style. The strikingly-styled greenhouse is designed to give full visibility and a sense of connection to the driving experience. It's made of sheets of acrylic with a sculptural shape that again recalls aircraft practice.

As present, this isn't a real, physical car but simply a 3D computer design. It was initially sketched by Andrea Castiglione, whose ideas founded the shape of not only the exterior but also the interior. CG Artist Steffen Hess was given the task of doing the 3D Poly mock-up, Sergio La Gattuta did the interface design, and surface modelling was effected by Marco Zafferana and Christian Schütz. Andrea Castiglione concludes: "At the moment this is just a virtual show car but we would be honoured if we could collaborate to do a scale model or even build this car."

BREADVAN HOMMAGE

One of the quirkiest racing cars of the 1960s was the infamous 'Breadvan' that was built by Neri & Bonacini on a Ferrari 250 GT SWB Competizione chassis and raced at Le Mans in 1962. When a fan of the original Breadvan approached the UK-based design company, Niels van Roij Design, about doing a modern reinterpretation, it leapt at the chance.

Called the Breadvan Hommage, it is based on a Ferrari 550 Maranello that has been completely rebodied to recall the ideas and shapes of the famous Kamm-tailed racing car of 1962. Described as "a new original", the Breadvan Hommage will remain a strict one-off.

The roofline continues at a high level to a sharply cut-off Kamm tail. Other echoes of the 1962 car include sculpted air vents in the front wings, vertically stacked circular

taillights and distinctive rear wings. The unique bonnet incorporates two intakes plus a transparent 'bubble' that references the racer. A reshaped grille has a pair of new foglights mounted within it.

While Niels van Roij did the design work inside and out, the bodywork was actually constructed in the Netherlands by coachbuilder Bas van Roomen. The new panelwork was hand-beaten in aluminium. The car is painted in a specially designed red and externally speaking, only the windscreen of the donor car has been retained. The only mechanical changes are the gear lever (which is sited higher up on its own plinth in the centre console) and single-adjustable Koni dampers.

The handmade interior features carbonfibre seats trimmed in blue Alcantara, unique dials with pure silver inlays, milled aluminium





switchgear, quilted black leather upholstery, bare hand-beaten aluminium door elements and red cord door-pulls. The clock bears the words 'Che Importa' – Italian for 'who cares'.

DAYTONA SHOOTING BRAKE HOMMAGE

Niels van Roij Design has announced it is to make another reinterpretation: the Daytona Shooting Brake Hommage. This will recreate the look and feel of a one-off Ferrari Daytona-based estate car of 1974, which was made for an American client, Bob Gittleman, and was sketched out by Luigi Chinetti Jr and built in the UK by Panther Westwinds.

The new Daytona Shooting Brake Hommage will be based on a Ferrari 599 GTB, complete with its front-mounted V12 engine. The donor car will undergo significant design

changes to almost every body panel. Bespoke headlights, bonnet line, wings and front bumper will feature in a design described by Niels van Roij as "polarising".

The biggest changes will happen at the rear of the car with a new roofline, redesigned wings and different taillights. The standout addition is the extraordinary butterfly rear windows, which will open up and to the sides to allow access to the boot. A specially crafted interior will also feature.

As with the Breadvan Hommage, this a private commission and progress will be shared through social media. Niels van Roij commented: "Designing the Daytona Shooting Brake Hommage is as ambitious as it is demanding. Rendering the legendary classic 1970s shooting brake into a contemporary piece of car design will be

complex. We intend to celebrate the radical original, whilst ensuring we are not bound by it in our imagination".

GTO PROJECT MODERNA

When noted Ferrari restoration specialist GTO Engineering announced in November 2020 that it was going to make its own brand new reinterpretation of a classic 1960s Ferrari, there was a clamour of customer interest. GTO Engineering has now confirmed that its Moderna project is going into production.

GTO Engineering's founder Mark Lyon says: "After the exceptional reception from interested owners and fans, we're now making it happen and publicly documenting the development process. It's a celebration of the best of 'Sixties motoring with a modern and motorsport-derived engineering twist."





As a follow-up to GTO's 'Revival' series, which includes a modern-day version of the Ferrari 250 GT SWB Competizione, the Moderna marks more of a 'restomod' approach, with a freer hand evident in the design and mechanicals.

Central to the Moderna is GTO's V12 quad-cam naturally aspirated engine, mated to a manual gearbox. The full engine specification hasn't been confirmed but it's likely to develop more than the 315hp of GTO's existing 'Revival' V12.

The shape of the bodyshell has now been finalised. It has a mix of modern and period features, so while the profile clearly recalls the 250 GT SWB, there's a Zagato-style double-bubble roof and LED lights front and rear. Carbonfibre will be used for the main body, plus aluminium for the doors and bonnet, and the team is aiming for a sub-1000kg weight. The intention, says GTO, is to deliver "a visceral experience in and out of the car".

A development chassis, or 'muletto', has been completed for the Moderna at the firm's HQ in Twyford, UK. This is a traditional tubular steel chassis but it differs from 1960s practice by having lightweight, high-strength aluminium subframes, independent suspension (instead of a live rear axle and leaf springs), larger wheels and modern brakes. The packaging and sizing are also updated to suit the fact that people have become taller in the 21st century, as well as offering ample luggage space.

Pricing hasn't been revealed but is likely to be seven figures. Order books are now open; interested parties should contact GTO at www.gtoengineering.com. 



New Moderna recalls aspects of the 250 GT SWB (top) but will have all-new carbon body. Power unit is GTO's quad-cam V12



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Fast Forward Fast Back

It may look like it's from the late 1950s – and drive like it too – but the Effeffe is a brand new, hand-built, impeccably tailored coupe. We head to Italy to sample this exquisite Alfa Romeo twin-cam engined Berlinetta

Story by Chris Rees
Images by Fabrizio Ferrari, Orazio Truglio, M.Sole78,
Davide Attanasio, Matteo Boem, Vincenzo Lagruitta, Andrea Riedmann





Whispers of dawn light flicker through the trees in the grounds of the Castello Rosso in the foothills of the Alps. Still somewhat bleary-eyed, I'm here for an early morning rendezvous with a very special car and, as it turns out, a very special person. I hear it before I see it: a rasping, raucous, rising-and-falling sound bouncing off the stone walls on the road that twists up to the castle.

Then it heaves into view: a delicately pretty coupe with wire wheels and an unfamiliar grille bearing an 'FF' motif. It sure sounds like a car from the 1950s. It looks like one too, but its compact shape is hard to place. Is it Zagato? Bertone? One of those innumerable Italian etceterini?

In fact, despite appearances, it's a brand new car called the Effeffe Berlinetta, made not far from Milan in Verano Brianza. I've made the journey over to Italy because I've heard that this is something very special – and very much *not* one of those 'inspired by' neo-classics that's based on a modern car with plastic parts everywhere. This is a brand new car, yes, but it's built using technology, techniques and skills that are rooted firmly in the 1950s: a hand-made jewel of the highest quality and concept.

From the driver's seat steps the tall, genial figure of the car's creator, Leonardo Frigerio. He speaks very little English so we are forced to converse in Italian,

“ The cornering speeds are high and the feeling is authentic, similar to some 1950s Alfas I've driven ”

which only adds to the authenticity of the experience. He is in fact one half of a partnership of two brothers – Fratelli Frigerio, hence the FF badge (Effeffe in Italian) – Vittorio being the other brother.

We don't speak for long initially, as we have an appointment with the rising sun: a drive down on to the plains below the castle to sample how the Effeffe feels. In fact, we don't speak during the drive, either: it's simply too noisy. Leonardo tackles the high-speed twists with aplomb. As I will find out later, he raced cars for many years and is clearly handy behind the wheel; sympathetic and smooth but very quick in the way that really good helmsmen so often are.

He clearly understands something that's been forgotten: the unadulterated joy of analogue driving. His speed is deceptive. At one stage, I glance at the speedometer to see we're doing 170km/h – well over 100mph – but it certainly doesn't feel like it. We're being followed by a Porsche Cayenne but it keeps disappearing into the distance behind us, so high are our cornering speeds. The feeling is authentic, and surprisingly similar to some 1950s Alfas I've driven.

Only when we finish our dawn raid on these lovely roads can we finally talk properly. How did the idea for the car come about? “After many years of racing, I stopped,” explains Leonardo. “I and my brother had the idea to create a 1950s Italian craftsman-made car,



exactly the sort of car that we were passionate about.”

The genius of their idea was not simply to make a car that looks authentically like a coachbuilt berlinetta from the 1950s, but to *build* it like one, too. The high concept behind the Effeffe is to embody what it is to be truly Italian. “We want this car to represent our nation. Our concept is that the core of Italy is Italian style, which we think has not only a great past but a great future, too, because it is not rigid, just like Italian people. It’s about grace, elegance, the way you live your life. We wanted this to be not just a car, but a piece of culture, a piece of art handcrafted by artists.”

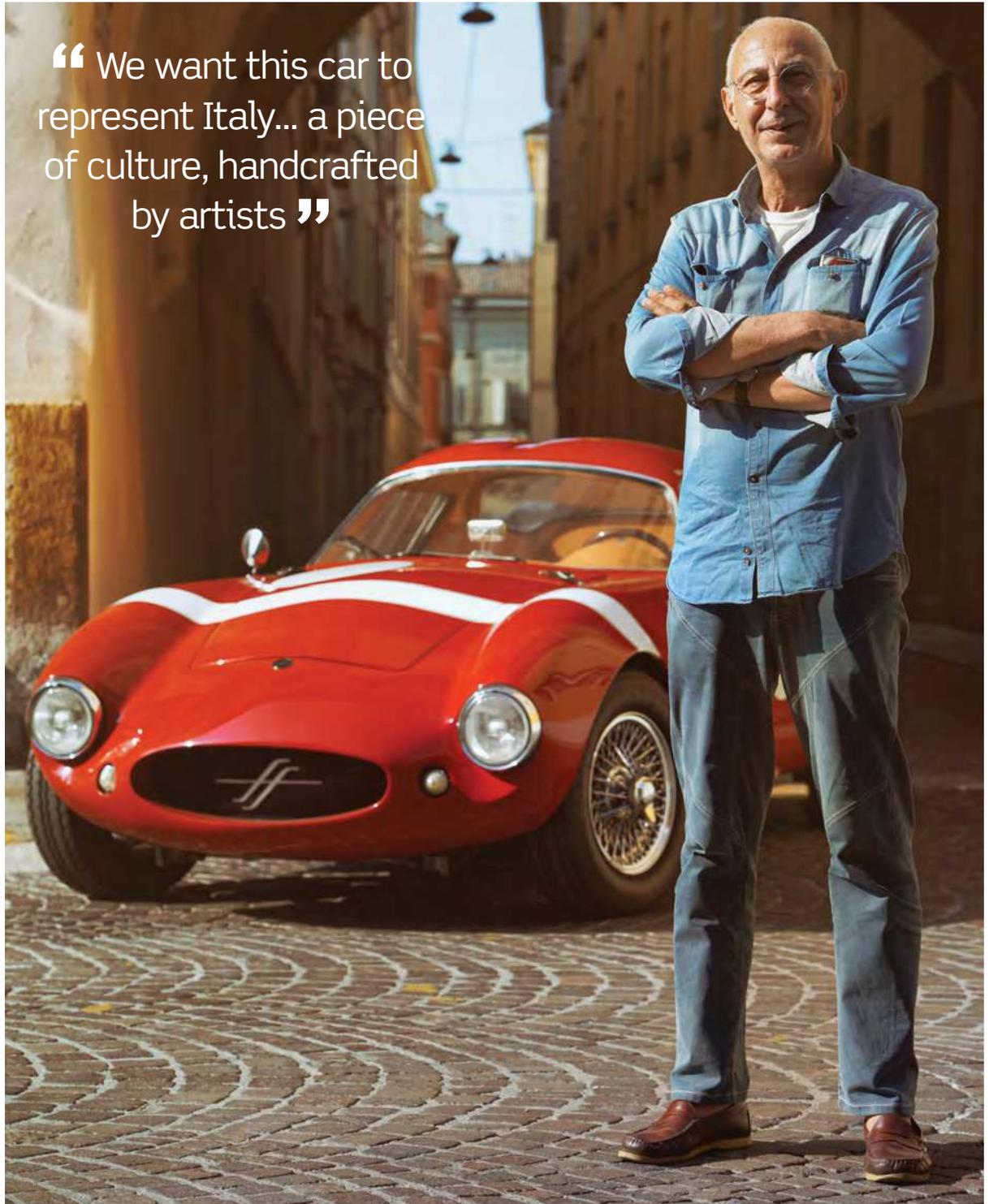
So the Frigerio brothers decided to embrace Italian hand-made skills, using the very best of the best. Everything is hand-built at the Effeffe factory in Verano

Brianza, situated between Milan and Como.

“In the 1950s, there were only five mythical figures behind a car: the chassis builder, engine builder, coachbuilder, test driver and upholsterer. We have the same philosophy, the same group of five people in our company, all with the age and experience to deliver the finest craftsmanship. They share their expertise with others, and that includes my 23-year old son, who chose not to go to university but instead to be a craftsman. In 10 years, there will be many lawyers but very few craftsmen!”

The hand-crafted approach is most clearly visible in the all-aluminium bodywork. Considering how pretty it is, I’m surprised to discover that it wasn’t actually ‘designed’ as such, in the sense that it was never

Leonardo Frigerio (opposite page) is passionate about keeping Italy’s rich coachbuilt tradition alive



“ We want this car to represent Italy... a piece of culture, handcrafted by artists ”



sketched out in advance. Leonardo explains: “There is no design. We used craftsmen with the ability to weld and shape a framework of tubes and then cover it in aluminium, all done by eye. We created the body in the metal first and only then scanned it. You could say we started at the end first!”

With the car in build in early 2014, what happened next was extraordinary, as Leonardo relates. “We sent some pictures to the Villa d’Este Concours and they replied with an invitation to the event. They wanted us to show the car in the Prototype and Concept Car class, alongside cars from established and very famous companies.”

This invitation came just a few weeks before Villa d’Este was due to open in May 2014. With very little

time to spare, a mock-up was completed at record pace. The reaction received at Villa d’Este convinced the brothers that they had to produce the Effeffe in small series. By 2015, the company had made its first road-going prototype and two years later the first production-ready car had been completed.

Not that every aspect of the car is antique. The chassis was designed using CAD 3D computer modelling and the tubes for the chassis are laser-cut for precision. It’s made of 60mm-diameter steel tubes arranged in a lattice pattern designed for high torsional stiffness but also extreme lightness.

The front suspension is independent by wishbones with adjustment for the upper arms, pushrod coil springs, double-acting dampers and an anti-roll bar.



The rear end is classical in format: a rigid axle with adjustable upper trailing arms and a Watt's linkage to prevent sideways motion, plus coil springs, dampers and an anti-roll bar – essentially a mix of Alfa Giulia and Alfetta. The brakes are ventilated discs front and rear but with no servo.

The tyres are pretty special: they're Vredestein Sprint Classic radial road tyres made especially for this car, as Leonardo says: "We think we're the only car maker to have a set of tyres named after the car –

about: leather, chrome and varnished wood. The delicious 360mm Nardi steering wheel shines with its mahogany rim and aluminium spokes. The gearknob replicates that of the Alfa Romeo Giulia GTA. The motorsport-style aluminium pedals are adjustable. The switchgear, controls and door furniture are all beautifully crafted in metal, like a vintage aircraft. Jaeger instruments display revs, oil pressure and temperature, water temperature and voltage, while a stopwatch on the passenger's side betrays the car's

Debut was at Villa d'Este. Superleggera-style ally body is hand-formed over steel tube frame

“ You can forget about driver assistance: there's no power steering, brake servo, ABS or traction control ”

they're marked Effeffe Berlinetta and made to our specification in 205/70 VR15 size.”

As for driver assistance technology, you can forget any form of it: there's no power steering, brake servo, ABS or traction control, since the driving experience is designed to be as authentically 1950s as the shape and construction. As Leonardo comments: "You don't need technology to help you drive. You just need these five things: your hands, your legs, bum, head and heart. This is how you drive.”

Equally authentic is how you feel when you enter the cabin. It's like stepping back in time to how a car would feel in the 1950s – albeit brand new. Vintage materials

putative role as an endurance racer.

The dashboard looks fabulous: painted in body colour with its upper part upholstered in leather. Matteograssi leather upholstery also covers the centre tunnel in a beautifully diamond-stitched pattern, plus the doors and even the boot (in which, incidentally, you can have a full customised luggage set). The superbly evocative soft leather bucket seats offer plenty of side bolstering for support in corners.

Leonardo comments: "This is a car to drive to the theatre on Saturday, then on Sunday compete in the Mille Miglia or at a track day, without adjusting anything. It's like a Ferrari 250 TDF in that regard.



TECHNICAL SPECIFICATIONS

EFFEFTE BERLINETTA

ENGINE:	Alfa Romeo 1962cc 4-cyl DOHC
INDUCTION:	2 x Weber 45DCOE twin-choke carbs
POWER:	200hp at 6500rpm
TORQUE:	294Nm (217lb ft) at 4400rpm
TRANSMISSION:	5-speed manual, rear-wheel drive
CHASSIS:	Welded steel tube frame
BODY:	Aluminium
SUSPENSION:	Wishbones, adjustable swinging arms (front). Rigid axle, Watt's linkage, adjustable trailing arms (rear). Coil spring/dampers and anti-roll bars (front & rear)
BRAKES:	Vented discs front and rear
STEERING:	Rack and pinion
WHEELS:	6x15 centre-lock wires
TYRES:	205/70 VR15
DIMENSIONS:	3925mm (L), 1685mm (W), 1250mm (H)
WEIGHT:	790kg (dry)



When you get out of car, you should feel like a world champion."

That's certainly what you do feel, thanks to the authentically period soundtrack and delicate balance. But I can't help feeling that Effeffe gunning for the 'lifestyle' market of gentlemen drivers and concours events might be selling the car short: its raw feel is possibly too raw to be a black-tie racer. To me, this is a true enthusiast's car, a machine where it's better to enjoy the opera of the car's own soundtrack than to use it to transport you to La Scala where tinnitus would surely take the place of Tosca.

Leonardo kind of concedes this when he tells me: "The car feels great to drive on the road but I would say it's even better on the track. In October 2019 we took the car to the Red Bull Ring in Austria. We had the 20th best overall time out of 70 cars on road tyres – in fact ours was the only car without racing tyres.

"We have tested the car for hundreds of hours on the track, with the help of Carlo Facetti, who developed and raced cars for Autodelta and Lancia won the 1976 Giro d'Italia in a Stratos Turbo. At 85 years old, he is quicker than we are even now! He was very helpful to us, like a father."

Facetti also developed the engine that's in Effeffe's demo car. It's basically an Alfa 'Nord' 2.0-litre twin-cam but specially tuned by Facetti to Group 2 racing specifications. It's fitted with two Weber 45DCOE carbs but you can opt for fuel injection if you prefer; in

the spec fitted to the demo car it delivers in the region of 200hp at 6500rpm.

Like the rest of the car, the engine feels like it's come straight from the 1950s. In so many ways, the Effeffe genuinely feels like a step back in time to the coachbuilt era. The way it's built particularly impresses: there's an abundance of evidence of the sort of craftsmanship that has simply disappeared. This might just be the very last Italian car made to the form and using the skills of the golden era of Italian *carrozzerie*.

The company the brothers have set up to make the Effeffe is called Officine Fratelli Frigerio. It takes fully 7000 hours to make each Berlinetta, which goes some way to explaining why it has a price tag of €390,000, excluding taxes. The fourth and fifth cars are currently in build but soon there will be capacity to make up to 10 cars per year.

So what's next for Effeffe? "This year, we are focusing on sales," says Leonardo. "Our idea is to set up a small network of dealers all over world, and we think the UK is one of our markets with the most potential."

There's also the intriguing prospect of two new models: the Barchetta S and Gran Turismo. The open-top Barchetta S has been in development for over a year now. Designed from scratch, it has had design input from a well-known car stylist and also differs technically, for instance featuring an Alfetta-style rear transaxle. The plan is to reveal the Barchetta S by the middle of 2022 – so watch this space intently. 🇮🇹

Double-bubble roof recalls Zagato practice but this is a design that's unique to Effeffe. Quality impeccable

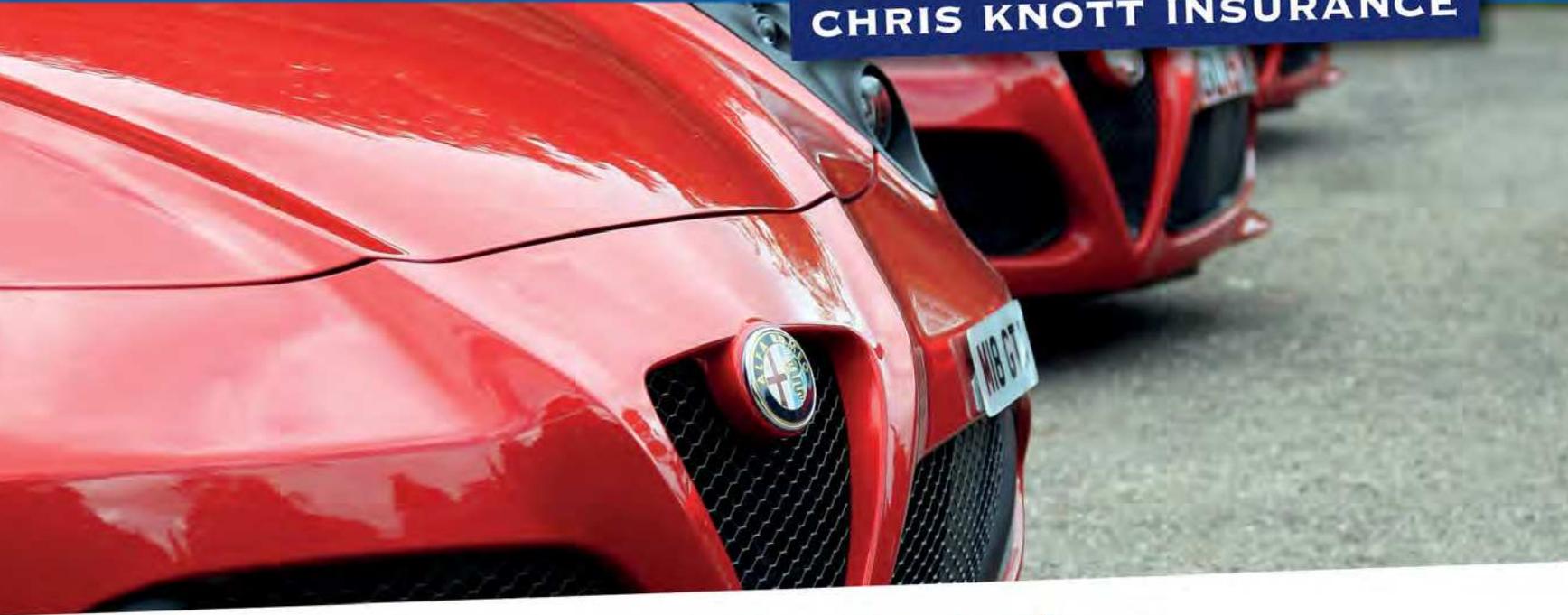
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High Fives

The last word in exotic motoring in the early 1960s, Maserati's majestic 5000 GT was soon joined in battle by Ferrari's 500 Superfast. Which of these 5.0-litre behemoths – one a V8, one a V12 – wins the super-GT battle?

Story by Simon Park
Images by Michael Ward



With extravagant tastes across the board, Mohammad Reza Pahlavi, the Shah of Iran, had a penchant for exotic motorcars. He was particularly fond of Italian machinery and the two cars you see here were especially close to his heart. It was he, after all, who in 1958 inspired Maserati's monumental 5000 GT. He also owned not one but two Ferrari 500 Superfasts.

The Shah was a regular visitor to Maserati's Modena factory and it occurred to him, after a ride in 1958 with the company's mercurial test-driver Guerino Bertocchi, that the six-cylinder 3500 GT would better befit an emperor such as himself if it had a V8 engine and five litres.

The seed of the idea had come from

Maserati itself, which presented the Shah with a brochure for the bedevilled 450S sports-racer. Beautiful to behold and brutally quick, this 400hp monster was blighted by poor reliability and sheer bad luck on track. Maserati withdrew from motor racing entirely in 1958 and had a surfeit of unused V8 engines, so the Shah's request for a more muscular Gran Turismo couldn't have been better timed.

But the all-aluminium 450S engine, designed by chief engineer Giulio Alfieri, was an uncompromising racing lump not well suited to relaxed grand touring. Its four overhead camshafts were helical gear-driven, its eight pistons boasted two plugs apiece (serviced by two Marelli distributors) and four 45mm Webers supplied the juice. It was something of a wild child, delivering 400hp at

7200rpm, so Alfieri's first task was to calm it down for road use. He changed the valve timing, lowered the compression ratio (8.5:1 versus 9.6:1) and bored out the cylinders (98.5mm versus 93.8mm), raising displacement from 4478cc to 4938cc. The 450 thus became a 490 (the 500 moniker simply sounded better) and produced 340hp at a more civilised 5800rpm.

The new mega-Maser was based on the underpinnings of the 3500 GT: a tubular steel ladder-frame chassis (suitably strengthened), independent coil-sprung front end, leaf-sprung live rear and front disc/rear drum braking. Conversely, it had to look completely different, and shout 'I'm not a 3500!' Bertone was Maserati's designer of first choice, but the Shah rejected its offering and the baton passed to Carrozzeria Touring, whose design





Brutal beauty of Allemano lines matched by power and rock star personality – fitting, as it was owned by Eagles guitarist Joe Walsh

earned immediate imperial approval. Once the Shah had his car, it was whisked off to Tehran, unseen by the world at large.

Maserati then built a second, virtually identical example for exhibition at the 1959 Turin Show. The world's wealthy immediately formed an orderly line, spurred on by a report by an American journalist of a trip on the Modena-Bologna autostrada with Bertocchi, during which he timed the car at 172mph. This is the *second* most famous anecdote concerning the 5000 GT's mythical top

speed, but the most believable – we'll come to the other in a minute.

5000 GTs all had even chassis numbers, and the Shah's car (002) and the Turin Show car (004) effectively constitute Series One (or 'Shah Of Persia' cars). A radical rethink of the engine then brought entirely new bore/stroke dimensions (94mm x 89mm, giving 4941cc), while new chain-driven cams and Lucas fuel injection resulted in a slight drop in power (325hp at 5500rpm) but enhanced driveability. In this configuration,

the V8 powered a further 32 Series Two cars, whilst five-speed gearboxes and rear disc brakes were also progressively adopted. The body design was now farmed out to a variety of different *carrozzerie*.

Our 5000 GT (chassis 103.026) was laid down in early 1962 but not commissioned until the following year. It's the fifth of 22 cars built with bodywork by Allemano, as drawn by Giovanni Michelotti. Here's a little titbit for Maserati buffs: which Citroën component appeared on a Maser nine years





before the company's takeover? It's hard to believe it, but those are Ami 8 headlamps.

The second owner of chassis 026 was no less than Eagles strummer, Joe Walsh, who penned the line "My Maserati Does 185" in the 1978 song *Life's Been Good*. Some poetic licence perhaps...

This is a car for kings and looks it. Allemano's perfectly proportioned design is imperiously impressive from every angle – that expensive, Studebaker-style rear window gives it a particularly purposeful look

from behind – and its generous glazing ensures a light and airy interior, with terrific visibility. The doors accommodate two quarter-lights, each with its own knurled chrome wheel, and inside it's the quintessence of 1950s chic.

FERRARI'S REPLY: GOING SUPERFAST

Down the road in Maranello, Enzo Ferrari's principal preoccupation, as always, was funding his beloved racing, and big spenders

such as Iran's ruler were cash cows to be nurtured and indulged. Ferrari was well aware, too, that most of these mega-rich (potential) clients didn't want a road-going racing car; they wanted effortless opulence and exclusivity. And they would pay well for it.

From the early 1950s Ferrari had catered for this lucrative niche market with a sub-dynasty of large and luxurious coupes initiated, in 1951, by the 340 America. Using the Aurelio Lampredi-designed, 'long-block' V12 introduced in 1950, the 4.1-litre 340



Ferrari's beauty is more classical. Comfort is a big part of the experience – not always what you expect of a 1960s Ferrari

begat the 375 (4.5-litres), which in turn begat the 410 (5.0 litres), the latter promoted to Superamerica status.

Pinin Farina was inspired to produce a wild, befeined one-off for the 1956 Paris Show that was definitely more Miami than Maranello, called the 410 Superfast. When the 410 was replaced by the 400 Superamerica in 1959, Pininfarina responded with three more Superfast show cars, the first at the Turin Salon of 1960. Gone were the tailfins, in their place a slippery fastback design, heavily influenced by the Alfa Romeo Superflow show cars of 1956 to 1960. The shape would be further refined with Superfasts III and IV, all labelled 'Aerodinamico', which directly informed the shape and style of the fifth, final and definitive Superfast, the 500.

The 500's displacement was identical to that of the 410, at 4962cc, but had an entirely new engine, the Tipo 208, which essentially united Lampredi's 'long block' with detachable hemispherical heads, each with a single chain-driven overhead camshaft, as originally designed by Gioacchino Colombo. While Ferrari claimed 340hp at 6000rpm for the 410, the 500 boasted an epic 400hp at 6500rpm from the same capacity – a number that would have greatly impressed the plutocrats at which it was aimed.

The 5.0-litre behemoth bowed in at the 1964 Geneva Salon, just weeks after the debut of its humbler sister, the plebeian 330 GT, much of whose underpinnings it shared, including the same wheelbase and track. But the 500 was clothed by Pininfarina in bodywork far more extravagantly voluptuous, whose sheer size reflected a no-compromise restatement of the Aerodinamico style – save for the cut-off Kamm tail.

The Superfast's astonishing £11,500 price tag in the UK could have bought you a matching pair of Rollers, five E-Types, 25 Minis or a seriously nice house. It would also have financed two 275 GTBs. But customers such as the Aga Khan, Woolworths heiress Barbara Hutton and actor Peter Sellers didn't have to ask the price. Neither, of course, did the Shah, who bought two.

Just 36 Superfasts left Maranello over a period of 28 months, the last 12 being nominally 'Series Two' cars with five-speed gearboxes in place of four-plus-overdrive, pendant – rather than floor-mounted – pedals, improved braking and servo assistance, three-vent louvres behind the front wheelarches in place of the original eleven (the only obvious distinguishing feature), and both power steering and air conditioning as options.

DRIVING THE 5000 GT

Time to get on board the Maserati for a drive. A quick look around the office confirms pretty standard instrumentation



1972 Ferrari Dino 246 GT



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and switchgear from the Italian 'scattergun' school, but I've seen worse. There's a period Motorola radio, too, but I couldn't find the electric aerial switch, so all I got was white noise. The front seats are very comfortable, but – typical of the period – lack lateral support.

Negotiating minor roads is a daunting prospect in a car this big and this valuable; but on sweeping roads the *Cinquemila* proves an engaging, stress-free drive. The Maser's bulk seems to evaporate. Now, too, come the first inklings of what this road-going battle cruiser can really do, as finally I can open up the taps, unleashing a seamless surge of V8 power. The noise is fearsome, but neither unpleasant nor unduly intrusive (wind around the doors is more so), and the acceleration awesome – and very un-1960s. To someone used to the V8's Weber-fed descendants, the smoothness and responsiveness imparted by the Lucas injection is a revelation – it blips like a racer, with negligible flywheel inertia.

There's no redline on the 8000rpm rev-counter, but prodigious torque ensures that 4000 in any of the ZF's long gears is more than enough to keep impertinent rep-spec Beemers and white van bandits in their place. The five speeds are initially tricky to pin down and it's easy to beat the synchro on third, but a cushioning blip is all that's required, and it all soon falls into place. I've used heavier clutches (but not many) and the non-vented disc brakes feel slightly dead (and might be a worry at 170mph...).

On to smaller roads, and I'm expecting to work harder; but the steering, which requires concentration on the faster stuff due to the light caster action, here becomes far more positive, allowing pin-point placement of the nose through bends. Gearing is just right and there's far less 'weighting up' than in most contemporary supercars as lock is applied. Only at parking speeds do you long for some power assistance. It has an astonishingly sporty feel for such a big, ancient car. The ride is superb: devoid of harshness and not too floppy, despite the considerable weight. Mild understeer is easy to counteract to great effect with your right foot, the big Pirellis are nicely progressive, and it's a complete hoot on fast A-roads. Push too hard, though, and that live back end steps out fast enough to demand – and guarantee – your immediate attention.

But this car of kings was never designed to be a balls-out racer; rather, a relaxed grand tourer – never was that over-used tag more apt – for roaming the thinly-populated motorways of continental Europe in the 1960s. In her day she was the fastest and most expensive car on the planet, the plaything of emperors, tycoons and rock stars – the queen of all she surveyed. And, as the Bard *nearly* said of another queen, age has not withered her.



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TECHNICAL SPECIFICATIONS

	MASERATI 500GT	FERRARI 500 SUPERFAST
ENGINE:	4941cc V8 DOHC	4962cc V12 SOHC
BORE X STROKE:	94mm x 89mm	88mm x 68mm
COMPRESSION RATIO:	8.5:1	8.8:1
INDUCTION:	Lucas mechanical injection	3 x Weber 40DCZ/6 carbs
POWER:	325hp at 5500rpm	400hp at 6500rpm
TORQUE:	442Nm (326lb ft) at 3600rpm	476Nm (351lb ft) at 4750rpm
TRANSMISSION:	5-speed ZF manual, rear-wheel drive	5-speed manual, rear-wheel drive
SUSPENSION:	Double wishbones, coil springs (front); Rigid axle, leaf springs (rear); anti-roll bars (front & rear)	Double wishbones, coil springs (front); Rigid axle, leaf springs (rear)
BRAKES:	Girling discs all round	Dunlop discs all round
STEERING:	Recirculating ball	Worm and roller
WHEELS:	7x15 Borrani wires	7x15 Borrani wires
TYRES:	205 VR15	215 VR15
WEIGHT:	1650kg	1500kg
MAX SPEED:	172mph	170mph
0-62MPH:	6.5sec	6.5sec

DRIVING THE 500 SUPERFAST

Our 500 Superfast (chassis 6673SF) is a first-series car but it has a number of S2 features, notably the five-speed 'box. It also has rear seats, believed to be one of only two RHD cars so fitted. It's one of just eight RHD cars built and is resplendent in its Blu Turchese paint.

Inside, the polished wood dash, framed top and bottom by soft black leather rolls, is quintessential 1960s luxury barouche. There's a full set of dials, including a 180mph speedo and rev counter red-lined at 6500rpm. Minor controls are less haphazard than the Italian norm, too, with a neat little panel of rocker switches to the right of the steering column. And should you grow weary of your passenger, there's even a lever under the dash – an optional extra – to open the left-hand door (ideally, round a tight right-hand bend).

The lovely leather seats are really comfortable and more supportive than they look. The steering is precise but rather dead-feeling despite being unassisted, and low-geared so that it's nothing like as heavy as some contemporary systems. The long, leather-gaitered gear lever operates in a widely-spaced gate but is exquisitely

precise – although the synchromesh doesn't care for hurried down-changes. Braking is unexceptionable, being both solid and progressive; but the clutch and accelerator pedals are definitely 'long-throw', in tune with the muscularity and scale of the car as a whole.

The awesome V12 up front seems quiet and distant until aroused, but then it starts to thunder like a big 'twelve' should. There's some noticeable flywheel inertia compared to smaller Ferrari V12s but once it's up and revving, it's a spectacular monster of a motor, with stupendous torque and no real 'step' in its power delivery.

The Superfast's long suit is definitely a long stride for long distances. The ride is never less than cossetting and the handling is surprisingly neutral. The big coupe responds nicely to the throttle – a bit too much right foot with any lock applied risks instant plough-on understeer, but a lift will bring it back to heel. Fast sweeping A-roads, giving it space to breathe, suit it perfectly – there's modest body roll but it never threatens to upset the car's composure, and the big 70-profile Michelins, with their properly tall sidewalls, offer the perfect period mix of grip and predictability.

VERDICT

This comparison has been fascinating. At the 500 GT's launch in 1959, Modena could fairly lay claim to making the world's fastest and most covetable gentlemen's GT. Within five years, Ferrari had caught up with its 500 Superfast and for a while, the two rivals overlapped in production. Which is more deserving of the ultimate crown?

The Ferrari is at least a match for the Maserati in every area except for one – sheer character. There's little between them in terms of raw speed, and the Ferrari is the smoother operator all round, with no rough edges to speak of. But the Maserati, its racing roots still showing, has a visceral appeal and a sheer joie-de-vivre that leave a deeper impression, a warmer glow.

Tastefully luxurious and impressively quick though it is, ultimately the big Ferrari falls between two stools: contemporary Rolls-Royces were certainly more sumptuous, while Maranello's 275 GTB was every bit as quick in real-world terms, arguably prettier and certainly a lot more fun to drive. Then again, for rarity and sheer presence – especially in this delectable colour – the 500 Superfast will trump just about anything it meets. 🇮🇹



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Supermini Revolution

Exactly 50 years ago, Fiat invented the supermini genre with the ground-breaking 127. Winner of the Car of the Year award, it dominated European sales charts for years. We celebrate a truly revolutionary small car

Story by Richard Dredge
Photography by Michael Ward

When the Car of the Year (COTY) award was first created in 1964, the Rover 2000 P6 scooped top honours, followed by the Austin 1800 the next year. That was to be Britain's last win; the French, Germans and Italians dominated proceedings thereafter. Fiat has claimed more victories than any other marque, with eight so far. Its third champion, in the 1972 contest, was the Fiat 127 which had been launched in April 1971. The 127 not only won, but it wiped the floor with the opposition, notching up a whopping 296 points, way ahead of the second-placed Renault 15/17 (107 points).

The front-engined, front-wheel drive 127 was a world away from the rear-wheel drive, rear-engined 850 that it replaced. The 127 took much of what the brilliant Fiat 128 (the 1970 COTY winner) had to offer and put it into a new package – and it was the packaging that was so revolutionary. Fiat effectively invented the supermini with the 127, offering an affordable, compact, practical machine above the BMC Mini in size.

It looked like it should have been a hatchback – but wasn't initially; it would take until April 1972 for the three-door 127 to be launched and that set the absolute template for the supermini segment. While the 127 pioneered very little technically,







it was much more adventurous than the slew of rivals that soon followed, like the Renault 5, Honda Civic, Ford Fiesta and Peugeot 104; but the 127 stole a march on them all.

The front-wheel drive layout was still far from the norm in 1971. The transversely mounted 903cc four-cylinder engine was carried over from the 850 Sport,

power reduction was achieved by fitting a single-choke carburettor in place of the 128's twin-choke item, while the exhaust manifold was made of cast iron instead of tubular steel.

A kerb weight of under 700kg ensured the 127 felt lively, with a top speed of 85mph and 0-60mph in around 18 seconds. What was more impressive, though,

This 127 Special dates from 1975 but retains the old Fiat 850's 45hp 903cc motor. Very low gearing makes for noisy progress

“ The 127's front-wheel drive layout was still far from the norm in 1971, making it perky and fun ”

and although this three-bearing pushrod unit was detuned (from 54hp to 47hp) to ensure that the 127 didn't steal the thunder from its bigger and more expensive 128 sibling, it was still perky and fun. The

was the 127's agility; although the weight distribution was 62/38 front/rear when unladen, this theoretically became an ideal 50/50 once there were four people inside. Pin-sharp rack-and-pinion steering provided a





127 Palio is a Series 2 special edition from 1979. Bigger 1049cc engine and taller gearing make it much easier to live with

compact turning circle of 31.5 feet.

Practicality was a major selling point, too. Compared with the 850, the 127 was just 1.2 inches longer and 3.35 inches wider, but the wheelbase was stretched by a hefty eight inches, which resulted in a cabin that was a full five inches longer. Some 80 per cent of the 127's length was given over to occupants and their luggage,

that was designed to crumple in a crash. Braking was by a combination of discs and drums, with split-circuit hydraulics in case of failure.

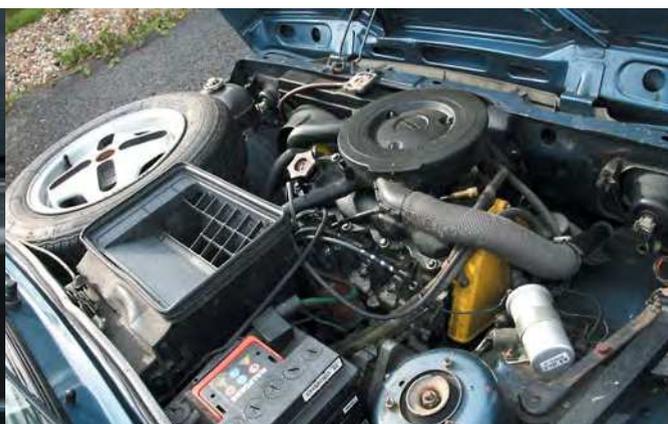
As you'd expect, the 127 evolved significantly during its 13-year European lifespan. To see just how much it evolved we've gathered together a trio of models: a Special from 1975 (yellow), a 1979 Palio (blue) and a

“ Although the weight distribution was 62/38 front/rear, it theoretically became 50/50 with four people inside ”

while the 127 also boasted three times as much luggage space as its predecessor. Fiat had also paid greater attention to safety, with a collapsible steering column and a structure ahead of the front footwells

Sport from 1980 (orange).

The 127 Special was mechanically identical to the standard car launched in 1971. This variant arrived in autumn 1974 with such luxuries as a cigarette lighter,







Sport model debuted in 1978 with a sizzling 70hp. It's by far the most fun to drive of our trio of 127s

two-speed wipers, electrically operated windscreen washers and a refreshed dash design, but under the bonnet that 45hp 903cc four-pot remained untouched.

Although the 127's mechanical layout was largely shared with the 128, there were detail changes, the key one being lower gearing. Even in top (fourth), the gearing is set at just 14mph per 1000rpm on standard 135/13 tyres. As a result, the 127 feels nippy at lower speeds but the noise quickly builds as you go faster, and although the top speed was officially pitched at 85mph you'll find anything over 55mph uncomfortable because of the noise levels.

Thanks to independent suspension via MacPherson

formula too much. But after seven years on sale a refresh was due, so the Series 2 was introduced with a redesigned nose and tail, overhauled dashboard and bigger windows.

More important was the arrival of a 1049cc overhead-cam engine designed especially for the 127. With a lightweight aluminium cylinder head and a slightly higher power output (50hp), on paper the Series 2 wasn't that big an advance over the original 903cc model. But peak power was realised further down the rev range (5600rpm instead of 6200rpm) and more importantly the torque now peaked at 57lb ft instead of 46lb ft. With some judicious tweaking of the

“ The 127 won *Car* magazine's 1972 group test because it was so much fun to drive, frugal and space-efficient ”

struts all round, this compact four-seater is fun to drive in a way that most of its contemporaries can't match. The handling is superb thanks to that precise steering, and roadholding is good despite the rear suspension featuring a transverse leaf spring. It's a clever arrangement, though, with the spring also acting as an anti-roll bar; Fiat had previously used this set-up on the front of the 850 to great acclaim, and on the 600 before that.

In 1972, *Car* magazine pitched a Fiat 127 against a Renault 5 and a Datsun Cherry. The Datsun came last in the test, and while the Renault was judged the most practical, the 127 was the magazine's choice, despite being the cheapest of the bunch, because it was just so much fun to drive, so frugal and so space-efficient.

The 127 sold like hot cakes as soon as it hit the market, so Fiat wasn't in a rush to meddle with the

gearing, the 127 was suddenly much more usable.

The blue Palio here typifies the Series 2. Based on the 1050CL but pushed up to mark four million 127s sales globally, the Palio came with blue or bronze metallic paint, alloy wheels, a sunroof and wash/wipe for the rear window. It also came with extra soundproofing. There's the same comfy ride and sharp steering. When Fiat engineered the 127 for right-hand drive, it didn't do a great job with the pedal box, though: the Palio and the Special both suffer from pedals awkwardly skewed to the left.

The Palio's bigger engine ensures that the driving experience is very different from early 127s. It's much more muscular, despite the small increase in power. It helps that the final drive and gear ratios are much better aligned to deliver decent acceleration through the gears and more relaxed cruising. Just as

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TECHNICAL SPECIFICATIONS

	FIAT 127 SPECIAL	FIAT 127 PALIO	FIAT 127 SPORT
ENGINE:	903cc 4-cyl OHV	1049cc 4-cyl OHC	1049cc 4-cyl OHC
POWER:	45hp at 5600rpm	50hp at 5600rpm	70hp at 3500rpm
TORQUE:	62Nm (45.5lb ft) at 3500rpm	77Nm (57lb ft) at 3000rpm	83Nm (61lb ft) at 4500rpm
TRANSMISSION:	4-speed manual, front-wheel drive	4-speed manual, front-wheel drive	5-speed manual, front-wheel drive
BRAKES:	Discs (front), drums (rear)	Discs (front), drums (rear)	Discs (front), drums (rear)
DIMENSIONS:	3635mm (L), 1527mm (W), 1325mm (H)	3607mm (L), 1524mm (W), 1384mm (H)	3607mm (L), 1524mm (W), 1384mm (H)
WEIGHT:	710kg	766kg	772kg
MAX SPEED:	85mph	88mph	100mph
0-62MPH:	17.5sec	17.6sec	13.8sec
COST:	£1718 (1976)	£3434 (1979)	£2775 (1979)

welcome is the muted soundtrack at speed; get up to 60mph and you can still hear yourself think, whereas at the same speed in the Special you're reaching for the ear defenders.

By the time the Palio had been launched, the hottest 127 of all had also hit the road. The 127 Sport made its debut in 1978, with a 1049cc engine offering a decidedly fruity 70hp thanks to bigger valves and a beefier Weber twin-choke carburettor. Not only is there 40 per cent more power than the Palio, but it also peaks at a very accessible 3500rpm, which makes the Sport much more fun to drive. Use the revs and the car has a turn of speed that the other two 127s can't hope to match.

There were further 127 developments in 1980 when a five-door hatch was introduced for some markets, along with a Panorama three-door estate. Both retained the 50hp 1049cc four-cylinder petrol engine, although a 1301cc diesel engine was introduced in some markets in 1981. That was the year that Fiat introduced the 127 Series 3; by this point the 127 had become Fiat's most successful ever model with nearly five million units shifted. At last, a five-speed gearbox

was now available on some 1049cc editions, while the facelifted Sport got a five-cog 'box as standard. More importantly, the Sport was also fitted with a 1301cc engine unique to this derivative, and with 75hp on tap it was capable of just over the magic ton.

In 1983 the Uno took over Fiat's supermini reins. The 127 had truly established the transverse-engined front-wheel drive hatchback format – a market segment that remains Europe's most popular to this day. A grand total of 7,163,000 examples of the 127 and its derivatives were made globally. It took Fiat just three years to build its first million 127s, and by the time Italian production ceased in 1983, some 3,730,000 had been made. Most of the rest of 127 production was in Spain, Brazil, Argentina and Yugoslavia.

As you might expect, there are very few early 127s left in the UK now, and in fact depressingly few of any vintage have survived. According to the numbers on howmanyleft.com (which admittedly have to be taken with a pinch of salt), there were 9010 Fiat 127s on UK roads in 1994 but by 2000 the number had plummeted to 812. Today, it seems that fewer than 100 Fiat 127s remain on the road in the UK. 🇮🇹



127 CURIOS

UK Fiat 127 buyers were fairly limited in terms of model choice but in other parts of the world there were all sorts of variations on the theme, some of which have now become seriously collectible. Perhaps the highest-profile is the Rustica, which arrived in 1979 and was assembled by Lamborghini, no less. Based on the Brazilian-market 147, the stripped-out 127 Rustica came with jacked-up suspension, nerf bars and a gearbox with shorter ratios for tackling tough terrain.



In South America there was a whole raft of 127 variants on offer. While the standard car was sold as the 147 in Brazil before being renamed Spazio (*pic above right*), there were also saloon and estate editions called the Oggi and Panorama, as well as pick-up and van derivatives. Produced in Argentina, Brazil, Chile, Colombia, Uruguay and Venezuela, Fiat built more than 1.25 million 147s in various flavours.

Thanks to Fiat's tie-up with Seat in Spain, more than 1.2 million Seat 127s were made between 1972 and 1984, in various body



styles with three, four and five doors. The Polski-Fiat 127p wasn't a great seller, though, as its price premium over a 126p was too great, so cash-strapped Poles bought 126s instead of 127s.

Other rarities include the Moretti Midimaxi (*pic above centre*) and Fissore 127 Scout (*pic above left*), both of which made their debuts at the Turin Salon in 1971. Inspired by the Renault Rodeo and Citroen Méhari, these canvas-roofed editions retained the 127's standard mechanicals but injected some extra fun with jeep-style bodywork.



AUTOBIANCHI'S PRE-127 TRAILBLAZER

The Fiat 127 was a worthy winner of the Car of the Year award, but arguably the Autobianchi A112 that had debuted two years earlier deserved just as much recognition. It trailblazed the format of a front-wheel drive car in an even more compact package. Not only was the A112 a three-door hatchback from the outset, but it also used the same engine and running gear as its higher-profile Fiat 127 cousin. Designed by Marcello Gandini in his early years with Bertone, more than 1.2 million A112s were made in a production run that lasted from 1969 right the way through to 1986, with eight different series produced.



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1971: Fiat's Big Year

There was far more going on at Fiat in 1971 than just the launch of the epoch-making 127 – it launched three further future classics

Story by Simon Charlesworth
Photography by Michael Ward



130 COUPÉ

While there was a clear evolutionary link between Fiat's 2300 berlina and its successor, the 130 saloon, at the top of the family tree, the same could not be said of its two-door sister. Replacing both the Ghia-styled 2300 and Bertone's Dino 2400 coupes, which were children of the early and late 1960s respectively, the 130 Coupé was something very different. Designed by Leonardo Fioravanti and Paolo Martin at Pininfarina, the three-box 130 Coupé represented a hop, skip and jump into the brave, new, rectilinear 1970s.

Based on the 130 berlina's floorpan, the result was a clean-cut, crisp design that was both striking and uncomplicated. Trimmed decadently inside with wood and velour, the four-seater's dashboard continued the exterior's rectangular outline – embellished with circular motifs such as dials, switchgear, eyeball air-vents and drilled two-spoke steering wheel. The suave cabin was so successful – you could almost imagine it coming with a standard-fit Julio Iglesias – that Fiat decided to transfer it wholesale to the Series 2 130 berlina.

Powered by Lampredi's new 3.2-litre V6

and capable of 165hp at 5600rpm, the 130 Coupé came with a three-speed Borg-Warner automatic as standard (top speed 117mph) or a more *sportivo* ZF five-speed manual (120mph).

The model was described by Sergio Pininfarina as a "masterpiece of simplicity" and in 1972 it won an award from the Italian trade magazine *Style Auto*. Yet when production ended in 1977, only 4491 cars had been built compared to 6068 Dino Coupés, probably due to its hefty price tag (£6165 at its UK launch in mid-1972) and a series of fuel crises.



128 SPORT COUPÉ

After the 130 Coupé appeared at Geneva at the beginning of the year, Fiat unleashed a new *berlinetta* – the 128 Sport Coupé – in November 1971 at the Turin Show. Based on a modified version of the 128's floorpan (1970's European Car of the Year), here was a funky two-door four-seater coupe with flexed Coke-bottle haunches.

Aside from the floorpan being 230mm shorter, the little coupe also had a 20mm wider front track and a 45mm narrower rear track, while the front anti-roll bar was substituted for a pair of radius arms.

Initially available with either an 1100 or 1300 OHC engine (developed from the berlina or Rally and tuned with twin-choke carburetors and two-piece exhaust manifold), it was sold in two trim levels (S or SL for 'Sport Lusso'). The 1116cc was capable of 63hp at 6000rpm, 60lb ft at

3800rpm and a top speed of 93mph, whilst the 1290cc achieved 74hp at 6600rpm, 68lb ft at 3800rpm and a maximum speed of 99mph. The press regarded them highly for enthusiast appeal.

In 1975 the 128 Sport Coupé was replaced by the stylistically overhauled – and now hatchback – 128 3P (standing for *tre porte*, or three doors). The shape changed considerably aft of the B-pillar, losing its mini-muscle-car haunches and upswept side window graphic for something more straightforward and plain, whilst gaining distinctive new rear lamps. By the time production ended, some 330,897 had been built. A replacement wouldn't follow until 1993's Fiat Coupé.

124 SPECIAL T

The 124 range had enjoyed a series of detail and specification improvements since its

1966 launch, but the one which really made enthusiasts sit up and take notice was the 124 Special T. Launched in most markets in 1971, externally the 124 Special T continued in the tracks of the 1968 124 Special, while inside, it sprouted imitation wood trim, carpets and cloth upholstery.

The real headline, though, lay under the bonnet. Not so much its dual-circuit brakes or its alternator, but the 1483cc Lampredi twin-cam that it shared with the 124 Sport Coupé and Spider. Yes that 'T' on its incredibly subtle boot badge stood for 'twin-cam'. It may have been in a milder tune than in its slinkier, sportier siblings, but it still realised 79hp at 5800rpm and 83lb ft at 4000rpm, which was enough to punt this boxy berlina to a claimed top speed of 99mph – making the 124 Special T a most egalitarian blend of Q-car and practical family car. 🇮🇹



Contrasting styles for Fiat's Class of '71: boxy 130 Coupe and 124 Special T, 'Coke bottle' 128 Coupe

Photo: Hugo Reis

FULVIA FLATTERY?

They say imitation is the sincerest form of flattery. We investigate the uncanny resemblance between Lancia's Fulvia Coupe and a Michelotti-designed Fiat-OSCA unveiled four years earlier

Story by Chris Rees
Images by Michael Ward/Edgardo Michelotti





T rue originality is a scarce commodity; indeed one could say it is fleetingly rare. Designers can't help but be influenced by what they see around them, and that includes 'borrowing' ideas from colleagues and rivals. You can't call it theft, nor is it in any way underhand; it's simply an unavoidable part of the design process that is, in some ways, subconscious. It's part of the reason why of every generation of cars, we tend to exclaim, "All cars look alike these days". Until the next truly original idea moves the game on.

One of the most lauded car designs of the 1960s was undoubtedly the Lancia Fulvia Coupé designed by Piero Castagnero, who was head of Lancia's *Centro Stile*. Delicately pretty, elegantly chiselled and perfectly proportioned, it had originality writ large upon it. Or did it? Castagnero himself admitted that he was inspired by the lines of the Riva Aquarama boat.

But was he, in fact, inspired by a design far closer to home? Seeing the two cars on these pages certainly forces a double-take, so similar are they. They aren't quite contemporaries, though: a time gap of four-and-a-half years exists between them. Piero Castagnero's Fulvia Coupé debuted in 1965; the other, far less known, car first appeared in 1960. And the identity of that earlier car? A very rare OSCA-engined coupe designed by Giovanni Michelotti.

Having been for over 10 years a freelancer working without public credit for just about every carrozzeria in Turin, in July 1959 Giovanni Michelotti decided to set up a carrozzeria under his own name. One of the very first efforts under his own name was a coupe based on a Fiat 1500 Cabriolet chassis and using an OSCA 1500 engine. Michelotti wanted to unveil his new car at the Turin Show in November 1960 but he was prevented from doing so because he was not a member of ANFIA (Italy's car industry association) and to become one he needed to

employ at least 50 people, which he was far off. He therefore chose the Paris Salon of October 1960 as the venue for his launch.

This was a bold shape that combined many constituents, stylistically speaking. Perhaps some of these were just too avant garde for Michelotti's own good, but it was a handsome beast. One very innovative element was a crease that ran at waist level all the way from the front grille around to the back of the car, with a gently rising arc towards the tail.

Double headlamps were very much in vogue in 1960 and Michelotti's exceptionally clean design incorporated these within an enveloping oblate shape that ringed not only the lights but the low, horizontal grille too. That enabled the nose to be set very low for a front-engined car of the time; so low, in fact, that a bonnet bulge was required to clear the OSCA engine. Chromed brass brightwork, meanwhile, was elegantly restrained.

But Michelotti's most significant innovation was the glasshouse. This was the very first example of the 'pagoda' roof: a concave roof panel atop very slender roof pillars. It was a very controversial piece of design at the time, as Michelotti's son Edgardo recounts in his book: "In 1961 this idea was widely criticised by the motoring press but the fact of raising the exterior edges of the roof gained valuable space for entry and exit, especially in low-built sports cars."

At the time, Giovanni Michelotti accepted the criticism that came his way with good grace. However, he was somewhat bemused two years later as the press lavished praise on the Mercedes-Benz SL's pagoda roof at the 1963 Geneva Show. The designers of the SL – Paul Bracq and Béla Barényi – went as far as patenting the concave roof concept, even though Michelotti had invented it.

The debut of the Mercedes also resulted in Michelotti winning a bet. Back in 1961, a

Belgian journalist had been one of the most vocal critics of Michelotti's roof treatment. He made a promise to the Italian designer that, should a car manufacturer ever use his idea in a production model, he would make a public apology. He duly penned an article declaring that Michelotti had been right after all.

The Fiat-OSCA GT reappeared at the Geneva Show of March 1961 repainted from its original white in a bold new duo-tone red and black scheme. That first car, once thought scrapped, came up for sale in a decrepit state in the USA a few years back. Going back to 1961, a doctor from Calabria had seen drawings for the Fiat-OSCA in a

“ Michelotti was very much not amused and relations between the two men cooled ”

magazine. Besotted, he pestered Michelotti to make him one. A second example was duly built, fitted with a 1.6-litre OSCA engine – and this is the car you see on these pages. It differs in several subtle ways from the first one. The front end treatment was rather different, the headlamps pushed forwards so they felt more integrated with the grille. The rear wings also did without the odd upward-thrusting style line. Michelotti would go on to make a third and final example, this time a convertible. With a price tag comparable with coachbuilt Ferraris of the time, it is unsurprising that production of this unusual and audacious hand-built creation ceased at that point.

But its story had a sting in the tail. If the Mercedes SL had raised one of Michelotti's eyebrows, the other went even higher two years later. At the March 1965 Geneva Show, Lancia unveiled its new Fulvia Coupe. Based on the Fulvia berlina first seen in 1963, its wheelbase was shortened by 150mm, weighed about 100kg less and benefited from extra power.

But it was the shape that shocked Giovanni Michelotti, as his son Edgardo recounts: "He was rather surprised when the Lancia Fulvia Coupe appeared with a shape clearly inspired by the OSCA."

Unusually for Lancia, the Fulvia Coupe was designed entirely in-house, rather than by one of the carrozzerie. It was lauded at the time as simple, subtle, elegant and precisely proportioned, and widely hailed as fantastically original. That's ironic, perhaps, since so many elements undeniably looked very similar to Michelotti's earlier coupe. The Lancia didn't have a concave roof but its delicate glasshouse was a dead ringer for the OSCA's, echoing Michelotti's subtle ridges

along its edges, something also mirrored on the tops of the wings.

One could also point to the elongated front end with its low nose and grille. The dual headlights

enclosed in a 'frame' were almost a carbon copy. The shape of the front grille was very similar, too. Another point that couldn't be denied was the characteristic rising waistline crease starting from the bonnet. Even at the back end, the similarities continued with a very similar thin chrome line that framed an indented cut-off Kamm tail. Dimensionally they were pretty similar, too, the Fulvia measuring 55mm shorter and 35mm wider but exactly the same height.

Michelotti was very much not amused. A man of a generally genial nature, he responded with a gentlemanly reproach to Castagnero, but no more. As one might imagine, relations between the two men cooled thereafter.

Could it have been mere coincidence that the cars looked so alike? Given the cross-fertilisation in Italian design at the time, that seems far-fetched. But had Castagnero simply ripped Michelotti off? The Lancia designer never commented publicly about the controversy, but since Michelotti's car never enjoyed a mass production run and it



ITALIANI A GINEVRA

Proprio poche le novità « carrozzerie » al Salone di Ginevra 1961; di rilievo il coupé Anton Martin della carrozzeria italiana Bertone. Per il resto tutte come note, al massimo un po' modificate. Quindi la stilistica al Salone di Ginevra di quest'anno ha segnato il passo.



Michelotti ha creato per compagna Fiat 1500 una splendida carrozzeria interamente ispirata alle linee aerodinamiche stilistiche di Bertone. L'auto italiana, grazie a lui, è il primo esempio di qualità italiana. In tutto mondo, infatti, si ricorda il nome di Michelotti.

Vista laterale della



MORE MICHELOTTI FIAT-OSCAS

The blue Fiat-OSCA on these pages is the second example of three built by Michelotti. The original version (pictured left) is the car that was shown at the 1960 Paris and 1961 Geneva shows. Its design featured different front lights and a peculiar 'kick' in the rear wings that the second car dispensed with. As Michelotti's original 1960 sketch (below) shows, he had already conceived a convertible version (lower left) that would be built as the third and final Michelotti Fiat-OSCA. Meanwhile, another very similar design to Michelotti's appeared soon after from a rival coachbuilder: the Scioneri Sportinia.



From front lights, grille, chiselled wing tops and glasshouse to chrome-framed Kamm tail, the similarities are striking



TECHNICAL SPECIFICATIONS

	FIAT-OSCA 1600 GT2	LANCIA FULVIA 1.3 COUPE
ENGINE:	1568cc 4-cyl DOHC	1298cc V4-cyl DOHC
INDUCTION:	2 x Weber 38DCOE carbs	2 x Solex C35 carbs
POWER:	105hp at 6000rpm	90hp at 6000rpm
TRANSMISSION:	4-speed manual, rear-wheel drive	4-speed manual, front-wheel drive
SUSPENSION:	Wishbones, coil springs (front); Live axle, leaf springs (rear)	Wishbones, single leaf spring (front); Live axle, leaf springs, Panhard rod (rear)
BRAKES:	Discs front and rear	Discs front and rear
TYRES:	165/15	165/14
DIMENSIONS:	4030mm (L), 1520mm (W), 1300mm (H)	3975mm (L), 1555mm (W), 1320mm (H)
WEIGHT:	990kg	1070kg
MAX SPEED:	110mph	106mph
0-62MPH:	10.0sec	11.9sec

CHRIS KNOTT INSURANCE

Lancia Fulvia 1.3S S2 1971
Value: £12,000

Based on 52 year old male, Architect, full NCB, living in NR6 postcode, SD&P (exc. commuting), garaged, 4000 miles pa, car club member 2nd car for everyday use.

Premium: £70.77 inc IPT
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had made its debut over four years before the Lancia, it was easily forgotten.

That was not to be the fate of Castagnero's Fulvia Coupe, which went on to become one of the most popular Lancias of all time, selling over 140,000 examples between 1965 and 1976. Its success was bolstered by victories in rallying, winning the Monte Carlo Rally in 1972 on its way to winning the world championship that year.

The example you see here is a 1972 Fulvia Series 2 in Lancia Blue with a cream interior and Cromodora alloys, kindly supplied by Fulvia Classics (www.fulviaclassics.com). Although the S2's nose was updated compared to the original version of 1965, the styling similarities are clear to see.

How about the way they drive? Simon Park piloted the Fiat-OSCA for *Auto Italia* back in 2005, reporting: "Engine-wise, the car had a 1568cc unit, seemingly an OSCA GT2 unit with 105hp. The lusty twin-cam was strong from around 3000rpm to the 6250 red line and certainly sounded wonderful, emitting a highly satisfying, well-

bred bark. The overall gearing felt very low, contributing to the engine's eagerness.

"This would have been a mighty sophisticated car in its day. It rode beautifully and felt solidly planted on the road during even the hardest cornering, with none of the live-axle skittishness that can afflict contemporaneous Alfas, say. Steering was precise, linear, and the almost horizontal gear lever nicely positive, once I'd adapted to the slightly awkward angle. The throttle pedal was set a bit too low for comfortable heel-toeing, but the four disc brakes did all you'd expect of them, and only a degree of transmission whine detracted from an otherwise amazingly modern all-round feel."

If anything, the V4-powered, front-wheel drive Fulvia Coupe feels even more modern-feeling. The engine sounds almost out-of-sync with itself, the slender 'vee' of the V4 vibrating with a hard-edged timbre. This is such a sweet-revving unit, very happy to go right up to its redline, which is well above 6000rpm. Despite lacking power (the 1300 engine has just gohp), it's lively and full of

character. The gear lever has a dog-leg arrangement, with first gear down and to the left, but like the OSCA it's ridiculously under-gearred; at 70mph you're pulling almost 5000rpm.

The Lancia's low-set engine keeps the centre of gravity very low and this, combined with front-wheel drive, delivers very sharp cornering, despite the antiquated leaf springs at both ends. It tucks into corners with almost no body roll and keeps its composure throughout, bolstered by feelsome, ultra-sharp steering.

Should we give credit for the Fulvia Coupe to Michelotti rather than Castagnero? We can't go so far. After all, it's impossible to know exactly what influenced the Lancia stylist. But we should certainly celebrate the visionary eye of Michelotti, whose ideas were way ahead of the field. And it should not detract from our celebrating the delicacy of touch that Piero Castagnero showed with his Fulvia, which has truly stood the test of time as, in every detail, an enduringly beautiful machine. 



Thanks to Tony Rosewell of www.fulviaclassics.com for supplying the Fulvia



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Turbo Treat

As unusual Alfas go, this is quite the delicacy. Not only is it powered by a rare 1.8 Turbo engine, it's also a QV 'ASN' limited edition with an Evoluzione bodykit fitted. We climb aboard for a test drive

Story by Chris Rees
Photography by Michael Ward





When Pete and Sam Gadsby rocked up on a whim to the Historics auction at Ascot race course late last year, little did they expect to be coming home with an Alfa 75. They'd gone for a general look around and had it in mind to bid on a few cars. Since Pete already owns an Alfa 4C, he was attracted by the Alfa 75 you see in front of you, and turned to his wife Sam to ask whether she liked it. When she said yes, Pete went ahead and bid on it – and won it. He then handed Sam the keys and said, “There you go!” which she certainly wasn't expecting!

“We were attracted to it because of its very low 46,700-mile odometer reading and its amazing condition,” explains Pete, “but it turns out to be a very rare variant, too.” It's a 1992 1.8 Turbo QV, which is already a rare thing in the UK as the engine was created as a tax-break special for the Italian market and was never sold here. It's thought that perhaps six 1.8 Turbos have been privately imported to Britain over the years, two of which are the ultra-desirable Turbo Evoluzione model – you know, the one with red wheels and foot-high lettering down the flanks (see *Auto Italia* January 2016).

In addition to the 1.8 turbo engine, this particular example is the sought-after 'Allestimento Speciale Numerato' (ASN) special edition – effectively the same as the LE (Limited Edition) that we were offered here in the UK in 2.0 Twin Spark form. This was a late-life-cycle special (launched in July 1991) with a very appealing spec that included unique alloy wheels, Recaro seats and leather for the steering wheel and gearknob.

Just 1000 ASNs were built with 1.8 Turbo power; this is number 713, as a little SZ-style dashboard plaque attests. However, this car is very far from how it was when it came out of the factory. It looks more like a 75 Turbo Evoluzione than an ASN because one of its former owners in Italy fitted a bodykit straight from the Evoluzione. This consists of unique front and rear bumpers, big side skirts, wide rear wheelarch covers and boxed-out front wing extensions. In addition, this 75 also boasts a lairy rear spoiler, which is a glassfibre replica of the 75 IMSA racing spoiler. Overall, the vibe is achingly 1980s, like the car's been in the make-up room with Joan Collin for a full Dallas-style shoulder pad makeover.

That former Italian owner was clearly a fan of *Max Power* because there's a lot more evidence of 'upgrades'. The original wheels would have been lovely SZ-lookalike Speedline pepper-pot alloys with a fake split-rim effect, unique to the LE. Since their 14-inch rim size would doubtless have looked ridiculous with the new Evo bodykit, that former owner decided to upgrade to 17-inch OZ alloys on 215/40 ZR17 tyres. Like us, Pete isn't convinced by how the OZs look on the car, though, and he's considering finding some Alfa Romeo Speedlines instead, probably 16 inches in diameter, which are readily available.

The same Italian owner had also lowered the front suspension by turning the torsion bars upside down. This is very much *not* a good idea, as Alex Jupe (to whom the car was entrusted for care when it arrived in the UK) comments: “The front end was so low that the spoiler was scraping the ground, while the tail was still sitting high. It not only looked silly, it also compromised the handling.” Alex duly turned the

torsion bars the right way around again and set the geometry up correctly, so the car now sits much better. It keeps a purposeful stance thanks to its lower-than-standard Eibach springs, while Koni dampers are another non-standard addition. One small niggle is that the nearside front wheel fouls the oversized wheelarch on full lock, but that's something a little fettling should resolve.

As per usual for 75s, the Rosso Alfa paint lacquer had peeled. Three years ago, the car's former owner asked Alex Jupe to do a full bare metal respray, which was duly done. In the process of completing this, some filler was found in the doors where the car had suffered a scrape and there was also a small amount of rust on the sills where the paint was thin, but otherwise it was very solid. As it stands now, the car is completely rust-free, which unusual for a 75. Equally so is the fact that the underside is all original, never having been painted over with underseal. As a result, it's never driven on salty roads.

The car's low mileage has both upsides and downsides. On the plus front, the bodywork and suspension are in very good shape. The negatives of having been stored unused for a number of years are some inevitable niggling gremlins. For instance, the fuel tank was dirty so it had to be removed and fully cleaned out, with new lines and filters fitted, the heater was blowing hot only and the windscreen washers didn't work.

OK, so it's time to take up my place in that inviting Recaro seat. These pews are the same as fitted to UK Limited Editions, with narrow profiles and generously bolstered sides, and they're both good-looking and effective at keeping you in place. The steering wheel here is an aftermarket Momo item; originally it would have had a regular Alfa 75 helm, which Pete says he may well try and source, but the small-diameter wheel works well here, I reckon. Many of the 75's cabin quirks, so criticised by the press in period, now seem quite charming, such as the roof-mounted electric window switches and hoop-shaped handbrake. The slightly awkward driving position, however, isn't so welcome.

Turn the key and the four-cylinder turbo lump bursts into life with a purposeful growl. The single Garrett T3 turbocharger, cooled by a meaty-looking air-to-air intercooler, was rebuilt four years ago so it's in fine fettle. But there's no escaping the fact that this 1991 car represents the early days of turbocharging. There's a long lump of lag when you press the accelerator: up



ALFA ROMEO 75 1.8 TURBO

“ Up to 3500rpm, not much happens but when the turbo wakes up, you certainly feel a good kick in the posterior ”



TECHNICAL SPECIFICATIONS

ALFA ROMEO 75 1.8 TURBO QV ASN

ENGINE:	1779cc 4-cyl DOHC turbo
BORE X STROKE:	80mm x 88.5mm
COMPRESSION RATIO:	7.5:1
FUEL SYSTEM:	Bosch Jetronic LE2 fuel injection
POWER:	165hp at 5800rpm
TORQUE:	225Nm (166lb ft) at 2600rpm
TRANSMISSION:	Five-speed manual, rear-wheel drive
SUSPENSION:	Transverse arms, torsion bar, anti-roll bar (front); De Dion rear axle, Watt linkage, coil springs, anti-roll bar (rear)
BRAKES:	Solid discs all round
DIMENSIONS:	4420mm (L), 1660mm (W), 1400mm (H)
WEIGHT:	1240kg
MAX SPEED:	132mph
0-62MPH:	7.5 sec



to around 3500rpm, not much happens but when the turbo does finally wake up, you certainly feel it with a good kick in the posterior. And you hear it, too, with a whistle and, since an aftermarket dump valve has been fitted, a characteristic flutter of the wastegate whenever you lift the throttle. Noise also comes in full measure from the exhaust, which has a wider bore than standard and sounds nicely fruity. It's not excessive but it's certainly loud enough to impact your eardrums on long motorway hauls.

Outright speed isn't epic, since the 1.8 Turbo's power output stands at 165hp, but nonetheless 0-62mph in 7.5 seconds and a top speed of 132mph aren't too shabby for a saloon car of this era. Incidentally, the engine spec is unique to post-1990 1.8 Turbos like this; before then, it had 155hp. The Evoluzione, meanwhile, had a completely different cylinder capacity to meet homologation rules (1762cc versus 1779cc) and also less power (155hp).

The 75's rear-wheel drive platform and rear-mounted gearbox/diff and inboard rear brake discs give it

superb handling by mainstream 1990s saloon standards. The fact that the engine is a 1.8 four-pot means it has relatively low weight over the front end, so the helm is crisp and precise. This late model is unusual in having power steering fitted. Most 75s (including early 1.8 Turbos and the Evoluzione) didn't have power assistance and their helms definitely feel on the heavy side by modern standards, but this one has a lightness that makes it much nicer for everyday use. You can turn in fast to corners with confidence and the balance once you're into each bend is near-perfect. Snuffling under the bonnet also reveals the presence of a Tilton brake bias adjuster, which would be fun to have a play with.

We're delighted to report that, despite its rarity, superb condition and value, this 75 is currently being used regularly for going to and from work. That's great news for a car that's stood still for so many years, not being used at all. We're genuinely impressed that a rare, hotted-up, left-hand drive special like this is being used so confidently. 🇮🇹

*1.8 Turbo is LHD only.
Recaro seats are figure-hugging and look great.
Momo wheel is aftermarket*

CHRIS KNOTT INSURANCE

Alfa Romeo 75 1.8 Turbo QV (1992)

Value: £12,000

Based on 52 year old male, Architect, full NCB, living in NR6 postcode, SD&P (exc. commuting), garaged, 4000 miles pa, car club member 2nd car for everyday use.

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Belle in Blue

When Tony Castle-Miller at Middle Barton Garage heard about a long-disused, ultra-rare Abarth Simca 'Longnose', he rushed to buy it. He's finally completed a painstaking restoration

Story by Tony Castle-Miller
Photography by Michael Ward

Carlo Abarth was not only capable of producing great performance from humble motorcars, but he also capable of conjuring up some of the most beautiful-looking cars on equally humble chassis. Throughout the late 1950s and on into the 1960s, Abarth & Co produced a succession of aluminium-bodied coupes, predominantly based on the Fiat 600 but also the Fiat 500 and 850. Some of the greatest *carrozzerie* made these bodies, such as Zagato, Allemano, Pinninfarina, Beccaris and Sibona-Basano.

Around this time, Simca started cooperating with Abarth – not too surprising since Fiat had enjoyed a close relationship with the French company over many decades (indeed, until 1938 the company was called Simca-Fiat). There was genuine synergy between the three companies.

In 1961, Simca launched the 1000 saloon, a boxy small saloon designed by an Italian (Mario Revelli de Beaumont). The Simca 1000 echoed a lot of Fiat 600 technology: both were rear-engined with a transverse-spring front end and an independent rear with trailing arms. It was only natural that Carlo Abarth should be able to work his magic on the Simca chassis, too.

Abarth initially tuned the Simca 1000 saloon in a number of variants, culminating in the Simca Abarth 1150SS. Whilst a great improvement on the standard item, these Simcas were simply too heavy to compete against Abarth's Fiat 600-based 1000cc touring cars.





“ To compete in the World Championship, the Simca 1000 chassis was updated and clothed in a lightweight aluminium bodyshell by Mario Colucci ”



However, Abarth pushed ahead to produce the Abarth Simca GT in 1961. The aim was to design and manufacture GT cars to compete in the 1300 class of the World Championship of Makes. To this end, the Simca 1000 chassis was updated and clothed in a lightweight aluminium bodyshell penned by Abarth's chief engineer, Mario Colucci.

A dramatic decision was taken to power the Abarth Simca GT by an all-new engine designed by Luciano Focchi, which shared not one single bolt with the Simca unit. The cast-iron block and other components would be founded at Abarth. The 1300 twin-cam unit was fed by twin Weber 45s and initially produced 128hp at 7200rpm.

It is worth stating that 'Simca Abarths' have Simca bodywork and Simca push-rod engines, whereas 'Abarth Simcas' are all aluminium coupes with all Abarth twin-cam engines. The Abarth Simca 1300 was immediately successful: in 1963 it won 96 races worldwide.

Abarth developed a 2.0-litre version of this engine in 1963 with five main bearings, twin Weber 58DCO carburettors and a power output of over 200hp. Allied to a six-speed gearbox, the 2000GT (or *Due Mila*) was capable of nearly 170mph. Sadly it was less successful in racing, as the Simca-based gearbox really couldn't handle the larger engine. Even so, the *Due Mila* scored many successes in European Hillclimbs. The 1300 and 2000 versions were identical other than their engines.

The final evolution of the Abarth Simca came in 1965 with a 'longnose' design that reduced drag, using a nose made of glassfibre, the first time this material had been used by Abarth & Co. The result was unquestionably one of the most beautiful cars ever made. It not only looked wonderful from all angles, it was also very aerodynamic thanks to its Kamm tail, lack of guttering along the roof, flush-fit door handles and efficient cooling.

In terms of power, the *Due Mila* moved up to perhaps

215hp, while the new short-stroke 1300cc version produced a sturdy 155hp at 8600rpm. The previous bore and stroke had been 70mmx71mm, whereas the new five-bearing motor was 84mmx55.5mm.

The 1300 'Longnose' was very successful but marked the end of the line as Fiat sold its interest in Simca to Chrysler and the Abarth Simca operation ceased. For 1966, Abarth developed the 1300OT, 1600OT and 2000OT, which nominally had Fiat 850 floorpans – although they bear an uncanny similarity with Simca chassis...

ABARTH SIMCA 1300 #0091

The Abarth Simca you see here (chassis number 130S 0091, build number 96) actually found me – or rather its owner did. I was sitting at my desk late one evening in October 2014 when I received an email from Joe, telling me he'd bought an Abarth Simca Longnose back in 1970 and it was still in his garage. Might I possibly be interested?

Eventually we struck a deal and I set off accompanied by my old friend Chris Greenhalgh. I knew this Abarth Simca was one of 30 or so shells/part-dismantled Abarth Simcas that had been imported by the UK Abarth dealer, Radbourne, in the late 1960s. Radbourne built up perhaps a dozen road-going cars with Fiat pushrod engines, marketing them as the Radbourne Abarth 1300. The rest of the shells were sold off and scattered to the four winds and have been turning up periodically ever since.

On arrival at Joe's, I didn't know whether I was buying a new and unused shell, with or without a chassis number, or a part-dismantled car. Before he opened the garage door, Joe presented me with two documents. One was a Radbourne receipt for his purchase dated 10 July 1969, stating the chassis number and signed by Lincoln Small, who was a director at Radbourne. The other was an old-fashioned 1971 UK logbook. Joe had stuck a Fiat engine into the Abarth Simca and had run

This is one of 30 or so Abarth Simcas imported to the UK by Radbourne in the 1960s. Kamm tail looks purposeful and aids airflow

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it on the road for a year, after which it was parked up for the next 43 years.

In the lockup where it had sat for so long, I saw a split bag of builders' plaster on the floor and noticed that it was still powder, so the garage was well ventilated and bone dry. Corrosion appeared to have been kept at bay and the interior was all good. In the cabin was a ring-bound Simca 1000 workshop manual still in excellent condition. I think Joe told me he'd sprayed the car with olive oil so the dust of more than 40 years was stuck on – pretty nasty but a great preservative!

On our return to Middle Barton Garage, we pressure-washed the Abarth and discovered a thoroughly sound bodyshell and chassis. Upon tipping the nose, the correct chassis number was evident, along with many original items. All that remained was to dismantle the car, strip off the green paint (applied by Joe to match the 'Twiggy' Lamborghini Miura), repaint the shell and install some missing parts. Piece of cake – oh really?

The Abarth Simca spare parts scenario is very tricky but familiarity and the ability to recognise parts in isolation is a huge advantage. At Middle Barton Garage we have worked on both 1300 and 2000 Abarth Simcas and have a good knowledge base, a large photo archive and loads of technical information, including parts books and drawings. In many instances, Abarth used readily available parts from Fiat, Lancia, Lucas and Girling.

I decided to build my 1300 to the original specification with the exception of the engine and Fiat 850-derived transaxle, for the same reason that Abarth & Co did all those years ago – the Fiat unit is altogether a better proposition in terms of strength and parts availability.

So while the bodyshell was away being stripped and repainted in its original French Racing Blue, we got stuck into the parts challenge. Abarth Simcas used Girling disc brakes with three-pot callipers on each corner. The pedal assembly is Simca 1000 so the master cylinder was obtainable, but callipers were very hard to find. It took two years to find a set of rear callipers. Amazingly, the fronts turned up at the Race Retro autojumble as a chap at a wooden table was selling a lovely pair of Abarth Simca front callipers – job done!

The suspension is an Abarth-modified Simca set-up and therefore relatively straightforward, except for the Koni fully adjustable supplementary rear dampers. Fortunately I had a pair of these in stock. Apart from needing to make some bushes, the suspension and steering all came together relatively easily.

The gearchange is Simca 1000, as is the handbrake system as far back as the rear callipers. At that point, there's a pair of 'lobster claw' mechanical callipers, which fortunately are available from my old friend Tony Berni. A new fuel tank was fabricated and the correct-spec Facet fuel pump and refurbished Fispal fuel filter/pressure regulator obtained.

The interior is ultra-simple: Jaeger instruments, a steering wheel and a couple of seats – that's about it. I had the seats but no instruments or steering wheel. I sourced the enormous 10,000rpm tachometer and Mr Berni conjured up a set of 52mm gauges and a steering wheel, together with a Lancia headlamp/indicator control switch and a set of Lancia



ABARTH SIMCA 1300 LONGNOSE



Engine is a Fiat 1300 twin-cam - original Simca unit is unobtainable. 130hp is plenty enough for 665kg

pull switches, as per the original layout.

The windscreen wiper mechanism is a Lucas cable rack-and-pinion system sourced from an MGA. Only after installation did I find out there are a large variety of drive ratios available and after some trial and error, the correct wiper sweep was obtained.

I kept Joe up to date with the work throughout and we all got together with the car at Race Retro. It was reasonably complete, albeit with the engine and transmission taken from my OT. Speaking of the engine/transmission, as I mentioned earlier, Abarth & Co ditched the Simca-based transaxle after innumerable failures in favour of the superior Fiat 850 unit. This has Porsche-type synchromesh on all four forward speeds, a sturdy differential unit and substantial bearings. In period, Abarth & Co offered a six-speed unit of the Simca transaxle, whereas the 850-based unit was four or five speeds. I opted for a four-speed unit fitted with a longer 9/35 crown wheel and pinion. Abarth-type driveshafts are used but no limited slip differential as in my experience an LSD isn't needed for street use: the rear-engined configuration transmits power to the road very satisfactorily.

As for the engine, the original-specification short-stroke Abarth Simca five main bearing engine is unobtainable. I have some parts but lack a block and most engine castings – perhaps one day... In the meantime, I elected to build an anti-clockwise version of a Fiat twin-cam (all Fiat 850, Simca 1000 and chain-driven Abarth twin-cam engines over 1000cc run anti-clockwise). My Abarth Simca was always a 1300, so I



decided to build a 1300 unit based on the Fiat/Lancia 1300, as used in home-market Fiats and Lancia Deltas. This is a super engine with the same crank journal sizes as a 2.0-litre unit and produces around 80hp on a single carburettor. It's a really robust power unit whose bore and stroke of 86.4mmx55.5mm are extraordinarily close to Abarth's 86mmx55mm.

The 1300 twin-cam needed to be turned anti-clockwise. Although it can be done with the standard belt arrangement, I didn't consider the original belt tensioner would appreciate the extra direct pressure. So I elected to follow the same route as my 1600OT's engine. This involves driving the idler shaft with a pair of Abarth gears from the crank, a modified timing chain cover and smaller cam pulleys. The result is an engine which rotates in an anti-clockwise direction whilst the camshafts and idler shaft rotate in the original clockwise direction. This facilitates the oil pump and distributor drives, which only work when driven in a clockwise direction. Simple really!

So the specification was set at 1.3 litres, twin Weber 40DCOE carburettors, race cams (306 degrees), big valves, 9.8:1 compression ratio, full balancing, light Fiat 124 flywheel (reduced in diameter for Fiat 850 ring gear), Guy Croft enlarged and baffled sump, Lancia Delta exhaust cam-driven distributor and fabricated four-into-two Abarth exhaust. The expectation is around 130hp, plenty enough in a 665kg car.

The build was reasonably straightforward except for the valve-to-piston clearance. The very short stroke, coupled with large valves and high lift/long duration cams, resulted in a lot of piston machining in order to achieve satisfactory clearances. The end result is an engine of almost identical external dimensions, bore and stroke as the original Abarth 1300. Even an original Abarth Simca external coolant outlet from the top of the head marries up exactly with the Fiat outlets. It may not be an original engine but in spirit it's pure Abarth and it works superbly well.



DRIVING THE LONGNOSE

The car was completed in early 2020, just as lockdown hit. In the summer, when things were a bit more relaxed, we became incredibly busy and the Abarth Simca remained under a dust sheet. Finally, in early December, we were able to test the car at our local airfield but bearing in mind that the car had never been out of second gear, I was mindful that we needed to be gentle.

Long-duration cams, twin Webers and cold December mornings are not ideal for Abarth Simcas. The car popped and banged its way up to temperature and finally gained some composure. The noise is wonderful: a mixture of exhaust combustion, inlet roar and internal engine gear whine – Tchaikovsky!

Driving off down the runway for the first time was actually quite emotional. After so many hours of labour and overcoming difficulties, it was a great experience to drive it up through the gears and know that everything worked. Eventually we saw 6000rpm on the tacho and I can report that it not only sounds great but also goes like a rocket.

The 'to do' list is not too onerous. We need to fit an Abarth rear brake booster to reduce front end lock-up and substitute the generic Abarth road silencer for the correct Abarth Simca 'stinger', complete with external hanger straps.

Building this car has been a wonderful experience. It will bring me a lot of pleasure and I am sure that lots of people will enjoy seeing (and hearing) it too. Very sadly, Joe passed away during the restoration but I'm sure he would have approved of the beautiful blue Abarth Simca. 🇮🇹





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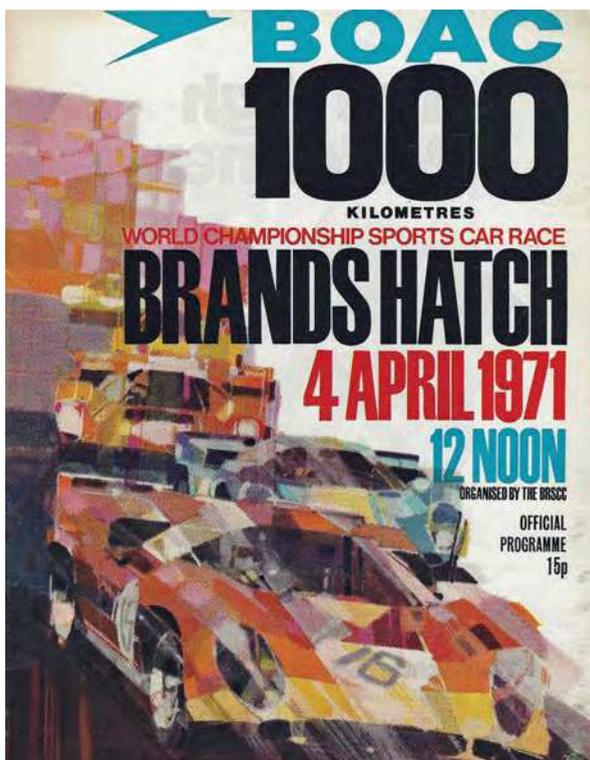
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BACK TO THE FRONT

Some 20 years after Fangio had secured Alfa Romeo's last World Championship win, Alfa was back in the Tipo 33 at Brands Hatch in April 1971. We celebrate the 50th anniversary of a famous victory

Story & Images by Peter Collins



Carlo Chiti was many things: a brilliant race car engineer, intuitive and with great foresight, but he also possessed considerable humanity. He was famously a saviour of stray dogs; if he found one, he would bring it to work at Autodelta in Settimo Milanese and care for it with food and shelter. Visitors would sometimes be astonished to see that the dogs were protected from the elements by large pieces of Alfa Romeo Tipo 33 bodywork, held up by metal tubing, possibly from old chassis. Chiti lavished equal care on his mechanical 'children'



too. By the time he was assigned the job of sorting out the Tipo 33 sports car project, he had amassed huge experience, first at Alfa Romeo, then Ferrari and ATS, then setting up Autodelta with the Chizzola brothers.

The successes achieved by Autodelta's GTAs and TZs encouraged Alfa boss Giuseppe Luraghi to suggest to Chiti that Autodelta become the company's competition arm. In 1963 it duly moved from Udine in the far north-east of Italy to Settimo Milanese, in south western Milan, far enough away from the parent organisation to be able to work without too much corporate bother.

Alfa Romeo engineers Orazio Satta and Giuseppe Busso had already started the Tipo 33 project, but it was not a homogenous whole, so in 1966 Chiti was asked by Luraghi to "sort out the mess", as the story goes.

In 1967 the first Tipo 33 took to the tracks, but initially it was far from a well-developed and engineered whole. Talking to Nanni Galli for the book on the cars I wrote with Ed McDonough, it sounded frightening, especially on downhill Targa Florio road stretches.

For 1968, Chiti produced the Daytona coupe, as the T33/2 was called after its success at that year's



“ Stommelen was Chiti’s ‘hare’ and he simply hurled the plump, stubby little Alfa round and down Paddock hill ”

Daytona 24 Hours. This was followed by reasonable results across the world. It was still only a 2.0-litre V8, but eventually 2.5-litre and 3.0-litre versions were introduced, with a new chassis for 1969.

This was not a great success initially, but development continued. Nanni Galli said: “The problem with the 3.0-litre cars was weight and balance. For the 1971 version we convinced Chiti to move the engine forward and lower the front end. It wasn’t perfect, but it was much better.”

Henri Pescarolo also told us how he loved the cars, Chiti and the team of drivers, including Henri, Andrea de Adamich, Rolf Stommelen and Toine Hezemans, with Nanni Galli at most races – all very experienced endurance sportscar racers.

The 1971 World Sportscar Championship started in January at Buenos Aires. Some pundits had gone on record to suggest that Alfa had its best chance yet of good results with the T33, but Chiti must have wondered if his luck would ever change when, a short time into practice at the South American circuit, new recruit Emerson Fittipaldi picked up a nail in a tyre at high speed and the resultant shunt totally destroyed the car, luckily with no damage to the driver (who found another drive in a Porsche for the race and never raced a T33). Emerson later said: “It was the biggest crash of my entire career at

nearly zoomph! But the car had been great to drive.” Yet another star endorsement.

Tragically, this was the race that cost the life of Ignazio Giunti when, driving the brand-new Ferrari 312P flat out, he rounded a bend to find Beltoise pushing his Matra uphill to the pits, out of fuel. The impact had immediate tragic effects.

This brings us to the opposition that Autodelta was facing in this World Series. The FIA’s knee-jerk ‘safety’ changes to the World Sportscar capacity regulations halfway through 1967 had led Ferrari to pull out of the series for 1968, whilst Porsche ran cars against little opposition except for the Wyr GT40s. Alfa produced what became known as the Daytona T33/2 Coupe and Ford built the F3L based around the Cosworth DFV V8, but it was all-change in 1969 as Porsche took the FIA for a ride of a different order by building 25 5.0-litre prototypes and called them Sports Cars, a category that the FIA had reserved for ‘production’ sports-racing cars that required a minimum of 25 to be built, but crucially allowed a capacity limit of 5.0 litres. Porsche simply built that many prototypes and called the model the 917. This prompted Ferrari to follow suit later that year with the 512S.

The Tipo 33s, however, ran in the genuine Sports Prototype class, maximum capacity 3.0 litres, and had no real opposition except older Porsche 908s. That was

The Alfa 33/2 Daytona (above) was heavily modified to run at the 1968 Daytona 24 Hours



Arch rivals through Druids: Piers Courage in the first 3.0-litre Alfa T33/3 and Regga in the Ferrari 312P

until Ferrari decided to return to the World Sportscar Championship with the exquisite 3.0-litre 180-degree V12-engined 312P. Its intention was to run one car through 1971, with a full team in 1972, by which time the FIA had decided 5.0-litre Sports Cars would no longer run. So for 1971, World Sportscar race winners could be chosen from Gulf-sponsored 917s, Porsche Salzburg 917s, Ferrari 312P and Alfa Tipo 33s.

The first three races of the season had shown that Chiti had grounds for feeling some optimism. At Buenos Aires, his cars had finished third and fourth, while after missing Daytona they did even better at Sebring, taking second and third.

In April the series arrived in Europe for Brands Hatch. This would be a six-hour race – the BOAC 1000km – which had been convincingly won the previous year by the Gulf 917s in the wet. Although pundits predicted the same result this time, there were those who gave equal chances to Ferrari and Alfa. Driver pairings for Chiti's Alfa Tipo 33s were Andrea de Adamich/Henri Pescarolo in car 54 and Rolf Stommelen/Toine Hezemans in 55.

The weather was again grey, cold and damp. The T33s were first out in practice on Friday and Stommelen proved fastest for Autodelta, with Jacky Ickx in the Ferrari second, just 0.4sec behind. It seemed that Alfa's 3.0-litre cars were much nimbler

than the 5.0-litre cars around the twists, turns and humps of the Kentish circuit. Autodelta had fitted lighter, brand new gearboxes for this race, which saved about 10kg in weight.

Henri Pescarolo said that the engines "were reliable up to 9000rpm, but the cars were much faster if you used 9500rpm, but equally it was too easy to over-rev them with disastrous consequences." This may have had a bearing on later results.

By the end of Friday, the grid order was T33, 312P and 917, with Rodriguez a full second slower than the flying Stommelen. Saturday's sessions confirmed the times of Friday. Ickx in the 312P initially took pole with 1min 28.2sec. Chiti immediately sent out Stommelen, his 'hare', and he "simply hurled the plump, stubby little Alfa round and down Paddock hill," according to Simon Taylor of *Autosport*, setting a time of 1min 27.8sec.

Was it all over? The Porsche 917s had shown themselves to be no threat on this occasion, although Jo Siffert finally put his example onto the front row of the grid. Ickx could only get within 0.2sec of the swift Alfa but, right at the end of the day, Clay Regazzoni threw his 312P around to take a last-minute pole time 0.4sec quicker than Stommelen. The De Adamich/Pescarolo Alfa 54 had to be content with times in the 29s.

It was still cold and drizzly on race day and the track

was very slippery as 20,000 spectators turned up to watch. Unusually, the organisers chose a rolling start and the Alfas, running on intermediate tyres, initially fell back behind those on full-wets as Ickx screamed the little 312P into the lead, with Rodriguez displaying his usual wet-weather skill behind in second place.

The first incident was not long in coming as McGovern, in a slow Dulon, spun right in front of Ickx on lap five. The Ferrari went off and hit the barrier head on, but somehow the Belgian got the car going again and headed for the pits for replacement front bodywork (which took eight laps to complete). Then, as Regazzoni later related to me, "We just drove that car for six hours as if it were a Grand Prix. We were flat out." Meanwhile, the Alfas were holding third and fourth, being on less suitable tyres than the leading 917s.

After two hours and the first routine pit-stops, the Alfas were still running third and fourth, but one 917 had fuel problems. Ickx was now the fastest car on the circuit, having hauled the 312P up to tenth overall. Then, around the third hour, the Rodriguez 917 stopped completely around the back of the circuit and retired. The Alfas were now second and third with the Stommelen/Hezemans car leading and on the same lap as the overall race leaders. By this time, the 312P was beginning to become a threat as Regga's pace had hauled it up to fifth place, but still three laps behind.

Just as the fourth hour was up, the leading 917 suffered a badly bungled pit-stop and the Stommelen Alfa went past twice before it was sorted. This put Autodelta into the lead and the team "into paroxysms of delight", as *Autosport* reported. Not only that, but De Adamich also took Alfa number 54 into second place for a Tipo 33 one-two.

At 17.00, Chiti and the team experienced déjà vu. Rolf Stommelen slowed a little passing the pits and then, rounding Druids hairpin, a huge cloud of smoke exited the exhausts of the V8 as the engine blew up in a spectacular way, leaving De Adamich holding on to a four-lap lead over the hard-charging Ferrari 312P, which Regga now had up to second place and closing. Andrea later said that he thought that he and Henri had conserved their engine better than their team-mates, but whatever the reason, Chiti told them to take it easy for the final hour or so. They were helped by the Ferrari suffering starter motor trouble at its last pit-stop.

Regga was flying throughout the race, but especially in the closing stages, taking a further lap off the leading Alfa, then nearly running out of fuel and having to pit at the very last moment. At this stage the spectators – cold, damp but enraptured – were on their toes as, six hours, 24 minutes and 32.2 seconds after the race had started, Tipo 33 number 54 crossed the line to win for Autodelta at last, at an average speed of 97.17mph.

The 312P finished second, whilst two 512Ms were fourth and fifth. Nothing should be allowed to take anything away from the achievement of Chiti, Autodelta, the team and the drivers: 50 years ago, winning the first World Championship race for Alfa Romeo since 28 October 1951, when Fangio had won the Spanish Grand Prix in an Alfetta. It had been a truly historic occasion. 



TOP TO BOTTOM: Toine Hezemans leads in T33/3; at start 312P leads T33s, 917s and 512Ms; Ickx flat out in 312P; Hobbs and Pirradella in Ferrari 512M

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124 Riunione

The biannual Fiat 124 Riunione was held in 2020 on New Zealand's South Island

Story & Images by Neale Batchelor



The third running of the Fiat 124 Riunione event was held over a weekend in November 2020 at Nelson, at the top of New Zealand's South Island. I had participated in the previous two events with my 124 Coupe CC but was invited to this event despite not owning a Fiat Coupe at the time, so I flew to the South Island and was collected by one of the organisers.

Not having a car meant that I was a passenger in various different cars. The first ride was from Blenheim to Havelock in a 2018 Abarth 124 Spider. Due to the glorious weather, the driver was sunburnt so he had

the roof up. I thought the car felt too civilised to be a sports car. It also had an automatic gearbox, which didn't help. My second ride was from Havelock to Nelson in a Fiat 124 BC 1600 – slightly scruffy but wonderful to be a passenger in.

All the cars congregated at Rabbit Island, Nelson for the first meet and greet. There were approximately 29 examples of the 124, 14 Coupes and 14 Spiders. Among the model types represented were BS, CS, modern Abarths, AC, BC and CC.

One of the Spiders is called 'Piglet'. This is a race-modified CS which has participated in various Targa New Zealand

events. Also present was an X1/9 1300 from Queenstown – an interloper that had been allowed to participate. A beautifully restored orange-and-black Fiat 131 Racing (called Sport in the UK) also came along for a look.

The following day a show-and-shine display was held in the car park of the Nelson Classic Car Museum. After lunch, we went on a two-hour drive to the Riwaka Resurgence, where the river pours out of the cave-riddled marble of Takaka Hill in the Kahurangi National Park. As soon as we were out of the city, the road was nearly deserted – just our group of 30 Fiat 124s and the X1/9. I was a





passenger there and back in a Spider, roof down all the way.

Saturday night dinner included the prize giving for the weekend. The best Coupe was a bright yellow BC 1600. This particular car is seen regularly in a series of television advertisements for one of New Zealand's banks. The best Spider was a black CS 2000.

Various other prizes were awarded as well. Sunday morning breakfast was the final event of the weekend. During Sunday afternoon, my billet and I participated in a rally organised by the Nelson branch of the Vintage Car Club to raise money for the New Zealand Cancer Society. Jo navigated and I drove the Spider. Other Italian cars

participating were a 1970 Fiat 500, Fiat 850 Sport Coupe, Fiat 131 Racing, a modern Abarth 124 Spider and a Lancia Delta integrale. The next 124 Riunione will be in 2022, to be held in New Plymouth, North Island. There is also a proposed event for North Island-based Fiat 124s to be held at Lake Taupo in 2021.



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FAINT PRAISE FOR FIAT 131

Having owned a 2.0-litre Fiat 131 Sport as a daily driver from 1983 to 1992, I'm always interested to read any article on what I still consider to be a great car. However, your most recent offering ('Racing Rarity' in the March issue) seemed to carry a discernible whiff of what I can only describe as 'damning the 131 Sport with faint praise'!

To describe the Ford Escort RS2000 as "frankly a better car in several respects" doesn't, in my opinion, do the 131 Sport justice, since the Fiat counters by bettering the Ford in many respects of its own and in areas arguably more significant. Yes, the Ford offers alloy wheels, a sports steering wheel and Recaro sports seats but the Fiat's heavy left and right hook response to those comes via the provision of an extra camshaft atop the engine plus an extra cog in the gearbox. As if that were not enough to set the RS2000 reeling, the 131 Sport's searing uppercut comes in the

form of a properly located rear axle (five-link) and coil-spring suspension set-up versus the legendary Ford leaf spring (or 'cart horse' to quote Clarkson) arrangement.

Would one also seriously be swayed by Ford's single cam Pinto engine versus one of the greatest twin cam engines ever to go into production? Those who know the Pinto engine well are also aware of that engine's propensity for premature camshaft wear thanks to inadequate oil delivery whereas, as the late Guy Croft would have been the first to point out, oil delivery was never an issue on the exquisite Lampredi twin cam design.

In 1978, *Car* magazine featured a shoot-out between these two protagonists in one of its 'Giant Tests' and pretty much concluded that, while both cars had their faults, the 131 Sport proved to have measurably better performance, handling and comfort. Incidentally, to match the equipment levels more fairly, *Car* magazine's test RS2000 had the optional £500 Custom Pack (this included those Recaros and alloy wheels, by the way) which, in 1978, brought the Ford's price up to £4416 as against the Fiat's £4635, so not quite the sizeable cost difference that you quoted.

The day after I acquired my own 131 Sport saw



the car pressed into service as a chase vehicle for a competitor on the 1983 Monte Carlo Rally. Loaded to the hilt with rally car spares (including trolley jacks, tools and a roof rack full of studded tyres) the Fiat proved tough, rugged and dependable, as well as a thoroughly rewarding driver's car during the event - as indeed it continued to be during its subsequent nine years' service. It is still today a car I look back on with great fondness.

Car magazine's Giant Test verdict? "As far as hotshoe saloons go, Ford have been building the best for upwards of five years and it is probably time that they were bettered. That, Fiat have duly done."

Jeremy Reseigh-Watts

MITO: GOT YOUR NUMBER

Really enjoyed your feature on best-selling Alfas (April 2021 issue). However, I think you may have to reorder one of your cars. The MiTo, whose sales you

estimated at 265,000, actually sold 293,428 over its 10-year life cycle. That should elevate it up into 11th slot, above the Alfa 164 but below the Giulietta 116. A total of 23,331 MiTos were sold in the UK, making this one of the best-selling Alfas of modern times. Now, if only Alfa sold a MiTo today...

Graham Anstell

MICHELOTTI'S TRIUMPHANT ITALIA

I have just finished reading your article on Michelotti in this month's magazine. I am a great fan of many of his

designs and was delighted to see a picture of the silver Triumph Italia 2000 (registered 59 TR), in my view one of his best designs. It also happens that 59 TR is my car now, having bought it nearly five years ago. It was of course formerly owned by Tony Ranson and was featured in your magazine in 2010 with pictures by Michael Ward and article by Richard Heseltine. It's a fantastic car, still very much in concours condition, notwithstanding the fact that I have driven some 6000km in it since owning it.

Marc Gordon



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LHD. A lovely example of these rare and stylish coupes very capable of long distance touring with ample room for four and a large boot. Often cited as the pinnacle of Lancia's engineering design and build quality with an alloy V6, all synchro rear transaxle, four wheel disc brakes and double wishbone front suspension, PF Coupes have excellent performance. A comprehensive body restoration was completed in 2016 since which the current owner, (a past president of the Lancia owners club) has had the transaxle rebuilt, a new clutch and replacement bumpers, and has successfully completed a number of wonderful continental trips in it. Parts availability remains excellent and we would be delighted to maintain the car for the new owner. £35,000.

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The **Essential** Buyer's Guide

LANCIA
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Your marque expert: Paul Baker



**Lancia Delta HF 4WD & integrale:
Essential Buyer's Guide**

By Paul Baker
Veloce Publishing
£13.99

Veloce's range of concise Essential Buyer's Guide titles continues to grow, the latest being on the Lancia Delta HF 4WD & integrale. The pocket-sized (A5) format and soft cover betray its role as very much an introductory guide. If you want more detail, there are plenty of other titles out there, including Veloce's *Lancia Delta integrale* by *Auto Italia*'s very own Peter Collins.

It takes you through the convoluted spread of production models in a breathless manner, oddly devoting relatively little space to the regular versions and quite a lot to special editions, among them many one-offs. Some useful advice is given on relative values, although such things are by their nature very time-sensitive and date quickly.

The most useful advice is what to look for when buying. The step-by-step evaluation process is really good, with plenty of model-specific pointers and strengths and weaknesses of individual areas. There's also a fair bit on the real-world practicalities of owning a Delta, from comfort to running costs. Again there are steers on what to pay for things like spares and servicing. Production numbers, clubs and specialist suppliers are also listed.

Another handy chapter reproduces manufacturer spec sheets for Delta HF and integrale variants produced between 1986 and 1994 (HF 4WD, integrale 8v 16v, Evo I and Evo II). Not covered are the earlier Delta HF Turbo and basic variants like the 1.3, 1.5 and 1.6. Overall, then, not the last word on 4WD and integrale Deltas but a handy little introduction to the model.

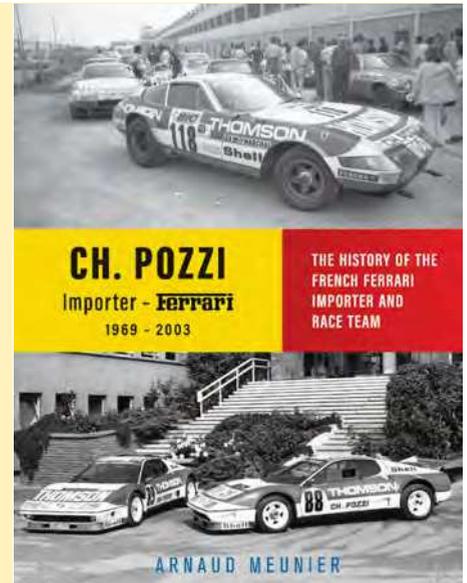
Charles Pozzi: The History Of The French Ferrari Importer & Race Team

By Arnaud Meunier
Eau Rouge Publishing
£90

On the surface, this book might seem like a leftfield choice for a British audience. It is, after all, about France's Ferrari importer – how much interest could there be for English-speaking enthusiasts? But France has always been central to Ferrari's success, both in the showroom and in racing. One man was, almost single-handedly, Ferrari's 'French connection': Charles Pozzi. He started out as a racing driver and represented Ferrari as France's agent and importer from 1969 to 2003.

His racing team, *L'Ecurie Charles Pozzi*, became one of the most successful in Ferrari's history, winning the Tour de France several times, as well as scoring class wins at Le Mans. No surprise, then, that Pozzi became one of Enzo's closest friends.

This English language translation of Arnaud Meunier's book is at its most interesting in the chapters on racing. Pozzi fielded many illustrious cars, notably Daytonas at Le Mans, 308 GTB Group 4 rally cars, 512 BB/LM and F40 LM. Interviews with the likes of Jean-Claude Andruet, Pierre Dieudonné and Francis Vincent bring new depth to the subject, it's richly illustrated with many superb period photos, while a register of all the Pozzi racing cars is a welcome addition. Overall, this excellently produced, large-format book sheds welcome light on a little-covered aspect of Ferrari lore.



Bond Cars: The Definitive History

By Jason Barlow
BBC Digital
£20

The two images on the cover of this new book about James Bond film cars tell you precisely why we're reviewing it in *Auto Italia*. 007's two most iconic cars – the Aston Martin DB5 and Lotus Esprit – were both designed in Italy, the former by Touring, the latter by Italdesign. It doesn't stop there, of course: Italian cars have peppered the

screens of the Bond franchise from day one. In the index, we counted 35 of them, from the Alfa Giulietta Spider in 1963's *Dr No* to the Maserati Quattroporte IV and Lancia Thesis in last year's *No Time To Die* – the latter pair we actually saw in the flesh at the test track facility that *Auto Italia* shares with the James Bond production company.

This book is a real treat: richly researched, bursting with behind-the-scenes imagery and plenty of anecdotes. Car chases, involving the likes of the Ferrari F355 in *Goldeneye* and the Maserati 425 in *Licence to Kill*, are a major component, of course, and great fun to read about. There's an awful lot to absorb in the 336 pages, which makes the book's £20 price tag look like excellent value.



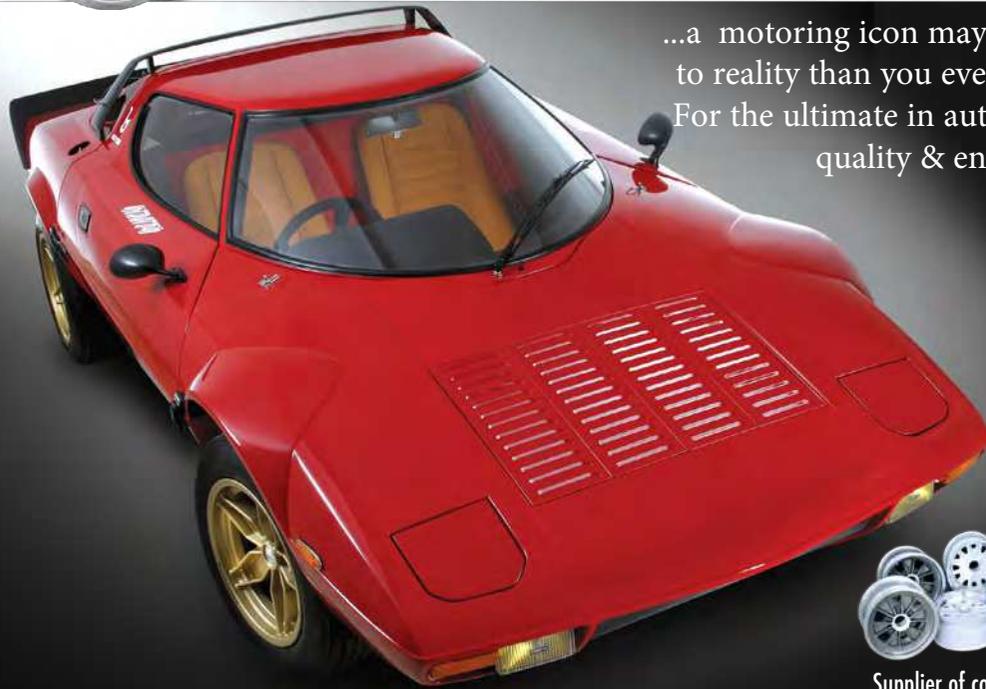


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thruytonracing.co.uk

June 13

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Spa Circuit, Belgium

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stellaaalpinastorica.it

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ALFA ROMEO



1965 Alfa 2600 Bertone Sprint 2 door coupe. RHD, 68,000 miles, metallic blue, a sound strong and robust grand tourer. Major body rebuild 1986, very little used since, records show mileage in 1984 as 62,000, in 2015 64,000 when purchased by me. I had a major engine rebuild by professional old fashioned engineer in 2017, work inc radiator recore, new shockers, 5 new Michelin X tyres, mileage 65,000. Total costs over £10,000. Interior original Italian leather, but driver's seat well worn. Big file of all work done with photos and previous owners, mileage etc, £43,000. Tel: Tim Courtenay, 07483 860942. A303/058



1991 Alfa Romeo Spider S4. 16,104km, Rosso Red, reluctant sale due to ill health and downsizing of my much loved and admired Spider. Owned from 2006 with little dry use only since, superb bodywork having being high quality refurbished in 2002. MOT until March 2022, RHD conversion, tan interior, Nardi steering wheel, original alloys, mohair hood. Comprehensive history file, workshop manual, original tool roll, Alfa Parts CD and original sales brochure included. Matching hardtop with heated rear screen available separately, £12,500, further details on request. Tel: Glyn, 07971 952358. Email: glenn@bugattis.plus.com (East Yorkshire). A303/059



1983 Alfasad TI Green Cloverleaf. Red, same family ownership since 1994. Fully restored some years ago including bare metal paint and new Alfa wings, bonnet and tailgate. BLS built engine (fast road spec) and gearbox with less than 2K miles since. Recently serviced with new cambelts, £9000, call for more info/photos. Tel: 07734 516308. A303/060



1971 Alfa Romeo Giulia 1600 Super 'Biscione'. The late Richard Maxwell's 1971 Giulia 1600 Super 'Biscione', very rare model, Alfa Red with black interior. A genuine two-owner (Richard's father then himself) car with considerable history and provenance. Has just been overhauled and MOT'd by Bianco Auto Developments and is now ready to be driven away, £19,250. Socially distanced viewing welcomed at Bianco's premises. Please call Paul (after 14:00) on: 01342 842080 for more information and to discuss this wonderful car. This is a rare opportunity to acquire a genuine, solid, original Giulia saloon. A303/070



Alfa Romeo 156 2.0 JTS Veloce. Excellent condition throughout, only 47K miles, lovely rare Rosso Brunello metallic paint, full 12 months' MOT, drives like new! £1795 ono, please email for further details. Email: johnse76@hotmail.com. A303/069



2005 Alfa Romeo 166 2.0 TS Lusso Ti. 73,000 miles, Silver Grigio Chiaro. A superb example of this highly under estimated saloon, (there are only a handful left in the UK). The car is fully loaded (elec windows, seats) etc, and has 10 months' MOT. It has been maintained by the Alfa Workshop for the past six years and is due a cambelt and water pump change which can be part of the negotiation on price! Full service history is available, £4500 neg. Tel: Mike Jones, 07455 545111. A303/062



2008 Alfa Romeo GT Blackline JTS. 53,000 miles, black, reluctant sale due to (even) more practical daily driver (159 Sportwagon) on the way! Standard except for a couple of very effective upgrades: front four pot Brembo calipers, Quaife LSD and Powerflex front. Timing belt changed December 2019, MOT due 22 January 2022, FSH except for one year (when the car did particularly low miles). Last service May 2020, only fault on diagnostic is air con pressure related, £3495. Tel: Mike, 07739 974011. A303/063



2007 Alfa Romeo Brera Q4 3.2 V6. 124,000 miles, red, great car, drives beautifully, just had a full service inc all new J hook discs, pads and braided lines with new fluid. PZeros all round, unmarked leather interior, 3.2 V6 4 wheel drive with the 6 speed manual box, not the Selespeed. Call for any more photos or information, £4250, may take a part ex car/ bike. Tel: Dustin, 07817 842443. A303/064



Alfa Romeo 2001 GTV V6 Cup No.73. 40,650 miles, red. I have decided to sell my GTV Cup, No.73, she is a beautiful example of a modern classic and has been lovingly restored by AutoLusso with original parts. There is lots of history which came when I bought her in 2016 (£16,000) as well as a pile of receipts from the recent mechanical restoration work (£10,000). She wants for nothing, is in excellent health, garaged during winter and the interior is immaculate. Please contact me for details and photos, £15,995. Tel: Darren Clement, 07839 180000. Email: darrenclement@protonmail.com. A303/061



2017 Alfa Romeo Giulia Quadrifoglio V6 Bi-Turbo. 18,050 miles, Tri-coat Competizione Red with yellow brake calipers. Leather/grey Alcantara interior, convenience pack with sat nav, carbon inlays, electric and heated seats, blind spot/collision warning and a full service history, UK supplied and VAT paid. Excellent condition, immaculate interior and only 18,000 miles, please contact me for details and photos, £34,995. Tel: Darren Clement, 07839 180000. Email: darrenclement@protonmail.com. A303/066



2011 Alfa Romeo 159 Sportwagon 1.8 petrol. Rare petrol TBI Lusso with full spec, must be one of the last 159s, FSH, leather and Alcantara interior trim, Bluetooth, sat nav, dual exhaust, auto lights, cruise control, reversing sensors, folding mirrors, 2 keys, locking wheel nuts, new tyres, alloys in very good condition. 94,000 miles, £10,995 ono. Tel: Robin, 07890 269143 or email: robingeorgepaul@gmail.com, more pictures available. A303/005

1987 Alfa Romeo Spider S3 2 litre. 154,000km, white, RHD, MOT till end April 2021, electric windows. Owned for last 8 years, always garaged, large history file with all MOTs since 1990. Good all round condition but needs work to N/S sill and lower front wings, £6000. Tel: Peter, 01483 577436 or 07780 700139 (located in Surrey). A303/071



Ferrari 456 MGTA. 1998 in Tour de France blue metallic with natural tan leather and dark blue carpets. Bodywork, wheels and interior in excellent condition. 66,000 miles, MOT Aug '21, full Ferrari dealer service history, serviced by Italian specialist in the North West for last 5 years in my ownership. Cam and auxiliary belts changed at 61,500, full and comprehensive documentation folder, spare key, leather tool case and all manuals. Realistically priced at £45,000. Tel: Nick Green, 07780 850110. A303/012



Ferrari 360 Modena. 2000 360 F1, such an impressive car, it was purchased by UK Ferrari Main Dealership by Tycoon, car has been in UK but it was taken to Northan Ireland in 2009 for job relocation and brought back in 2013, car has very impressive service history, 44,900m, pristine, Ferrari Red, immaculate black leather interior with red carpets, Bi Xenon headlights, air conditioning, electric windows/electric seats and mirrors, red brake calipers, £50,950, bargain. Tel: 07466 021553. A303/015



Ferrari 308 Reimagined. 4 owners, 3rd owner for 20 years. It has a dry sump, extensive engine work by Shiltech with composite doors and rear section, adjustable suspension and modified brakes, a new cooling system has been installed, extinguisher system and Kevlar seats, full cage and harnesses and central locking. Over £83,000 of development work with a full history folder. New clutch fitted and full inspection and belts by Shiltech in 2018 with little mileage since. It is road registered with V5 and MOT, FOC member. Email: jjuan@aol.com. A303/011

2007 Alfa Romeo 939 Spider 2.2 JTS. 46,000 miles, red, registered September 2007, owned by AROC member past 6 years. Low mileage at 46,000, brand new engine fitted 6000 miles ago, new springs, brakes, front subframe, Pirellis. Cambelt, timing chain and tensioners 6000 miles ago, new hydraulic hood motor (£1000) fitted 2018, plus hydraulic roof pipe, hood flap motors, roof gas struts (4), last service and MOT by Capozzoli of Ilchester, Somerset October 2020, £6500. Tel: Mike, 07764 603851 (Somerset). A303/065



Ferrari 328 GTS. 1989 328 GTS rosso/crema, 57,162 miles, FSH, ABS, original tools/books/jack etc. One of only 252 UK cars, stunning, phone FOC member Anthony for more info. Tel: 07779 726845. Email: prsche@msn.com. A303/067



Ferrari F355 GTS. 1996, 20,000 genuine miles with FSH, Sebring Blue, one of 2 ever made. Black leather interior with s/steel, straight through exhaust. Immaculate condition, I am the 3rd owner and have owned the car for 17 years, £98,000. If interested please email: viv@well.ox.ac.uk or call: 07894 556355. A303/001



Ferrari 430 Challenge. 430 Challenge in excellent condition bought 8 years ago and well maintained by FF Corse for 6 years and currently RNR. Used for track days and just three club races. Renovated and colour changed this year to a high standard, complete with wing and front carbon splitter, three sets of wheels. To see the car contact Stuart Shield, 01245 250981 or 07747 605566. Email: stuart@ipropertymedia.com. A303/010



Ferrari 458 Spider. 2014, 25K miles, extras, mint condition, red/Crema, new tyres, 13 months' Ferrari power warranty, 1 prev owner, £145,000 ono. Tel: 07788 456715 (West Yorkshire). A303/068

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F355 Challenge race car road registered (1995). Much loved and well known Challenge car, raced with the Ferrari Owners' Club since 2006. Road registered and ready to race, in fact just back from a successful race weekend picking up overall 1st, 2nd and 2nd results at Snetterton on 10 October 2020, and a total of 5 overall wins in 2020. I have owned the car since 2013 and raced within the Pirelli Ferrari formula classic, Pirelli Ferrari Open and Aston Martin Intermarque Championship. Notable previous owners include Jay Kay from Jamiroquai. Email: nefoc@tristec.co.uk . A303/013



Ferrari 360 Spider. 2002 360 Spider in Rosso/Crema, 28,300 miles, high spec and full service history. My car since 2015 and it has just had cam belt service (3rd in my ownership) at Bob Houghtons, full details on Bob Houghton website. Car is immaculate and ready to go, the car is on SORN at Bob Houghtons so give Russell (sales manager) a call on 01451 860794 to see or test the car. I'm happy to take calls on: 07803 964349. A303/009

Ferrari California T Handling Speciale. California T 2016, Grigio Silverstone with Nero Daytona roof, Rosso leather with blue stitching, 9500 miles with 3 years free servicing, Ferrari warranty till July 2021, 20-inch diamond cut alloys, carbon fibre driver's zone with rev LEDs, superb unmarked condition, may part exchange, £101,950. Tel: Les Coates, 07814 009595. Email: les.coates@tiscali.co.uk. A303/014



Ferrari California. 2011, presented in Azurro California metallic, recent service, full Ferrari service history, 22,568 miles. This very high spec example with optional extras includes: AFS system, cruise control, electric seats, diamond pattern seats, Grigio Scuro stitching, Grigio Scuro carpets, Gunmetal Grey seat belts, central tunnel + armrests + A-Pillars + headliner in leather, diamond style centre door panels, carbon fibre steering wheel with LEDs, aluminium driver and passenger footrests, comfort seats. Email: james@okanelavers.com. A303/084



2010 Ferrari 599 GTB factory HGTE (LHD). Selling my immaculate 599 GTB with rare and desirable factory fitted HGTE pack, Grigio Silverstone with special order grey interior. 2010 car, 2 previous owners and very light usage in its 28,400 miles, clutch wear 16%, brakes 36%. Imported from Germany 2016, full main dealer and specialist independent service history. Many options, including shields, parking sensors, heat insulating screen etc, all books, covers, keys, battery charger, toolkit present, £109,995. Tel: 01327 261415. A303/016

FIAT



Fiat 1900A 1952. Right-hand drive, very rare car! Very good condition, original bodywork, very low mileage. Been in family for 22 years, featured in *Auto Italia* in November 1999 by Phil Ward, lots of spares included, sensible offers considered. Tel: 07925 904194. Email: miller221245@gmail.com. A303/086

MASERATI



Maserati Open Cup. Unique piece of Maserati's racing legacy: one of only 27 ever built Maserati Ghibli Open Cups in pristine condition! This very special, well maintained white Maserati Ghibli Open Cup in full 1996 Evoluzione specs is still as new with less than 60km (!) on the odometer. It has never raced or been on any track. The car (ZAM336B00*00361627) was part of a famous car collection and is obviously not road-legal. Email: viva-hate@web.de. A303/003

PARTS



Ferrari California RH headlight. I have a UK genuine Ferrari California RH headlight for sale. It's brand new, bought for a pre-facelift California, it's no longer wanted. Brand new as in it's not even been unwrapped and taken out of the box. It was an HR OWEN part, 000240126. £3200 but open to offers. Tel: Lee, 01689 664769. A303/039

Portofino valved exhaust and 'stainless steel X' pipe. 2020 Capristo valved exhaust and a Kline Innovation stainless steel 'X' pipe. Will fit a Ferrari Portofino, used for 9 months (1500 miles) during 2020, car now sold with original exhaust refitted. Any sensible offer considered. Tel: Guy, 07768 511614. A303/043

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). A303/044

F430 wheels and tyres. A set of four genuine and original F430 alloys which have just been refurbished by the market leader - Lepsons. Together with a brand new set of Pirelli P Zero Rosso tyres which were fitted at the Pirelli Performance Centre in Burton last month. They have not been fitted to a car and are immaculate, I have lots of photos, £4000. Tel: 07714 155570. Email: michaelcarr1965@gmail.com. A303/050



Ferrari 488 wheels. 20-inch forged dark painted rims. Unmarked set of 4 taken off a 2019 488 Spider 5K miles. Photos on request, can deliver depending on location, £2750. Tel: 07968 593061. A303/085



GT4 doors. Ferrari GT4 panels, new old stock. One pair of door frames and skins, £3000. Email: david.potter@live.com. A303/029

Ferrari 458 Spider OEM floor mats. 458 Spider, OEM new driver's and passenger's black floor mats, still in Ferrari taped bubble wrap, £130 ono excluding postage. Email: Gillian, geb_40@yahoo.co.uk. A303/045

Ferrari F430 Spider carbon engine bay panels. Carbon fibre engine bay panels in immaculate unmarked condition. Only on my car for 400 miles, will fit RHD or LHD F430 Spider models, £700 ono. Email: simonlewis63@hotmail.com. A303/052

Ferrari F430 wheel bolts. Here is a set of genuine and original boxed Ferrari F430 wheel bolts x20. There is no corrosion on any of them, £250. Email: michaelcarr1965@gmail.com. A303/051

Ferrari 4x tyres. Fronts 245/35/ZR/20, rears 305/30/ZR/20, only done 4000 miles on 488 model. Available as I bought a 488 from a dealership, they put 4 new tyres on under the purchase deal and I got to keep the old tyres. On the tyre gauge, new tyres have a 7 to 8 depth of tread, two of these tyres are 5 depth and the other two tyres 6 depth, therefore only a quarter used, £500 the four tyres. Tel: Johnny Vanner, 07956 365177. A303/056

Ferrari 355 hi spec brakes. 4 discs and calipers I took off my 355 when sold, if you have ever tracked a 355 you know why I replaced them. Contact for any questions, reasonable offers, need the space. Tel: 07860 658429. Email: joe.sacco@talk21.com. A303/055

Roll hoop. Roll hoop to fit a Ferrari GT4/308/328, made by Safety Devices, with inertia belts fitted, please contact Robert, to discuss, £400. Tel: 07802 638618. A303/053

Ferrari F40 body panels. Ferrari F40 body panels, email for details. Email: david.potter@live.com. A303/057

MISCELLANEOUS

'E5 GTO'. On retention cert, reasonable offers considered. Email: k.blezard@hotmail.com. A303/026

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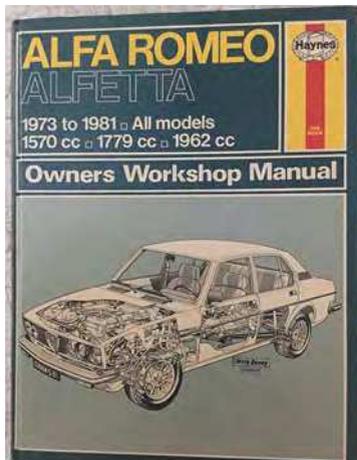
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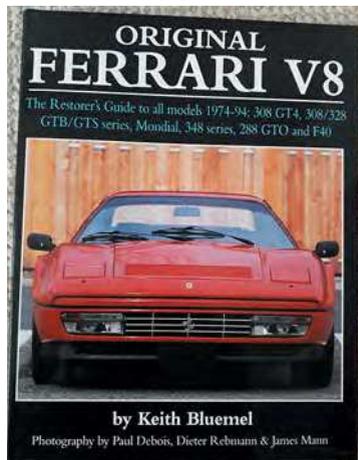
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Drogo Ferrari 250 GT SWB

SACRILEGE! NOT ONE BUT TWO FERRARI 250 GT SWB COUPES - ONE A RARE ALLOY-BODIED COMPETIZIONE - WERE CONVERTED TO DROGO'S BIZARRELY ANGULAR DESIGN

Story by Chris Rees

The name Piero Drogo means a lot in Ferrari circles. He created some of the most beautiful bodies ever seen on Ferrari chassis, many of them for racing clients who'd crashed their cars. Based in Modena, Drogo's company, Carrozzeria Sports Cars, would do pretty much whatever the client wanted. Among its exceptional work on Ferrari chassis were some extremely striking cars, including the legendary Breadvan racer of 1962, the sensational Ecurie Francorchamps 250 GT SWB of the same year and the 'Kerrison' 250 GT SWB of 1963.

Surely one of Drogo's biggest miscalculations, however, was joining forces with a designer called Tadini, who apparently had no previous (or indeed future)

track record in automotive design. In 1968, Tadini had designed some new bodywork for a Jaguar E-Type that had been crashed by its French owner, which Drogo duly built.

Tadini's approach was as rigidly angular as Drogo's previous efforts had been fluid. Clearly some people believed that this was the future of sports car design, for having completed the E-Type, essentially the same design was used for two Ferrari 250 GT chassis.

The design looked like some sort of ghastly pastiche of Giugiaro's Maserati Ghibli. Its proportions were 'off', its surfaces looked like they'd been crafted out of cardboard and many of the details were just plain ugly. Ferrari guru Marcel Massini described the cars as "unfortunate", which we think is

being extremely kind. It was more 'Drongo' than 'Drogo'.

The donor car in each case was a Ferrari 250 GT SWB, one of the most desirable sports cars ever made. One of the butchered donors was even an alloy-bodied Competizione version – the word sacrilege could have been coined for the transformation of such a car, which is worth an easy eight-figure sum in today's market.

The 250 GT SWB Competizione was a 1960 example (chassis #2209GT) that was sent to Drogo by Gastone Crepaldi, the Ferrari concessionaire for the Lombardy region, probably some time during 1968. On completion, the new Drogo car took quite some time to find a new owner – one wonders why? – eventually being sold in May 1969 to a French customer

called Maryvonne Lassus. After a few changes of ownership in France, it was bought by Stuart Passey in the UK and handed over to DK Engineering to have its body converted back to 250 GT SWB. The removed Drogo body was then transferred to a 1960 250 Pininfarina Series 2 chassis (#2065GT).

The second Drogo Ferrari (chassis #2067GT) was sold to a customer in the USA. Some might say it was fortunate that one of its owners crashed it, for in all likelihood the Drogo body was scrapped at this point. Chassis #2067GT was then converted to become a 250 GTO replica, before being changed again to a lightweight alloy 250 GT SWB and finally reverting back to its original steel-bodied 250 GT form of 1960.



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