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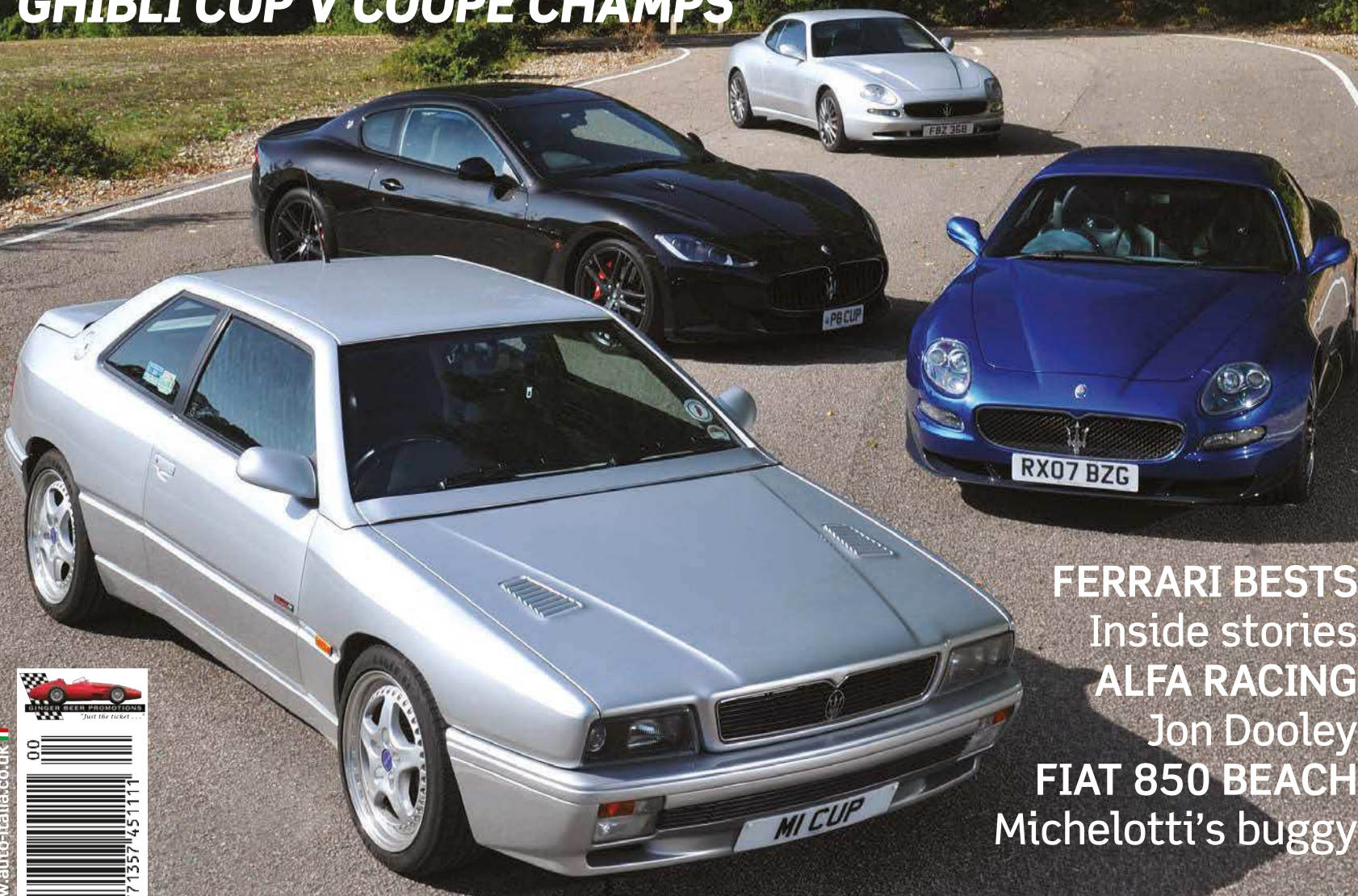
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**Printed in England**  
The MANSON Group Limited, Hertfordshire.  
**Worldwide Retail Distribution**  
Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT



Auto Italia® is published twelve times a year by: Ginger Beer Promotions Ltd, Enterprise House, Building 52, Wrest Park, Silsoe, Bedfordshire, MK45 4HS  
Email: claire@auto-italia.co.uk  
ISSN 1357 - 4515

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In the midst of so many troubles in the world today, I'm delighted to report that we have something to celebrate this month. We've reached a significant milestone: you're holding issue number 300 of *Auto Italia* in your hands. Not many car magazines get to reach this august figure. If nothing else, it shows we've clearly been doing something right.

As regular readers will know, *Auto Italia* was founded on passion, enthusiasm and dedication, and has been run on these foundations ever since. The idea for the magazine was hatched by Phil Ward and Peter Collins way back in 1995. Very much a family affair, today it remains in the family after 25 years, with Phil's son Michael now at the helm.

I want to pay tribute to Phil, my predecessor as editor for fully 22 years up until 2017, who had the vision to steer the good ship *Auto Italia* in all the right directions, even when the waters turned turbulent.

Of course, reaching 300 issues wouldn't have been possible without the talent and dedication of all our contributors and staff working behind the scenes. And to these we need to add the manufacturers, independent specialists and owners who consistently, and so very generously, have given their time and privileged access to their cars, from the humblest Fiat to the most prestigious Ferrari.

Most of all, however, it wouldn't have been possible to reach our 300th issue without you, the reader: your support is truly what keeps us going. I'm absolutely delighted to celebrate with a very special issue this month, and I sincerely hope you enjoy our inside stories behind 25 years' worth of features – from tip-toeing a Ferrari 250 LM and GTO around an iced-up Nürburgring to breaking 213mph on a UK runway. Here's to another 300 issues.

**Chris Rees**  
Editor  
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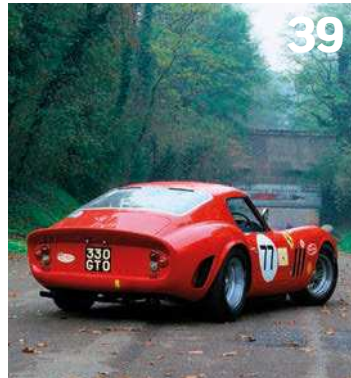
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# ITALIAN CAR NEWS

## EV037: Reborn Lancia Rally 037

**A** new car that draws on the legend of Lancia's Rally 037 racer is to be launched in 2021. The EV037 by Kimera Automobili keeps the profile of the 037 but adds styling elements evoking other rallying Lancias, such as Delta integrale Evo-inspired wheelarch flares and wheels.

"This is not a restomod," a Kimera spokesman told *Auto Italia*. "It's the car that Lancia would be making today if had kept going with the 037. It's a modern car that respects the legacy of the Rally 037."

Part of the business of Kimera Automobili, founded by rally driver Luca Betti, is renovating Delta S4s and Rally 037s, the

latter the last two-wheel drive car to win the world rally title.

Kimera's new EV037 has a mechanical specification that, "remains faithful to the traditional concepts of the 037, Delta S4... and Delta Evoluzione". Engineer Claudio Lombardi, the inventor of the S4 'Triflux' engine, has been involved with a new powerplant. This keeps the original four-cylinder twin-cam format but adopts the S4 concept of adding both a turbocharger and a supercharger, although the supercharger will now be electric-driven, not belt-driven as it was on the S4. A power output of at least 550hp is promised.

The gearbox choice is either manual or

sequential automatic, although so far all orders have been for the manual version. The total weight of the car is 950kg and while it's clearly a hardcore prospect, it's also designed for "daily use", says Kimera.

The dynamic launch for the Kimera EV037 will be at Goodwood FoS in July 2021, then it will appear at the Passione Engadina rally with drivers Miki Biasion and Luca Betti. Only 37 examples are to be made, priced at 480,000 euros each. Eight cars have been sold already, the first five being special tributes to rally drivers who have a connection with the 037. Following this initial run, a further 10 'integrale' examples will be made with four-wheel drive.







## TRACK SPECIAL: FERRARI 488 GT MODIFICATA

A new track-focused limited edition has been released by Ferrari: the 488 GT Modificata. Using a mix of technology taken from Ferrari's 488 GT3 and 488 GTE racers, it is designed exclusively for track use.

Racing parts and different mapping produce peak power of 700hp, while the gearbox comes with different ratios and a carbonfibre clutch. The 488 GT Modificata benefits from revamped aerodynamics, generating higher front downforce of over 1000kg at 143mph, without increasing drag.

Apart from the aluminium roof and uprights, the bodywork is, like the 488 GTE, entirely in carbonfibre. The 488 GTE donates its suspension, while the Brembo brakes have low-torque callipers and 488 GT3 Evo ABS. Standard equipment includes a V-Box with Bosch telemetry, rear-view camera, passenger seat and tyre monitoring system. The 488 GT Modificata can also be customised inside and out.

Produced in a very limited series, the GT Modificata is initially only being sold to drivers who have taken part in Ferrari Competizioni GT events. In 2021, customers will have the chance to participate in events on tracks including Virginia International Raceway, Monza, Watkins Glen, Suzuka and Nürburgring, as well as the Finali Mondiali.



## STREET RACER: HURACÁN STO

A new STO (Super Trofeo Omologata) version of Lamborghini's Huracán draws on Super Trofeo Evo and GT3 Eco racers to create a road-homologated supercar.

The Huracán STO has a much-modified exterior, designed to improve airflow. Grouped under the heading 'cofango' – a portmanteau of 'cofano' (bonnet) and 'parafango' (wing) – are a range of aero ducts, splitters and louvres. The front bonnet, wings and bumper are one single component.

New air ducts up front improve engine cooling and downforce, while a new front splitter directs airflow to the revised underbody and around the front wheels. A new rear wing, derived from the Super Trofeo Evo, includes a NACA air intake. The engine cover features an integrated air scoop and air deflectors, while a characteristic 'shark fin' is claimed to aid cornering stability, and a manually adjustable rear spoiler features slots. New front brake cooling ducts work with new CCM-R brakes.

The result is the highest level of downforce in its class, says Lamborghini. Overall efficiency is improved by 37% and downforce by 53% over the Huracán Performante.

The STO uses carbonfibre in more than 75% of its body panels, a 20% lighter windscreen and magnesium wheels. That results in a dry weight of 1339kg, some 43kg less than the Performante. Bespoke Bridgestone Potenza tyres are available in both road and track guises.

The naturally aspirated V10 has been specially calibrated for greater response, while gearchange speeds have been sharpened. 640hp of power drives the rear wheels only, with 0-62mph claimed in 3.0 seconds, 0-124mph in 9.0 seconds and a top speed of 193mph.

Other changes include a wider track, stiffer suspension bushing, specific anti-roll bars, MagneRide 2.0 and fixed-ratio steering. There are three driving modes: STO is road-focused, Trofeo is for dry tracks and Pioggia (rain) is for wet tarmac.

The cabin makes extensive use of carbonfibre, including the seats, floor and door panels. Alcantara trim, four-point seatbelts and a new front boot designed for helmet storage also feature. The price is £260,000 and deliveries begin in spring 2021.



## VELOCE TI JOINS STELVIO RANGE

A new Veloce Ti model joins Alfa Romeo's Stelvio line-up for the first time for 2021. The styling of the Stelvio Veloce Ti evokes the Quadrifoglio, featuring a new rear bumper, unique diffuser and body-coloured body kit. Dark window surrounds, tinted windows and exterior badging also appear, while a new option is 21-inch five-hole alloy wheels with a dark finish (soon to be available on other Stelvios, too).

Inside, the Quadrifoglio theme continues with aluminium gearshift paddles, sports seats in leather and Alcantara, black headlining and carbonfibre accents. The Veloce Ti uses a 280hp 2.0-litre petrol engine, eight-speed automatic transmission and Q4 all-wheel drive. Prices have yet to be announced.

The latest Giulia and Stelvio ranges have also been updated for 2021 with Euro 6d-compliant engines and new Alfa Connect Services.



## FERRARI ROMA WINS DESIGN AWARD

The Ferrari Roma has won the Car Design Award in the Production Cars category. The jury commented: "The Ferrari design team, led by Flavio Manzoni, did an incredible job with the Roma. This car reinterprets the classical lines of a Gran Turismo car and projects them into the 21st century thanks to sensual, evocative and cutting-edge design."



## ARES WAMI LALIQUE SPYDER

The Wami Laliqe Spyder is the latest new model from Italian car couturier, Ares. Based on a design first revealed in 2018, its design draws inspiration from the Frua-bodied Maserati 2000 Spyder of the 1950s. The hand-shaped bodywork is in aluminium and carbonfibre, featuring such styling cues as chromed exhausts, bumper overrides and wire wheels.

French crystal maker Lalique has worked on embellishments for the centre console and doors, combining with an English oak dashboard and white-on-black dials. 12 examples are to be produced on unspecified mechanical underpinnings, with the order book open now.



## MASERATI MC20 EVENT TRIUMPH

Maserati has triumphed in the Best Event Awards 2020, taking the events sector trophy for its *MMXX: Time to be Audacious* show held in September to reveal the new MC20 supercar. Some 500 guests – including *Auto Italia* magazine – attended what was one of the biggest car events of 2020.





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**BRAZIL-ONLY FIAT MOBI**

Fiat Brazil has launched a refreshed version of the Mobi, a Fiat Uno-based city car, for 2021 with a new Trekking version that includes roof bars and an off-road look. At 907kg, it's one of the lightest cars on sale in Brazil and has been a great sales success, more than 215,000 having been made since launch in 2016.



**WIN! £995 JORDAN BESPOKE LEATHER HOLDALL**

To celebrate our 300th issue, *Auto Italia* is giving away a stunning Jordan Bespoke Racing Red GTO Holdall. This striking-looking Italian-made holdall is perfect for all sorts of uses, from grand touring luggage to a kit bag. Finished in fine black Italian smooth no-grain leather with red stitching, it features original 1960s seat belt webbing for the handles and shoulder straps.

The winner will get the bag personalised with a bespoke lining based on your own photo – for instance, your own car or a memorable road trip. Also included will be your initials hot-stamped into the front, and a special leather panel inside with a unique 300th *Auto Italia* winner's dedication. The total retail value of this package is £995.

**To enter, simply answer this question before Jan 31st 2021: which car company made the 250 GTO? Email your answer, along with your name and address, to [claire@auto-italia.co.uk](mailto:claire@auto-italia.co.uk) or write to us at the editorial address on page 3.**

Jordan Bespoke is also offering *Auto Italia* readers a very special 20% discount off its leather goods. Simply apply the code **AI20** when checking out at [www.jordanbespoke.com](http://www.jordanbespoke.com)



**NEW FERRARI F355 STEERING WHEEL HUB**

Brown & Geeson has launched a new collapsible steering wheel hub kit suitable for 1994-1999 Ferrari F355s. Made in Italy from cast aluminium materials, it's dual-drilled, making it compatible with wheels featuring either a 6x70mm PCD (such as Momo, Sparco, OMP and Simoni) or a 6x74mm PCD (Nardi, Personal and Raid). The BG8368 collapsible hub kit retails at £71.99 and is available at [www.b-gdirect.com](http://www.b-gdirect.com) or by calling 01268 764411.

**ALFA 75 BOOK UPDATED**

A new, updated edition of the self-published book, *Alfa Romeo 75 e Derivate Milano, SZ, RZ* has been published. There are 45 new images compared to the first edition of April 2020, as well as new graphics and updated information. Within the 590 pages are the history, identification, use and restoration of the Alfa Romeo 75 family, including the SZ and RZ. The book, with text in Italian language only, can be found on Amazon platforms.









# Lamborghini Wins British GT Championship

By Mike Rysiecki  
Images by Leigh Jones/SRO



**A**s the 2020 British GT Championship reached its conclusion, eight drivers had the chance of winning the overall title. Barwell Motorsport's Lamborghini Huracán GT3 (car 72), driven by Adam Balon and Phil Keen, took second place at the second Donington Park outing, followed by seventh and first in the two Snetterton sprint races. The Pro-Am pair went to the final Silverstone 500 three-hour race holding third place in the overall championship. Barwell teammates Sandy Mitchell and

Rob Collard (78) had taken eighth at Donington, before a second and fifth at the Snetterton races. Snetterton also saw Lamborghinis finish first and second in the second race thanks to WPI Motorsport's Michael Igoe and Andrea Caldarelli, keeping their championship hopes alive for the season finale at Silverstone.

A full 38-car grid at Silverstone included all manner of additional single-race entries and a clutch of GTC (Challenge and Cup) Ferraris and Porsches, whose race pace (somewhere between GT3 and GT4 cars) meant that GT3 racers had to lap many

more cars. New star driver Jenson Button made his British GT3 debut in the RJN McLaren 720S.

Although spectators were prohibited from attending the behind-closed-doors race, web TV coverage allowed viewers to catch the action.

Mitchell and Collard arrived fresh from victory at Spa, with a 24-hour Pro/Am class win – Barwell's third such win at the Belgian circuit. At Silverstone, the Barwell Motorsport team never missed a beat all weekend long. Mitchell and Collard took pole in GT3, remarkable considering Collard







had never driven the full GP circuit at Silverstone before. Team boss Mark Lemmer's call for a very early pit stop during a lap-two safety car period brought an early track position advantage over less decisive teams, as well as getting a mandatory pit stop out of the way. Car 78 then ran a textbook race to victory.

Sadly Adam Balon was the victim of on-track contact with Sam De Haan, resulting in a spin that ended Balon and Phil Keen's title chances. But Keen's reign as the fastest British GT Championship driver with the most wins remained unbroken, with a

new qualifying lap record and his sixth fastest lap trophy of the season. The Lamborghinis of Balon/Keen and Igoe/Caldarelli finished second and third respectively in the GT3 Pro/Am division of the British GT Championship.

Sandy Mitchell said: "It was a fantastic race. Our strategy was excellent. Rob did a terrific move on the RAM Mercedes in his second stint to retake the lead. I then managed to come out of the pits after our final stop just in front of the RJN McLaren, which was really important. I had fresh tyres on the car, and that allowed me to pull away

and open a healthy advantage."

Rob Collard added: "I gave it my absolute all, I've done my best. Sandy has taught me a lot this year... how to drive a GT3 car with 'aero'. The change of direction speed is amazing."

Mitchell and Collard picked up a host of trophies: the historic Silverstone 500 trophy, British GT3 overall championship, Silver Cup Champions and – along with Balon and Keen – the Team Championship crown for Barwell. This was Lamborghini's 16th British GT race victory, and its first ever overall British GT Championship.





# Back on Track

Trofeo badging and 580hp of V8 power give Maserati's Ghibli and Quattroporte an extra dose of track-inspired performance. Just how well do these 202mph super-saloons drive?

Story by Matt Zuchowski  
Photography by Michael Ward

**B**ack in 1963, when the Quattroporte name was first used, Maserati symbolically completed the metamorphosis it had started back in the 1950s, from racing car manufacturer to solely road cars. Not that the Quattroporte was a mere road car, more like a racer with an extra pair of doors and seats. Its V8 engine started life in the 450S racer; its de Dion suspension was a pure competition setup.

The five generations that followed have gradually lost this racing DNA in favour of style and craftsmanship. The Lorenzo Ramaciotti-penned Quattroporte VI of 2013 and the Ghibli that soon followed it have taken these qualities to new heights. For model year 2021, they come with updated multimedia, new functions and slightly modernised looks featuring rear 'boomerang' lights inspired by the Maserati 3200 GT.

And yet I haven't been able to fight the feeling of a missed opportunity, of untapped potential, mostly on the dynamic side. Yes, Maserati's big saloons have always had enough power and aural drama to provide authentic driving thrills. Objectively, though, even their top-end variants lacked the poise and performance to beat the best Germans.

The Trofeos are here to change this. Maserati began to use this name for its extreme road car variants in 2018, when it gave the world Levante Trofeo. The new Ghibli and Quattroporte derivatives use its proven ingredients.

Most important of these is the engine. As with the Levante Trofeo, the Ferrari-built 3.8-litre twin-turbo V8 is fitted, although with some modifications to key components like pistons and connecting rods. The result is an engine boasting some stonking numbers: 580hp and 730Nm (538lb ft), the latter available from 2250rpm to 5250rpm.

The centre tunnel has a new button with 'Sport/Corsa' written on it. Push it twice and Race mode is activated, which in turn deactivates most of the electronic driving aids. Unlike the all-wheel drive Levante Trofeo, all of the engine's efforts are delivered exclusively to the rear wheels. And this is where things get interesting. 0-62 mph times aren't especially impressive (4.3 and 4.5 seconds for Ghibli and QP respectively; the Germans were there ages ago) but their 202mph top speed has raised a few eyebrows in Munich and Stuttgart. They're among the fastest saloons ever built, and only the 205mph MC12 has ever been faster from Maserati's stable.

Time to get behind the wheel around the tricky Autodromo di Modena. Quattroporte first. Beginnings aren't easy. My instructor – let's call him Andrea – acts like a stereotypical Italian: shouts and waves his hands when I do something wrong; does the same when I drive like he expects me to. The car is behaving like a stereotypical Italian, too. The rear end snaps at each touch of the throttle. It's enough to put a smile on my face here, but not necessarily when the owner is looking for a smooth morning

run to work on a foggy day.

Curiously, the more I push the QP, the more it reveals its nature. After gaining enough confidence to build my speed around the track, I notice some soft spots, or maybe even flaws.

"The brakes aren't that strong," I challenge Andrea. He admits: "Well, despite the name, Trofeo isn't really a car for the track. There just isn't such a thing as a four-door race car." There was one, but in 1963...

Things are slightly better behind the wheel of the Ghibli Trofeo. This is the first time the smaller Maserati saloon has housed a V8 engine, and it feels right at home here. In fact, it suits the shorter (by









## TECHNICAL SPECIFICATIONS

	GHIBLI TROFEO	QUATTROPORTE TROFEO
ENGINE:	3799cc V8 twin-turbo	3799cc V8 twin-turbo
POWER:	580hp at 6750rpm	580hp at 6750rpm
TORQUE:	730Nm (538lb ft) at 2250rpm	730Nm (538lb ft) at 2250rpm
TRANSMISSION:	ZF 8-speed automatic	ZF 8-speed automatic
DIMENSIONS:	4971mm (L), 1945mm (W), 1461mm (H)	5262mm (L), 1948mm (W), 1481mm (H)
WEIGHT:	1969kg	2000kg
FUEL CONSUMPTION:	23.0mpg	23.0mpg
MAX SPEED:	202mph	202mph
0-62MPH:	4.3 sec	4.5 sec
0-62MPH:	£103,890	£126,890



291mm) and lighter (by 31kg) car even more. On track, it feels more rigid and focused. In a competitive segment, the Ghibli Trofeo plays its charismatic and likeable role well, even if it's not the fastest or most technologically advanced proposition.

Both Trofeos keep many of their key components from the regular versions. The steering is still relatively slow and heavily assisted. The tricky IVC electronics that aid handling work in the same way. The brakes are still made from steel, not carbon. The Skyhook active suspension with double wishbones up front and multilink at the rear are still present, as is the ZF eight-speed automatic transmission. Even with some fine tuning, it's too little to call these Trofeos homologation specials.

In the end, though, that's good news for clients. The main virtues of the Ghibli and Quattroporte aren't disrupted: they are still fabulous grand tourers, boasting great design and mechanical potency. Now there's just tad more craziness in them.

Inside you'll find only small changes: some extra carbonfibre and Trofeo badging. Outside, both new models get more assertive details like contrasting red details, aerodynamic bodykit and four exhaust tips. The

Ghibli takes a step further, as its bonnet is pierced with a couple of motorsport-style vents, while the boot is adorned with a carbonfibre spoiler. Only the Italians can get away with this kind of ornamentation without making it look like it's from a cheap tuning company.

Leaving the track, I have to admit that the potential of the Maserati saloons has finally been fulfilled, even if it's a little late – seven years after the premieres of the models they're based on. But these derivatives are less about making economic sense, and more sending out an audacious message: Maserati is back in the game, and this time the return really does look promising. In an era when Maserati is making a Ghibli Hybrid and will soon be offering its MC20 and next-generation Granturismo in purely electric form, the Trofeos are the *gran finale* of the old era.

Possibly these cars won't stay on the market for long. Possibly they will sell in very small numbers. Possibly that means both are already future classics, just as the fifth-generation Quattroporte GT S has become collectible. And both the Ghibli and Quattroporte Trofeo are far more accomplished and interesting than any Maserati four-door car for a long time. 🇮🇹

*We've always said V8 power suits Maserati; new 580hp 'eight' confirms it. Ghibli feels most agile of Maserati's Trofeo trio*







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# Sharpened Tridents



While Maserati's new Trofeo models chart the future of high performance, we drive four enhanced Modenese marvels from the modern classic era. But which move-up Maserati makes the best impression?

Story by Nathan Chadwick  
Images by Michael Ward

**M**aserati's latest Trofeo models (tested this month on page 14) show that Modena's passion for creating cars with an extra performance edge is undiminished. That 'edge' is something that Maserati has pursued with tenacious vigour over the last three decades. Taking inspiration from the racetrack, these Maseratis represented the highest expressions of road car performance in their respective eras. We've gathered together four of them here: Ghibli Cup (1990s), 3200 Assetto Corsa (early 2000s), GranSport MC Victory (late 2000s) and GranTurismo MC Stradale (2010s). Each is beguiling in its own way – but which one would we take home?

## GHIBLI CUP

At the time of the Ghibli II's launch in 1992, Maserati was a desolate, miserable place: it had run out of money and its factory was woefully behind the times. Despite the Ghibli's underpinnings being largely new, it still bore the silhouette – and the shadow – of the Biturbo. To make matters worse, a crippling recession was dampening sales.

Maserati decided to take the Ghibli II racing with a one-make championship that largely followed the DTM touring car series across Europe. After a successful 1994, the 1995 season lasted only two rounds on the grounds of cost (although rumours persist it was because the Ghibli was faster than the Ferrari F355 Challenge and Maranello couldn't have that).

Nevertheless, Maserati paid tribute to the racing cars with a limited run of Ghibli Cup road cars. These actually developed more horsepower than the race cars – 330hp from a 2.0-litre twin-turbocharged V6, representing a record specific output at the time of 165hp per litre.

This would be the first time that the Ghibli's 'small' engine would be available in the UK and other export





markets, which tended to get the torque-heavy 2.8-litre V6. Some 60 Ghibli Cups were built with the 2.0-litre engine between 1995 and 1997, of which 24 came to the UK. A few 2.8-litre Cups were also built (or converted), largely for Japan.

The Cup's 30hp boost over the regular Ghibli 2.0 came through a revised ECU, freer-flowing exhaust and bespoke roller-bearing IHI turbochargers. Peer through the gorgeous Speedline split-rim 17-inchers and you'll see four-pot Brembo brakes masking shorter, stiffer Eibach springs. Combine that with Koni adaptive dampers and it's chalk to the standard 2.8-litre Ghibli's cheese.

Through the small, thick-rimmed Momo Corse steering wheel, you notice the difference in feel immediately. The steering isn't the quickest, but it's incisively accurate and insistently communicative without being distracting. The cabin clearly betrays its Biturbo DNA, with some nods to modernity like fake carbonfibre, oodles of Alcantara and comfy Connolly leather chairs. It's not quite the ergonomic mess that period reviewers would have you believe – the pedals

are slightly closer than you might need and the steering wheel further away than you might like, but neither I (at 6ft 7in) nor the owner (a little less than 6ft) have a problem getting comfortable. The only gripes are a lack of lateral support when cornering and a place to rest your clutch foot in RHD cars.

The Getrag six-speeder is a delight, positive across the gate and short of throw. The most important bit is the low-rent tab perched next to it: looking like something off an Argos own-brand tape recorder from the 1980s, this is how you control the Koni adjustable suspension. There are four modes – normal mode is '2', with '1' slackening off the dampers for a more comfortable ride, '3' for more energetic drives (tightening the dampers) and '4' for track use.

In '2', the Cup is immediately more dynamic than the normal Ghibli, with none of the standard car's soft responses. In '3', you've stepped through a door to handling akin to a Ferrari or Lotus – the steering comes alive, keying into your synapses as you start to ask more probing questions of the chassis.

It answers them with aplomb. The engine sits fairly

*Our Cup of tea: 330hp, Speedline alloys, Brembos, Eibach springs, adjustable Konis. Steering, handling, gearbox are all top drawer*







far back under that squared-off bonnet, meaning the Cup's nose is free from understeer; it sniffs out apexes with the keenness of a bloodhound, with a level of depth and clarity about what's going on tyre-side that is unsurpassed in this company. You sense the same chattiness about the steering as in a Ferrari F355.

The natural torque of the V6 can be felt sliding in at around 3000rpm but that's a mere *amuse bouche* for the 274lb ft of torque that thuds in at 4500rpm, some time after you've buried the throttle, kicking the oh-so-'80s multi-coloured boost gauge around the dial and your lower spine into touch. It's a visceral experience, this – a sledgehammer magic trick that makes tarmac disappear in an instant. It's all backed up with a soundtrack that starts with gruff, toiling tones before the six-cylinder orchestra fires up with a smooth sheen; add in the turbochargers and it's like a 747 taking off.

Enormous turbo lag might be a disincentive, but frankly the lag is a big part of the fun. Much like the similarly square-jawed Lancia integrale, the chassis

reins in the Cup's excesses. You really can feel the rear limited-slip differential digging into the asphalt, providing superb grip: point towards the second stage of the apex, hold on, smile.

The pedals, gearshift and steering talk to you just as the Lancia's do, too. This is what led this car's owner, Henry McNeil, to sign on the dotted line, and it's a love affair that's lasted 20 years, as he tells us: "This was the first Ghibli Cup registered in the UK, wearing the famous TOY 123 number plate at the time. I don't know a car that drives better – it's very analogue. To get the best out of the car, you've got to bring it on track."

Henry's car has been 100% reliable apart from a (German) battery. "Service costs vary from £600 to £4000 per year, depending on what needs doing, with McGrath Maserati looking after it since 2007, when Maranello said they could no longer do so."

That hints at the major problem with these cars: parts are hard to find and pricey. However, every time you plant the throttle in third and reach for the 7000rpm limit, you simply won't care about the bills, trust me. Well, maybe speeding ticket bills...



## TECHNICAL SPECIFICATIONS

### GHIBLI CUP

ENGINE:	1996cc V6 DOHC twin-turbo
BORE X STROKE:	82mm x 63mm
POWER:	330hp at 6750rpm
TORQUE:	371Nm (274lb ft) at 4500rpm
TRANSMISSION:	6-speed manual
WEIGHT:	1365kg
MAX SPEED:	168mph
0-62MPH:	5.6 seconds





### 3200 ASETTO CORSA

The 3200 was a resounding success for Maserati. Some 4795 examples rolled out of the factory over three-and-a-half years – not bad for a car whose engine was the last of the Biturbo line, with parentage extending back to 1981. The Aspetto Corsa was launched in 2001 as a run-out model celebrating Maserati's 75th birthday. This had a red-piped leather interior, a thicker front anti-roll bar, tweaked suspension (15mm lower than standard, stiffer springs and dampers), bespoke alloy wheels and Pirelli P Zero Corsa tyres.

It still looks stunning after all these years, that 15mm drop only making its mix of voluptuous curves and aggressive detailing even more alluring. The boomerang lights, so criticised at the car's launch and now so beloved (and referenced in Maserati's new Trofeo range), are still the highlight of the design, and also the first case of production LED lighting. Pininfarina's Enrico Fumia did a fine job of the interior: a glorious combination of curves that feels even more special than (whisper it) a Ferrari 456 or 550 Maranello.

The star of the show, however, is the V8 engine, its



## TECHNICAL SPECIFICATIONS

### 3200 ASETTO CORSA

ENGINE:	3217cc V8 DOHC twin-turbo
BORE X STROKE:	80mm x 80mm
POWER:	370hp at 6250rpm
TORQUE:	490Nm (362lb ft) at 4500rpm
TRANSMISSION:	6-speed manual (4-speed auto option)
WEIGHT:	1587kg
MAX SPEED:	174mph
0-62MPH:	5.2 seconds





370hp producing around 50hp more than the Shamal that pioneered the unit. There's instant response and a healthy dose of 'natural' torque that really starts to seep in from around 3500rpm. Then you hit 5000rpm and the two turbos thud in with all the subtlety of a Frankie Boyle punchline. It's a proper kick in the back as your ears are filled with a glorious mixture of eight-cylinder bombast and turbocharger whine. Hit the Sport button in the centre of the dash and the throttle response is even sharper.

The steering is a completely different flavour to the Ghibli Cup: quicker but also lacking feel. You're a lot less confident playing with the nose, and you're never quite sure what the grip level is. But for aficionados, that's part of the appeal.

Our car has a Getrag six-speed manual gearbox, but you could specify it with a four-speed BTR automatic. The manual is a much better choice, allowing fine control of the ratios, even though it lacks the positivity of the Cup and doesn't like to be rushed.

The ride is firm but not overly uncomfortable, even with Sport mode enabled and the dampers stiffened. Over rougher surfaces the 3200 becomes a little flustered, and the mixture of a harder ride, soft

steering and on-off throttle delivery make this a tricky car to drive quickly and smoothly.

Calm down and it rewards. There are none of the compromises you face in the Ghibli – the seats are easily adjustable and the pedal box is roomy. There's plenty of space in the back for adults, too. In that sense, it's clearly the most useable as a GT car.

For owner Garry Cobb, the appeal over a 4200 was clear: "It was always a heart-over-head purchase – I wanted the boomerang lights. The Assetto Corsa was more expensive than I was looking to pay but the sound from the Larini exhausts sealed the deal. I love the whistle from the turbos and the noise at the back."

Despite concerns about parts supply, Garry has big plans for his car. "I've toured through the Netherlands, France and Belgium with my twin petrolhead boys, and my ambition is to take it back to Modena on an assisted tour with Emblem Sports Cars."

The differences between the standard 3200 and the Assetto Corsa might not be as distinct as the other cars here, but there's one big upside to that: it's by far the cheapest way into a special edition Maserati, with prices starting in the late teens for a useable example. For some, it also has the last 'proper' Maserati engine.

*Glorious twin-turbo V8 delivers a real kick. Despite 'Corsa' badge, benefits from a cossetting driving style*







### GRANSPORT MC VICTORY

The Coupe that replaced the 3200 in 2001 had a mixed response. Its Ferrari-derived 4.2-litre V8 was a highlight but its Cambiocorsa semi-automatic gearbox came in for criticism, as did the steering and suspension. A 2003 update did much to improve things, but it was 2004's GranSport, with its more powerful 400hp engine, that really saw Modena start to challenge the Porsche 911.

Maserati's design chief, Frank Stephenson, once let slip in an interview that the GranSport was actually supposed to be a much more hardcore car, along the lines of the Ferrari 360 Challenge Stradale. But Ferrari thought that such a car would be too much of a threat to its own offerings and changed it so that the initial GranSport had a rather odd feel – rock hard suspension in Sport mode, but quite light-feeling steering. It looked the part, though, Giugiaro's shape being reinterpreted with more aggressive body additions and a 10mm lower stance.

In 2007 came the GranSport MC Victory, paying tribute to the MC12's race victories. The spec was what you would imagine for a run-out special: extended carbonfibre front spoiler, new colour, carbon bucket seats and plenty of Alcantara. Under the skin it was unchanged from the GranSport, except for a revised steering rack. This transformed the MC V's steering: it feels wired into your central nervous system, allowing you to ask more and more of the car's chassis. Tipping the scales at 1680kg, it feels much lighter, its nose responding immediately to your requests. It steers as sharply as Ferrari's 550 Maranello, if not better. There's spectacular grip, too. You have to be properly lairy to encourage the rear end to play but such is the talkative nature of the steering, you feel far more involved than you do in the normal GranSport.

The interior really is special. The Enzo-derived seats are fairly small for those wide of arse (hello), but they

really hold you in place. Just as well, since the MC V is very adept at getting you to go faster and faster, and corner harder and harder.

It feels faster than a standard GranSport, too. Maybe the mixture of seats and steering rack are clouding my judgement, but it feels like it's got more than 400hp. Rumour is that lessons were learned from the one-make Trofeo race series – lessons that saw a revised intake, ECU and more. Factory insiders are tight-lipped but an online catalogue lists a surprising amount of bespoke MC V parts.

Whatever the truth, the 4244cc V8 under that elegant nose is a masterpiece. It's got a lovely burble that soon transitions to a roar. At 4500rpm the full 333lb ft comes in just as the extra exhaust valves open up, leaving you to chase a glorious howl all the way to the 7000rpm redline.

All this in a car with four seats; proper seats, at that. True, the rears look like fishponds and you probably wouldn't want to be in there too long, but it's a miracle of packaging. There's a push-button start, lashings of





“ The MC Victory feels like the car the GranSport should have been all along ”



## TECHNICAL SPECIFICATIONS

### GRANSport MC VICTORY

ENGINE:	4244cc V8 DOHC
BORE X STROKE:	92mm x 79.8mm
POWER:	400hp at 7000rpm
TORQUE:	451Nm (333lb ft) at 4500rpm
TRANSMISSION:	6-speed semi-auto
WEIGHT:	1680kg
MAX SPEED:	180mph
0-62MPH:	5.1 seconds



*Changes for MC Victory include carbonfibre goodies, nicer cabin and transformed steering feel*

blue-flecked carbonfibre and haptic-delight paddles.

The 4200 had a choice of manual or Cambiocorsa transmission; the GranSport only got the latter. Disappointing? Well, the gearshifts may not be quick but pulling the paddle shifter is a physical event, feeling as analogue as an electro-hydraulic gearchange can. Lift off the accelerator and fire home a paddle pull and it's smooth, but you feel a big-hearted lunge through the drivetrain. There's a glorious sound as you blip the throttle on downchanges, making you feel like a 1990s F1 driver, and a delightful cough on the overrun. Drawbacks? The gearbox isn't great in town or in full auto mode.

Out on the open road or on a circuit is where the MC V works best. The ride is firm to the point of harsh, so you need to pick your roads carefully. Then you're rewarded with perhaps the finest-handling series production Maserati this side of the year 2000.

Owner Jon Nemeth graduated to an MC Victory after being won over by an original GranSport. "Having satisfied myself that the GranSport was a very good

car, I thought I might as well have the pinnacle. It surprised me how much the differences on paper were surpassed. These minor tweaks have such a major difference, especially the steering – I nearly put it in a hedge the first time I drove it."

Marque specialist Emblem Sports Cars services it on a time, not mileage, basis. "It can be a costly car to run, but you just have to live with it," says Jon. "My only gripe is the all-or-nothing Sport mode. I wish the suspension settings were independent of the gearbox and exhaust, as it can be pretty uncompromising. However, once it gets under your skin it soon becomes addictive."

There's a focus about this car that's hard to beat. The MC V feels like the car the GranSport should have been all along. The crying shame is that there are so few around: just 180 exist worldwide, little more than a dozen in the UK. Prices are around twice those of a standard GranSport. Some might not see the value in that. Trust me, five minutes in an MC V and you absolutely will.







### GRANTURISMO MC STRADALE

Wider, longer and heavier than the 4200 and GranSport that it replaced, 2007's GranTurismo was launched with the familiar 4.2-litre Ferrari-derived V8. One year later came the 4.7-litre S and then – in tandem with the relaunch of the Trofeo one-make racing series in 2011 – the MC Stradale.

Giorgetto Giugiaro's GranTurismo design always hid its bulk beautifully but the MC Stradale introduced squared off body adornments, a chin spoiler and a selection of vents and spoilers. It's certainly not all show; Maserati shed 110kg off the standard car, largely thanks to reduced sound deadening, carbon-

backed pews up front and no rear seats. Carbon ceramic Brembo brakes and forged alloy wheels (draped in Pirelli P Zero Corsas) reduced unsprung weight at each corner.

The interior looks great, cloaked in carbonfibre and Alcantara. You could even order four-point harnesses and a rollcage, which 'our' car lacks, but it doesn't feel like it needs them. The seats are less restrictive than the MC V's, but oddly the cabin feels more claustrophobic.

The best way to cure that is to open the window and press the start button. Calling it a mere engine seems like a disservice, because it blatters into life with a heart-thumping crackle. On theatrics alone,







only the Larini-piped 3200 comes close to the MC Stradale today.

There's a small bump in power and torque over the GranTurismo S (11hp and 15 lb ft); those with a keen eye will spot that these figures match the Alfa Romeo 8C Competizione's. Auto mode is useful for bimbaling about, while in Sport mode the six-speed automated manual's shift times drop to 100 milliseconds, and once past 4000rpm, extra valves open in the exhaust for an even more raucous sound. Switch to Race mode and the valves are open at all times and shift times drop to 60 milliseconds, exactly the same as the Trofeo race cars. The gearchanges lack smoothness, much like the MC V, with mechanical-feeling clunks

through the drivetrain.

The most entertaining bit, however, has to be the engine. There's healthy mid-range thump from around 4000rpm but this car is all about chasing the redline; peak power comes at 7100rpm but you'll keep going to 7300 just to feed your ears. What started as a crackle rises to a rasp, then a howl, its machinations seemingly wired to your central nervous system, dosing you with narcotic levels of adrenaline.

The thing is, though, this isn't quite the road-going racer it purports to be. The steering is still sharp, but it's not quite got the fingertip accuracy and poise of the MC V, with a lightness around the centre. In sharp corners, the GranTurismo isn't quite so keen to





## TECHNICAL SPECIFICATIONS

### GRANTURISMO MC STRADALE

ENGINE:	4691cc V8 DOHC
BORE X STROKE:	94mm x 84.5mm
POWER:	444hp at 7100rpm
TORQUE:	510Nm (376lb ft) at 4750rpm
TRANSMISSION:	6-speed semi-auto
WEIGHT:	1770kg
MAX SPEED:	187mph
0-62MPH:	4.6 seconds



turn in, the body isn't as tightly reined in and you really can feel that extra weight. Disappointing? For my hooligan ways, a little. But I've no doubt that I'd much rather take MC Stradale around Europe than the MC Victory – it's much more amenable, if not quite as dynamically pure.

Maserati chose fixed-rate suspension for the MC Stradale (rather than Skyhook damping) and increased spring stiffness by eight per cent, as well as fitting a thicker anti-roll bar. The results are excellent: there's a dynamism and poise that the GranTurismo S can only hint at, with a noticeably firmer feel, but not to the point where you grimace every time you brush a cat's eye.

There's plenty of grip in Sport mode but Race mode eases off the ESP/traction control and allows you to tease the rear end out a bit. At this point the car's

long wheelbase works in your favour, allowing for predictable and easy correction.

The thing is, that kind of lairy driving doesn't really seem fitting for the MC Stradale. The clue is in the name – this car is all about the road. You'd be hard-pressed to tell any tangible difference the removal of the rear seats makes to the dynamics. Indeed, later MC Stradales got the rear seats back (with 10hp extra to offset the weight). But the two-seat MC Stradale feels very special and actually carries a price premium.

Owner Ewan Clark says: "I had a GranTurismo S and realised that I never used the rear seats, so a two-seat Stradale made sense. They're hardly ever available, so when this one came up I bought it. It was looked after by Emblem before I got it, and very well too. It's been modest to run, averaging about £1000 per year. I'd really like to go on a trip to the factory in it."

*MC Stradale's aggressive look is backed up by lighter weight, modest power hike and carbon brakes*

“ It's seemingly wired to your central nervous system, dosing you with adrenaline ”







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## VERDICT

Choosing a winner here is as difficult as picking a main meal at a Michelin-starred restaurant. Different dishes appeal to particular tastes. The 3200 Assetto Corsa doesn't change the formula too much from the standard 3200. It might lack the dynamic élan of the others here, but it's a characterful machine that, if you can live with its foibles and tricky ownership issues, will provide plenty of smiles per mile. I can totally understand why 3200 owners are vociferous in their love for the AC, so bewitching is its breathtaking power delivery.

Splitting the MC Victory and the MC Stradale is

difficult. The latter is the more rounded car, a sporting GT in the true Maserati mould. It's a great grand tourer but the MC Victory edges it on the pure driving front, and on practicality. It's just a shame that so few people can sample an MC Victory due to its rarity – it really is the car the GranSport should have been all along. It's a bit too harsh for some tastes, but you'll forgive it within about two minutes.

However, it's the Ghibli Cup that takes our gong. Not only does it have all the comfort you'd expect of a GT car, but it's also one of the most visceral, involving and engaging driving experiences you'll ever have. Imagine a Lancia integrale Evo mixed with an Alfa Romeo SZ and you're somewhere close. Yes, it really is that good. 🇮🇹





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# Chasing the Wagon

Rare and beautiful, Alfa's 156 GTA Sportwagon is just a few modifications away from brilliance. We try out a superlative example that has all the right upgrades

Words by Tim Pitt  
Photography by Michael Ward

Some Alfa Romeos are born great, some achieve greatness, and some have greatness thrust upon them. The 156 GTA falls into the latter camp. Lukewarm reviews at launch decried it as under-developed and underwhelming. Yet a few well-chosen modifications can thrust the GTA into being a great driver's car, and a covetable modern classic.

The man doing the, ahem, 'thrusting' here is Andrew Hedges. You'd like Andrew. His Alfa history includes a 164 Cloverleaf and GTV V6, while his GTA Sportwagon shares garage space with a Delta integrale Evo II and an Ariel Atom. He also has a Lancia Stratos replica in build at LB Specialist Cars, powered by an Alfa GT Busso V6. "The integrale and Stratos were both on my bedroom wall as a kid," he recalls. "Later, I was offered a contract to play cricket for Essex, but I chose a job in insurance because it paid better. I just wanted to buy more cars and motorbikes!"

Andrew acquired the GTA five years ago for £5000, but reckons he's spent four times that since. "Most of the miles I've driven are back and forth to the Alfa Workshop in Royston," he laughs. "I'm a bit of a perfectionist." Alongside a ground-up restoration, the car has also had those all-important modifications, which we'll come to shortly.

First, though, let's appreciate what Andrew hasn't altered: the GTA's knee-tremblingly good looks. OK, that's not entirely true. When the Alfa was resprayed in original *Grigio Sterling*, Andrew had the headlamp washers and boot badges removed. He's also swapped the orange side repeaters for clear items. Otherwise, it's just as Walter de Silva intended, and rightly so. Frankly, I'm struggling to think of a more stylish estate car. The hidden rear door handles – a novel idea in 1997, widely copied since – work especially well on the Sportwagon, accentuating the crisp crease along its

flanks. Today, they'd doubtless call it a shooting brake.

Alfa Romeo's now-familiar offset front number plate was another new, and initially divisive, design quirk inherited by the GTA. However, plenty about this 250hp flagship was bespoke. It was hand-built on a separate production line, sharing only its bonnet, doors and tailgate with the regular 156. And when the range was facelifted by Giugiaro in 2002, the GTA stuck with de Silva's original, more distinctive design. It did, however, benefit from the updated interior.

The GTA's swollen wheelarches are bookended by more aggressive bumpers, and joined by jutting sideskirts. It sits appreciably lower, its gorgeous Teledial alloys wrapped in 225/45 ZR17 rubber (Michelin Pilot Sport 4s here). Look closer and you'll spot xenon headlights, front foglamps, twin tailpipes and red Brembo brake callipers. Only the modest rear venturi looks like a token gesture.

Despite these differences, the GTA is a relatively under-the-radar performance car – and less brash than some Teutonic rivals. The saloon didn't even get the 156's optional hoop spoiler. "It's not a shouty car," says Andrew. "I really like how anonymous it is." Alfisti will surely be excited to spot a GTA Sportwagon, though; the estate accounted for just 112 of the approximately 350 GTAs imported into the UK.

I push the button on the polished aluminium door handle, then drop down into a high-backed sports seat. Sumptuous and big-bolstered, these chairs are a real GTA highlight, their ribbed leather replicated on the door cards. The dashboard, with its textured 'elephant skin' finish, is decidedly less premium, but the deep-set dials and alloy pedals look the part. The three driver-oriented gauges atop the centre console (fuel level, oil temperature and clock) are a nod to Alfaf of the past, too.

The 156 had all but expunged the ergonomic oddities



of pre-Fiat Alfas (remember the 75's roof-mounted electric window switches?), so a quick pre-flight check serves up no surprises. Indeed, the GTA feels pleasingly plush, with dual-zone climate control, six airbags and an eight-speaker Bose audio system. Alfa Romeo even offered a 'Connect Nav' option comprising navigation, internet access and emergency call – all cutting-edge stuff at the turn of the century.

One area where the Sportwagon does fall short – notably so for an estate – is interior space. Rear-seat passengers won't have cause for complaint, but the

locking differential was also optional when new – but pretty essential, meaning diffs have been retrofitted to almost all GTAs since.

Apart from a Wizard exhaust (with standard manifolds), plus a set of natty *tricolore* intake sleeves, Andrew has left his engine stock. His modifications focus on the chassis, starting with that essential Q2 diff (a Quaife ATB alternative is also popular), plus lowered KW V1 suspension with Eibach anti-roll bars front and rear. He's also upgraded the front brakes from the original 305mm discs (which are prone to

“ Multi-layered and richly mechanical, the guttural V6 grabs you by the lapels and cuts to your core ”

360-litre boot (up to the parcel shelf) is actually smaller than the 156 saloon's. You can fold the seats to liberate 1180 litres, although bulky suspension turrets and a narrow opening still limit its appetite for labradors and flat-pack furniture. Nobody said looking this good was easy...

Fire up the V6, though, and such mundanities swiftly melt from your mind. The GTA marked the Busso's swansong, displacing 3.2 litres and producing 250hp at 6200rpm: a useful 60hp more than the 156 2.5 V6 and good for 0-62mph in 6.3 seconds. Drive goes to the front wheels via a six-speed manual gearbox (a button-shift Selespeed auto was optional). A Q2 self-

warping) to 330mm items.

Those bolt-on bits may not sound much, but they hugely improve how the Alfa handles – as I'm soon to discover. Starting from *Auto Italia's* Bedfordshire base, I head for familiar roads near the Millbrook proving ground. Here, on hedge-lined lanes that writhe across rolling hills, you'll often spot disguised prototypes being shaken down by engineers. Today, however, in this post-lockdown lacuna, I have the place almost to myself. And freedom feels glorious.

It's the noise that gets you first. Multi-layered and richly mechanical, the guttural V6 snarl grabs you by the lapels and cuts to your core. Like Bocelli singing La

*Mods include Q2 diff, lowered KW V1 suspension, Eibach anti-roll bars and bigger 330mm brakes*





# ALFA ROMEO 156 GTA SPORTWAGON

*Traviata*, it epitomises Italy. This is the sound of big-lunged induction, but far from uncouth, with no showboating snap and crackle. Only close to the 7000rpm redline will you hear a zingy rasp from the tailpipes. "I always open the window to enjoy the engine noise," grins Andrew, "but close it and you can hear the clock ticking". I checked – at a steady 50mph cruise, he's absolutely right. Take that, Rolls-Royce.

The way the Busso engine responds is utterly joyful, too. Peak torque of 221lb ft doesn't arrive until 4800rpm, yet it pulls strongly from tickover, gathering speed with gleeful enthusiasm. Yes, a contemporary BMW M3 is quicker, as are most modern hot hatches, but the life-affirming vivacity of this engine matters more than 0-62mph bragging rights. The only downside to wringing out the revs is fuel consumption: "I usually reckon on high teens," admits Andrew. "It certainly likes a drink."

We've tried the six-speed Selespeed auto in the past – it's a rare fitment in GTAs that works more quickly and smoothly than the iffy five-speed Selespeed, using steering wheel paddles rather than buttons. But we're grateful for the manual 'box in Andrew's car, which feels notchy and satisfyingly precise. The pedals are perfectly spaced for heel-and-toe downshifts, too, even if that plentiful torque means you can drive everywhere in fourth gear.

I'm also grateful for the chassis modifications, particularly as my confidence builds and I push the GTA harder. The standard GTA has brittle and oddly inconsistent damping, plus a tendency to bottom out on undulating roads. Andrew's modded Alfa has no such foibles. It turns in keenly, feeling focused and





## TECHNICAL SPECIFICATIONS

### ALFA ROMEO 156 GTA SW

ENGINE:	3179cc V6
POWER:	250hp at 6200rpm
TORQUE:	300Nm (221lb ft) at 2000rpm
TRANSMISSION:	6-speed manual, front-wheel drive
SUSPENSION:	Double wishbones, coil springs, rear MacPherson struts
BRAKES:	Vented discs, 330mm fr, 276mm rear
DIMENSIONS:	4430mm (L), 1765mm (W), 1411mm (H)
WEIGHT:	1460kg
MAX SPEED:	150mph
0-62MPH:	6.3sec

### LOST PRIZE: ALFA'S 156 GTAm

Just like the new Giulia GTAm, the 156 GTA could have evolved into something even more extreme: the 156 GTAm. This debuted as a concept at the 2002 Bologna Motor Show. Built by Fiat's N.Technology racing team, it drew heavily on the successful 156 Super Touring racer. The 3179cc Busso V6 was bored to 3548cc, boosting output to 300hp at 6800rpm. An N.Technology limited-slip diff helped transfer the extra 50hp to the road.

The GTAm's bonnet and blistered front and rear wings were made from composite. It rode lower on Eibach springs and spidery 19-inch alloys, wrapped around 330mm discs with four-pot Brembo callipers. There was a more aggressive front bumper, too, but no Super Touring-style rear wing: just a subtle lip spoiler. Sadly, the GTAm remained a one-off.



unflappable, defying the lousy state of Bedfordshire's B-roads. Its ride is firm but not abrupt, and it never once hits the bump-stops. But perhaps I wasn't trying hard enough...

That said, any labradors in the back would surely have howled in protest as I plunged into a series of roundabouts near Milton Keynes (where else?). The GTA's steering is super-quick – just 1.7 turns lock-to-lock – and has a Ferrari-esque flightiness that keeps you on the ball. There's also, inevitably, some scrabbling torque steer if you push too hard. But the Q2 diff is tenacious; it chomps into apices like a terrier on a postman's leg, then catapults you out the other side. And the car has ample reserves of grip, combined with a fluidity that few front-drivers can match.

Like the Alfa Romeo 4C, the 156 GTA is within grasping distance of greatness. The tweaks made to Andrew's car are the leg-up it always needed. That voluptuous styling and visceral V6 are unaltered, and it loses nothing in everyday usability, but the way it rides and handles is far more sophisticated. It's the complete package: a car you no longer need to make excuses for. And with a GTA as flawless as this, no excuses are needed. 🇮🇹

*Upgrades go a long way to address the GTA's issues, such as bottoming out on bumps and torque steer*





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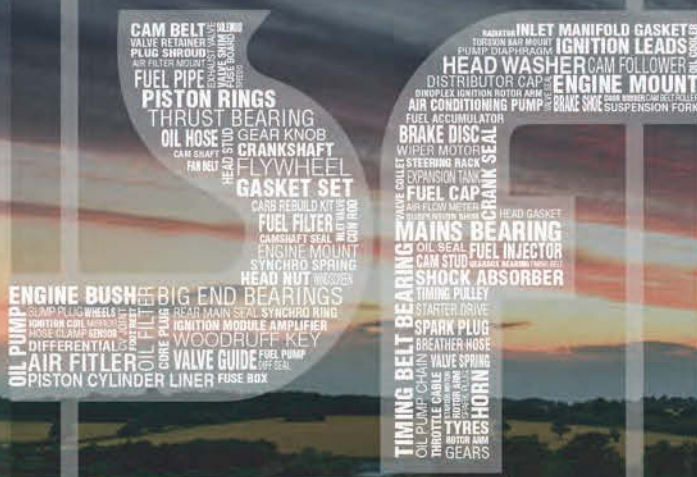


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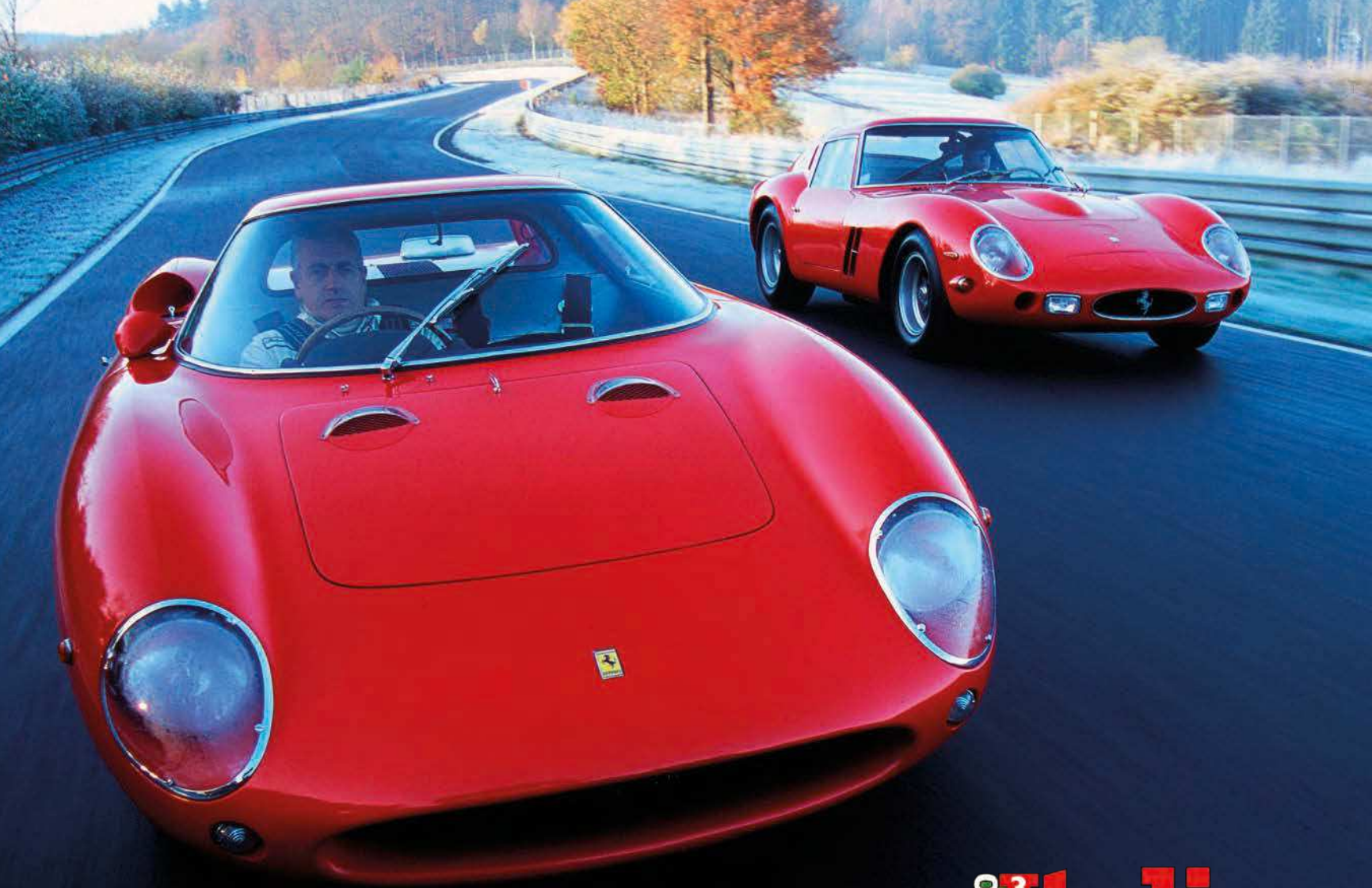
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**AUTO**  
**300**  
**Italia**

# Ferrari's Greatest Hits

From icy tracks to drifting racers, *Auto Italia* has had some amazing encounters with Ferraris over 300 issues. Here are our favourites

Story by Phil Ward  
Images by Michael Ward

**A**ll Italian car marques have a special place in *Auto Italia's* heart. But there's one badge whose blood runs reddest in our veins: the one with the prancing horse on it. We've been lucky enough to have driven some truly exceptional machinery from Maranello over the years, many from generous and trusting owners; many more from leading Ferrari specialists like Talacrest, Foskers, Rardley, Emblem and Barkaways. Here are our favourite Ferrari features – not necessarily our favourite Ferraris but definitely the stories we remember most

fondly, and the behind-the-scenes tales of why they're so memorable.

## **ICE DANCING AT THE NÜRBURGRING**

Any contact with a Ferrari 250 GTO is memorable but one in particular was tinged with jeopardy. A German collector agreed for us to feature his 250 GTO and 250 LM together. Since the cars were on display at the Nürburgring museum, where better to run them than at the famous Nordschleife?

We needed to run the cars at the crack of dawn, before the start of a track day. Arriving

on a cold, frosty morning, the cars were already being warmed up for us outside the museum, shrouded in exhaust mist. While the sun was shining over a white winter wonderland, we were horrified to discover that the tarmac had ice on it in shaded areas. But we had no choice but to continue with the enterprise.

I drove Mercedes A-Class camera car with Michael Ward sitting under the open rear hatch. Roberto Giordanelli was in the 250 LM and another brave volunteer was in the 250 GTO (both cars, incidentally, devoid of heaters). The images that appeared in Issue



201 were amazing, but the scenery rushing by, giving the impression of mighty speed, was actually an illusion created by slow shutter speeds. We crawled around the 14-mile circuit with the camera car's ABS light illuminating at worryingly regular intervals. We set a lap time of 38 minutes that day, quite possibly the slowest ever recorded at the Nürburgring. At least no priceless Ferraris were injured during the exercise...

## OF MARSHALS AT MONZA

When it comes to Ferrari GTOs, we have been lucky enough to have driven quite a few of them. They are all special but some

are more special than others – and that includes 4561 SA, a car built to special order as a road car with a larger-than-normal 4.0-litre engine, giving it a 330 GTO designation in place of 250 GTO.

In 2002 (Issue 67), we were at Monza for the celebration of Ferrari winning the F1 World Championship. The 330 GTO was there alongside many other cars, including Sally and Dudley Mason-Styrton's Daytona. We thought it would be a good idea to do some tracking photography of the two cars at the end of race practice. Anyone who has attempted to set up a photo shoot at a live racing circuit will know it is an enormous challenge. However, this was Italy and we

had Roberto Giordanelli.

We set about seeking permission to achieve this task and began with the marshal in the pitlane, who passed us on to a steward and so on up the line until we were in front of the Clerk of the Course – who actually agreed. All this took time, but armed with our verbal agreement we lined the cars up at the gate only to be apprehended by the original marshal, who wouldn't take our word that we had permission to run. Some frantic communications up and down the chain of command resulted in us finally being released on to the track – by which time the light had gone. Determined not to fail, we resorted to shooting the cars using flashguns. Job done!



“ By the time we persuaded the marshal we had permission to enter the Monza circuit with the 330 GTO, the light had gone ”





“ In the wet, the 512S will either grip or spin...  
Any mistake will be painful ”



## DRIFTING A 512S

Ferrari 512S chassis number 1006 is a former NART Le Mans car that had been languishing in a collection for a decade before it appeared in Talacrest's showroom. It was in need of restoration and was wearing very old slick tyres when we took it out for a spin – literally – in Issue 55.

Roberto Giordanelli's feature recorded: "The 5.0-litre V12 assaults the senses as it detonates into life. Four cams, 48 valves, 12 fuel injection butterflies, 12 Perspex trumpets and a big bunch of white bananas send unsilenced 1970 shock waves into the present day. Acceleration is of the aircraft carrier, steam catapult variety. As the white needle flicks round the 12k tacho to the 'busy end', the hairs on the back of your neck wake up and your ears bleed.

"Once it flicks out, the heavy rear end has centrifugal force and no grip from the inner tyre because it, too, is also gently spinning. This means that in the wet the 512S has a propensity either to grip or spin. Brief power-induced slides are possible, but if combined with excessive entry speed the mistake will be painful."

## DEREK BELL'S VERY FIRST FERRARI

Way back in 1995 (Issue 6) we reunited Derek Bell with the very first Ferrari he ever raced, the Tasman F2/246 Dino (0010) that he campaigned in 1968 and 1969. Thanks to the





*Joy is clear to see on Derek Bell's face as he is reunited with his Tasman Dino 246; first time since the 1960s*

generosity of the Tasman's owners, Sally and Dudley Mason-Styron, Derek was able to drive the car at Goodwood.

Despite not having piloted the Dino for 26 years, he quickly reacquainted himself with the cockpit that he'd occupied at circuits like Monza, Zandvoort, Enna, Hockenheim, Vallelunga and Nürburgring, as well as in Australia and New Zealand. Despite wet conditions, Derek was soon swinging smoothly around the circuit – a great moment for all concerned.

Later, we were instrumental in setting up a drive at the Goodwood Festival of Speed for Derek in the F1 Tecno PA123/3 that he raced in 1972. He told us: "That's the first time I have ever finished anything in this car!"

**TRIPLE TEST TO END THEM ALL**

How about this for a three-way Ferrari shootout (in Issue 89): 288 GTO Evoluzione versus 330 LMB versus 250 LM? And how about this as a location for the test-drive of such a fabulous collection of Ferraris: the Nürburgring? Fortunately the weather conditions at the Nordschleife were far better than our earlier encounter with the GTO and LM (see over).

The 288 GTO Evoluzione has an almost mythical status: 650hp, 940kg, 0-60 in 2.8 seconds and the potential for 230mph. Only one of the four cars constructed has appeared in any form of serious action. I strapped myself in as a passenger in chassis number 79887 alongside driver Peter

Hardman (later on, the car was test-driven by Roberto Giordanelli). Quite simply, the GTO was a monster. The g-forces were enormous: it didn't accelerate, it literally jumped between corners before the brakes slammed me against the harness. All in all, a bruising but memorable experience.

Next up was 330 LMB (4380 SA) driven by Tony Dron. The LMB is also a very special car, developed by Mike Parkes as the 250 GTO's replacement. Fitted with a 4.0-litre engine that sounded just wonderful, it was less frantic than the 250 GTO and very civilised in the handling department. It would have been a great car for Le Mans but was dropped in favour of the 250 LM.

The opportunity to compare the LMB with a







250 LM was extremely interesting. The LM's engine is a half-way house of 3.3 litres, more powerful than the GTO but more nimble than the LMB. Peter Hardman was again the driver. Ferrari's transition to a mid-mounted engine did not feel like a fully developed arrangement. Under braking you could really feel the rear end moving around, seemingly determined to put the car into a spin. No wonder so few LMs have survived with their original roof profiles!

### MONDIAL ON THE MILLE MIGLIA

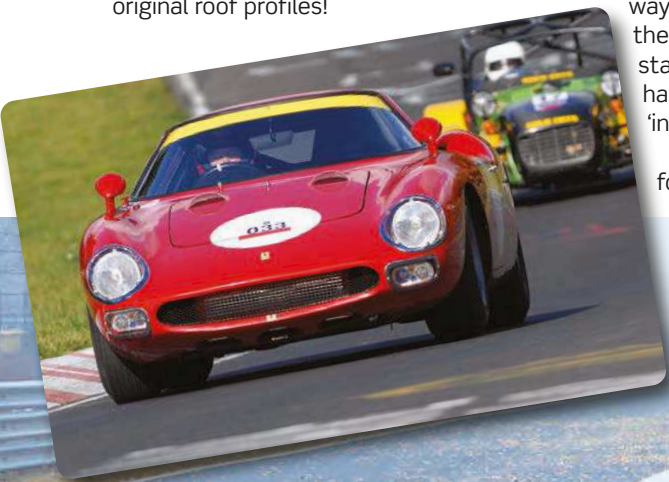
After a request to feature a 500 Mondial owned by an Italian car collector (chassis 0564 MD), I received a reply suggesting that I co-drive with him on the Mille Miglia (for Issue 160). That's not an offer you refuse.

Four-cylinder Ferraris have something of a reputation for being difficult to live with and having endured 1000 miles in this one, I can agree. The engine is loud, but not in a nice way. The 'in-out' racing clutch combined with the lack of a handbrake to make standing starts on even a slight incline very hazardous, and checkpoint queues were 'interesting' to say the least.

I had never been a co-driver before and found the map reading quite demanding.

The Mondial had a vestigial fly screen, so my head was always in the slipstream. Swapping goggles for reading glasses on the move, deciphering route notes, being unable to communicate effectively with driver over the gale and engine roar, and being thrown around the countryside was tricky by day, a nightmare at night.

When it was my turn to drive the beast, I found that my military HGV experience came in very useful. The more determinedly I drove the thing, the better it worked. Double-declutching up the crash 'box as well as down worked well. To keep the engine on-cam, you couldn't afford to slow down, so creating an extra third lane by rocketing down the centre of a two-lane road in traffic, lights ablaze,







was the modus operandi. No one seemed to have a problem with us doing this on the Mille Miglia – in fact, the Italians loved it!

On the return run from Rome we left at six o'clock on Sunday morning and arrived exhausted in Brescia at two in the morning on Monday after 500 miles on minor roads, with no autostrada. Would I do it again? Well, I did – next time in a 250 MM.

### DRIVING A LEGENDARY P3

*Auto Italia* often sets up features with groups of cars to maximise location time and cost. One such occasion occurred in 2006 (Issue 118) when we went to Spa to drive three very different and very special cars: an ex-Moss Maserati 300S, an ex-Nuvolari Alfa Romeo 8C 2600 Monza and a Ferrari 330 P3 (chassis 0844).

The 330 P3 has to be one of the most celebrated and beautiful Ferraris of all time. To say that 0844 is famous is an

understatement. In addition to a number of race wins in 1966, it formed part of the spectacular 1-2-3 finish at Daytona. The list of drivers included Surtees, Parkes, Vaccarella, Bandini, Scarfiotti, Rodriguez, Guichet and Baghetti. *Auto Italia* added Giordanelli to that list.

Here are his driving notes: "Turn the key, press the button and 12 cylinders explode into action. Left and back on the lever for the long first gear and slip the clutch until up to speed. It is easy to get blasé in this job but driving out of the pits and onto the Spa circuit reminds you otherwise. The non-





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synchro gearbox operates like a switch. Whap, whap, whap through the gears as clean as a whistle. That Ferrari was making cars like this in 1966, at the same time as ponderous road cars, shows just how far a racing car from any period is from a road car. Down the long straight, the P3 screams to 7000rpm in fifth by the halfway point. How fast should I go?"

**DOING A LE MANS  
'HIGH STREET' REFUEL**


Driving any racing Daytona is special but this particular example (15667) is regarded as being the most successful of all, finishing first in class at Le Mans in 1972 and first overall on the Tour de France the same year.

While it has been featured in *Auto Italia* a number of times, I had never driven it myself so when the opportunity arose to run a new feature (Issue 236), I leapt at the chance.

Our plan was to transport the car from storage in Essex to our photo location. When we arrived, I was informed that a transporter wouldn't be necessary: I could simply drive it there on the road. I found this incredible, exciting and frightening all at the same time.

It had fuel in it but no one knew how much so a visit to a local garage was a priority. After turning the ignition key, the engine exploded into life, the open exhausts of the big V12 with their 'drain pipes' poking out from under both doors. On the move the steering gave me a real

workout but everything else worked surprisingly well. Rumbling down Halstead High Street in search of a fuel station, I was acutely aware of the noise bouncing off the shop windows. As I pulled into the petrol station, I noticed we were next door to a police station.

The Le Mans-style filler was complicated, to say the least. Trying to act casually while tending to this outrageous, noisy, red-white-and-blue monster, complete with racing numbers, made me wonder how many laws I could be breaking. Mission accomplished, the Daytona erupted out of its 'pit garage' and I set off down the road to our location like a Le Mans veteran. Mercifully I saw no blue flashing lights behind. 

“ Tending this outrageous monster made me wonder how many laws I could be breaking ”



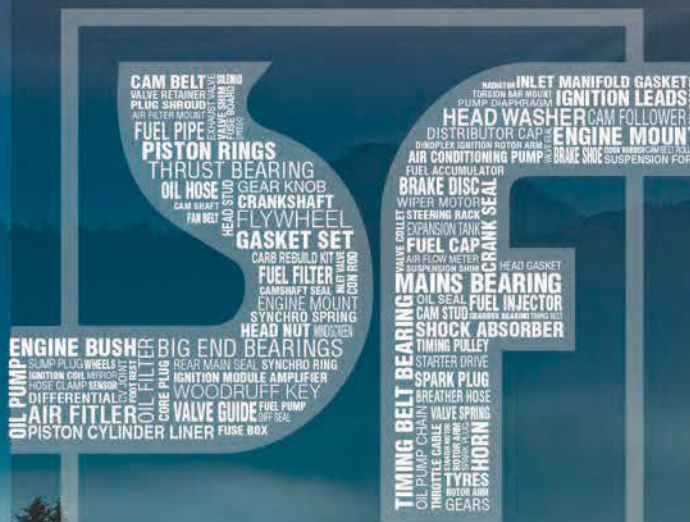


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# Highest, Fastest, Furthest

What are our very best memories from 300 issues of *Auto Italia*? The magazine's longest-serving contributors reveal their high-water marks

**AUTO**  
003  
**Italia**

Photography by Michael Ward and Phil Ward



It's all about who you know. If you have contacts, use them before you lose them. My latter years in the RAF were spent on a frontline Harrier squadron and I got to know some of

the pilots quite well. One of them subsequently became Chief of Air Staff and in 1998 I approached him with a view to shooting some cars on an active air base. The station I had in mind was RAF Cottesmore, which at the time was TTTE (Tri-National Tornado Training Establishment, otherwise known as Thomas The Tank Engine!). The link with *Auto Italia* was the contingent of Italian Air Force Tornados. Remarkably the Chief of Air Staff agreed.

Our proposal was to 'race' a Tornado down the runway with three cars, these being a

Lamborghini Diablo, Ferrari F355 and Alfa Romeo 179 F1. This was considered to be over-ambitious so it was agreed that the activity should be simulated. TTTE arranged for the last sortie of the day to be 'our' Tornado and it was duly parked at the end of the runway. The tracking shot of the dynamic group looked pretty convincing.

A job well done.— **Phil Ward**



Choose a particularly special moment from nearly 23 years with *Auto Italia*? Well that's a tough ask. Maybe that time doing donuts on a Turin airfield in a Martini 037? A ride up an Italian hillclimb in a Delta S4? Driving a Ferrari 250 GTO in Germany? Flat out round Spa in a Garage Francorchamps 250 SWB? Sideways in

a works Abarth 131 in San Remo? Or perhaps a passenger ride in 360 Modena at Mugello with an ex-F1 driver or a blast on a rally stage in an Abarth 595 with Miki Biasion?

Ah, I see a pattern emerging here. Having driven nearly every new Alfa Romeo, Abarth, Fiat, Lancia, Ferrari, Lamborghini and Maserati model over the past two decades, they appear to be less memorable than a really exciting passenger ride. Don't get me wrong, I love driving fast as much as the next Italian car fan, but for me being ballast for a seriously talented driver is a more rewarding experience.

To that end it has to be my laps strapped in the jump seat of an FIA GT1 Lamborghini Murciélago driven by the legendary Peter Kox at the Salzburgring back in 2006. If I cast my mind back, I can still recall Kox changing up a gear when I would've been braking. Just superb. — **Michael Ward**



Alfa Romeo 179 F1, Ferrari F355 and Lamborghini Diablo blasted down the runway at RAF Cottesmore





LEFT: FIA GT1 Lamborghini Murciélago. RIGHT: Works Abarth 131 at San Remo; Ferrari 250 GTO & 250 LM

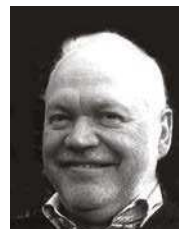


**W**ould you care to drive the ex-Nicola Larini Alfa Romeo 155 V6 TI DTM German Touring Car (pictured below) up Goodwood Hill? Care? I'd kill for less. My Festival of

Speed driving experience was daunting on multiple levels, not least a cold start in a car I'd never driven before in front of a crowd of over 100,000. Balancing the super-sensitive clutch and accelerator without

stalling was like dancing with the devil. The turning circle was immense. The rev counter and speedo weren't working so I was winging it the whole way on my eardrums alone. But what a blast! 420hp, 12,000rpm at my disposal, ultra-short gearing, epic four-wheel drive grip – exhilarating doesn't even begin to describe it. After reaching the top of the hill, the next driver to follow me was Bernd Schneider in a Mercedes CLK – yes, the very man Larini beat in the 1993 DTM series. I don't kid myself that I've come even

close to repeating history, but I can't deny a little frisson of pride that Herr Schneider wasn't up my chuff at the end of it. – **Chris Rees**



**T**hree hundred! When I co-founded *Auto Italia* with Phil Ward, I wondered where we were going to get all our material from. I need not have worried; it was surprisingly easy and I can count myself







lucky that I have driven virtually all of my dream Italian cars, from Ferrari 250 GTO to Lancia 037 to Alfa T33 to 1950s Topolino and concept cars in between. But it is the camaraderie of the AI team and our supporters that I have enjoyed most. I would say that my favourite times were in Italy and, in particular, covering and working on, as *assistenza*, the Mille Miglia. Starting in 1996, I had five involvements with this event and some amazing experiences, from sleeping in the support vehicle in the back streets of Ferrara, to the mad police-led slalom round

the Grande Raccordo road to Rome. One year ended in a cross between disaster and high farce. Thank you to all the team and readers for a great time so far. I have been very lucky. – **Peter Collins**



It was 1992 and my first story for a fledgling *Auto Italia*. Editor Phil Ward organised a twin test at Goodwood Motor Circuit between the new Alfa 155 and Alfa Bertone

2000 GTV. Oh yes, and we just happened to have brought along the legend that is ETC Champion, Carlo Facetti, complete with a Maserati Barchetta Corsa, fresh from its new one-make race series. Facetti and I were to thrash the Barchetta around Goodwood, and I would write the story. Then like buses, along came the legend that is Peter Gethin, winner of the 1971 Italian GP with a record average of over 150mph. Gethin had a race school at the track and chauffeured Facetti and I around the dramatically fast circuit in a saloon car, with





me acting as interpreter. Alas, the Barchetta refused to run properly. It mattered not, as this was a magnificent taster to countless future wild adventures with *Auto Italia*. – **Roberto Giordanelli**



**S**eventeen-odd years replete with memorable drives for *Auto Italia* make choosing my favourite a bit like having to select just one of your eight Desert Island Discs to

save from the riptide. After much head scratching, it was a dead heat between two 'finalists' that were, respectively, the fastest and the slowest in my back catalogue!

In 2009, a Lamborghini Murciélago 670-4 SV inducted me into the '200mph Club' (actually 213mph) on Bruntingthorpe's two-mile 'B52' runway where there are absolutely *no* braking-point landmarks whatsoever – and a tight 90-degree corner at the end. Overcook that and you'll end up in Market Harborough (which, fittingly, is where I was born).

Three years later, the 1911 SCAT 22hp posed no such risk since we tested it in Acton, amidst typical midday, midweek London traffic. It might have lacked the Lambo's horsepower, but the 9.2-litre four-pot's humungous torque made it unbeatable at the lights. Both unforgettable. – **Simon Park**



**B**ack in issue 103 I described a fabulous drive from Rome to Modena at the end of the spectacular Maserati goth anniversary celebrations. That was in 2004, the car

was the then-new Quattroporte V, and it was my first drive in one. After a weekend of sensory overload with the best of Maserati and Italy, this was a fitting conclusion. It was just for a few hours, late on a summer's evening but the pace was incredible. We started from the Coliseum with a police motorcycle escort and finished at the iconic Real Fini hotel in time for a nightcap. All the while the roads seduced and the car beguiled, so much so that I eventually bought that actual example. I wrote the words months later, but I remembered every moment and they tumbled out of my brain as fast as I could type. – **Andy Heywood**



I first began writing for *Auto Italia* about 30 seconds after I landed on Planet Freelance in 2006. Working with the Wards, *padre e figlio*, has been a giggle, that's for sure. Over the past 15 years, they have provided me with the opportunity to drive everything from twin-pot Fiats to hybrid hypercars, via home-brewed 'tuner' cars and quite a few competition tools, too. Picking a favourite is no easy task but, if push came to shove, I would have to go with Chris Cotton's 1976 Lamborghini Espada, the restoration of which was serialised in the mag. So often on shoots, you barely get any time behind the wheel. On this occasion, I racked up the miles on a perfect summer's day while... getting over a crippling bout of food poisoning. It was the perfect restorative tonic. Having once co-owned an Espada, it reminded me why I adore the model still. – **Richard Heseltine**



ABOVE: 1911 SCAT 22hp  
 TOP: The Maserati Quattroporte  
 Andy Heywood ended up owning  
 ABOVE RIGHT: Lambo Espada  
 BELOW: Doing 213mph in a  
 Lamborghini Murciélago 670-4 SV





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# BEACH BODY READY

Beloved of 1960s yacht owners, all manner of Fiats got a wicker-and-canvas makeover for coastal jaunts. Michelotti's Fiat 850 Spiaggetta was among the most stylish

Story by Richard Heseltine  
Images by RM Sotheby's





Few vehicles have ever been more niche than the 'beach car', or as impractical for that matter.

Nevertheless, there was a time when such machines were considered the darlings of the rich and famous.

Scroll back to the late 1950s and early '60s, and no yacht was complete without one waiting on the quayside. Either that, or aboard the yacht itself. This was the type of car owned by the beautiful people, whether it was a super-rich industrialist, a film star, or merely your common or garden *playboy del jet set*.

The car pictured here, the Michelotti Spiaggetta (aka Shellette), was even more unusual in that it didn't resemble the car in which it was based: the Fiat 850 Super. Unlike the vast majority of other beach cars, it wasn't merely a cut-down saloon, more denuded of all outer traces of the donor car before a new body was attached. What's more, it created a bit of history on the quiet by being the first – or certainly among the first – Michelotti design to be built in series by the prolific pen for hire under his own name (as opposed to one-offs or any number coachbuilt offerings) from a new factory in Orbassano, Turin.

As is so often the way with these things, a degree of confusion surrounds the origins of the beach car. It all rather depends on whose version of history you believe. The general consensus is that the first such machine was built at the behest of motor industry heavyweight Gianni Agnelli. According to legend, he wanted a car that would serve as a land tender to fit

on the back of his 82ft ketch, the *Agneta*, as he cruised the Med. Carrozzeria Ghia was commissioned to make it happen. Where the Rake of the Riviera led, the image-conscious invariably followed and thus the beach car was born.

it was). Two years later, Pinin Farina constructed a Multipla-based machine for use on the grounds of Villa Leopolda, the Agnelli estate on the Côte d'Azur. The 'Eden Roc' had a boat-like body and slatted wooden seats, and was used to shuttle friends and family around the 20-acre property. A second car was reputedly made for Henry Ford II, while Carrozzeria Savio also produced its own take on the theme that same year.

Alfredo Vignale's eponymous body shop, meanwhile, conjured something that looked like a Fiat-engined sun lounger near concurrently to a design by Michelotti.

But it was Ghia's boss, the entrepreneurial Luigi Segre, who first saw the potential of producing a beach car in volume. A prototype was completed in time for the 1957 Turin Motor Show, with Carrozzeria Frua and Francis Lombardi also displaying cars built on similar lines. The difference was Ghia's offering was still recognisably a 500 Nuova. Whether or not Agnelli ever owned the show car, or even commissioned its construction, is open to debate; there is no proof to suggest that he did. Nevertheless, Ghia was swamped with orders.

Ghia's brochure from the time described the 'Jolly de Plage' (which roughly translates as 'Joker of the Beach')

as being just as much at home on the golf course as on hunting expeditions. And Ghia's newly-purchased via Agostino de Montefeltro factory was soon slicing and dicing baby Fiats, adding a 600-based Jolly to the line-up in 1958. Customers included Aristotle Onassis (he reputedly owned three) and US President



But this story has the aroma of the apocryphal about it, not least because at least one cut-down Belvedere was made – possibly by Fiat itself – in 1954. It had a Surrey roof and wicker seats and may or may not have been built at Agnelli's behest (there is no corroboratory evidence to suggest that





## BEACH CAR BONANZA

The leisure car craze saw all manner of cars going under the beach-body-ready knife. Not all of them were Fiats, either. For starters, there were several attempts at Mini-based 'chops', Luigi Innocenti commissioning Carrozzeria ORO to convert one of the family's own-brand variants to accompany his 37-metre-long yacht, *Anitella*. The car was christened Mini Mare (Mini Sea). According to Jeroen Booij's excellent book *Maximum Mini 2*, at least five more Minis were converted in 1972-1974, complete with interiors lined in Lebanese cedar. Not only that, the seats, front grille and bootlid on each car were trimmed in wicker.

More recently, the reanimated Castagna concern has produced beach cars based on the BMW Mini and new Fiat 500, each being more outré than the last. And the wildest-ever beach car? That would be Felber's doorless rebodying of a Ferrari 365 GTC/4 (pic above), which prompted jaws to slacken in 1976. Another Michelotti design, it has undergone several subsequent remodels, a roof and doors being added and then denuded and then added again along the way. It remained unique. Shock.





Lyndon B Johnson who used his on his Texas ranch. Nor let us forget Grace Kelly, Mae West, Yul Brynner and John Wayne. And Ghia wasn't done, building as many as 50 Renault 4CV-based beach cars exclusively for the USA, and also the Lambretta Jolly, a three-wheeled take on the popular scooter aimed at the Far East market.

The 1960s witnessed all manner of Fiat-derived utility vehicles and beach cars hit the market, courtesy of coachbuilders such as OSI and Sibona & Basano, not to mention variations on the theme based on the Mini (BMC and Innocenti) and even Alfa Romeo Giulia Super platforms.

Michelotti's own-brand offering arrived in 1967 at a time when the craze had ebbed, but not fizzled out. Not that this prolific pen for hire was new to beach cars, the Spiaggetta/Shellette employing styling themes that first appeared on the DAF 'Kini' prototype that was presented to the Dutch royal family. Based on a DAF 44 platform, this beach buggy-type *thing* proved a huge hit with the bluebloods, Queen Beatrice and Prince Claus and their children and grandchildren enjoying the car on their estate in Tuscany and its environs. The Kini

currently resides in the excellent DAF Museum in Eindhoven.

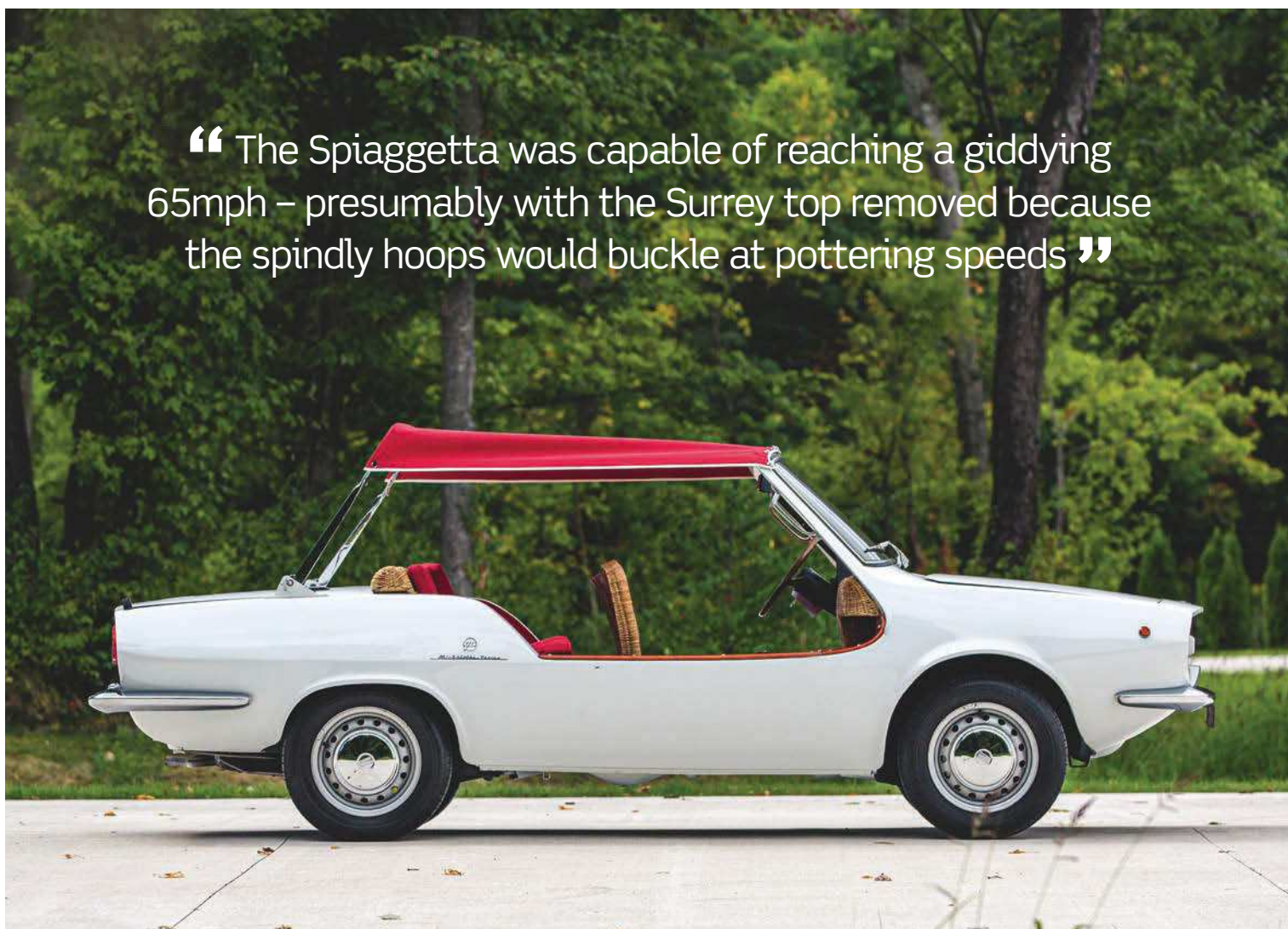
The Spiaggetta/Schellette, by contrast, was dreamed up by Phillip Schell who, according to some sources, was a yacht designer (other unsubstantiated reports claim he was the brother of tragic Formula One driver 'Happy Harry' Schell, and a member of the Franco-American Schell dynasty). According to the book *Giovanni Michelotti* by Giancarlo Cavallini and Edgardo Michelotti, "He wanted to build a small series of beach buggies; a vehicle already familiar to the experienced Italian designer. Eventually, 80 of these vehicles were built on the Fiat 850 platform to an elegant and distinctive profile, a car that set out to be refined and well-equipped."

To describe the car as being 'elegant' and 'distinctive' may be a stretch, but there's no denying that it was – and remains – noticeable. The styling is, in modern-day journalistic parlance, 'cheekily attractive', Michelotti taking established beach car themes to extreme conclusions, not least the use of wicker in what passes for a cabin. Not content with seats woven with the stuff, the dashboard was similarly adorned.

According to one period source, the 843cc Spiaggetta was capable of reaching a giddy 65mph – presumably with the Surrey top removed because the spindly hoops would buckle at more than pottering speeds and you'd quickly end up wearing it. If our experience of beach cars is anything to go by, driving one at such speeds is for those with poor impulse control because they are not what you might call rigid.

But then they were intended to be driven at walking pace so it's a moot point. Being seen was what mattered. 'Our' Spiaggetta was constructed in 1970 and, until recently, it formed part of the incredible Elkhart Collection. The Stateside cache spanned everything from a Ghia Renault Jolly to a one-off Vignale-bodied Fiat 8V coupe, via a Touring-built Hudson Italia and an Iso Isetta-carro. In such company, the Spiaggetta seems positively mainstream. One of several variations on the Fiat 850 theme in this private museum, it was sold via RM Sotheby's in October 2020 for an incredible \$109,200 (close on £85,000). But then who wants a carbonfibre-clad supercar when you can have a Fiat 850 packing *this* much wicker? 🇮🇹

“ The Spiaggetta was capable of reaching a giddy 65mph – presumably with the Surrey top removed because the spindly hoops would buckle at pottering speeds ”





# ROOKIE RACER

We drive the world's most famous Fiat 128 racer –  
and a former star of the *Auto Italia* Championship

Words by Richard Aucock  
Images by Michael Ward







**G**iovanni di Gennaro has owned this Fiat 128 since he was 17. It was his first car, originally a P-reg, originally blue and originally a four-door. It's far removed from that now, of course. Indeed, it's a car many *Auto Italia* readers may already recognise. Giovanni's charismatic cult car can lay claim to being the most famous 128 racer in the world.

He didn't buy it with that in mind, as he tells us at a windswept Turweston Airfield, within earshot of the Silverstone circuit that he may have starred on back in the day: "I just fancied going racing, and this seemed the best place to start. It just sort of evolved from there."

We're talking 30 years ago, in the late 1980s, when the Italian Intermarque Championship was thriving. Grids packed with truly diverse mixtures of Italian cars gave one of the series' leading lights, *Auto Italia's* very own Phil Ward, very many happy memories. And, as he chatted with Giovanni at Turweston, catching up with an old friend, a memory bank almost better than the man who built the car.

That's because, explains Giovanni, there was never any set plan to his 128 and his racing. "It was 'in at the deep end' stuff. I still remember my first race, at Mallory Park, where I got lapped twice. It was a learning curve – and as I learnt, so the car evolved." This was British clubman racing at its finest, which Giovanni recalls even included driving the 128 to the circuit for the first year, with spare tyres in the back. "During one race at Donington, I needed fuel and couldn't face changing all the tyres, so I drove to the filling station on the slicks. Safe to say, they were very different times!"

It was after the first year that things started to get serious. The 128 Special's original blue paint became red. Giovanni, a professional race technician, started making more changes: evenings and weekends added up, to hundreds, thousands, and now, many thousands of hours. Along the way, the original four-door shell became a two-door, for added race rigidity. It also started to grow sideways.

"It was all to get wider tyres on. I couldn't go bigger than 13-inch diameter, so the obvious solution was to go sideways instead." Giovanni recalls it was in his third season of racing that the decision to use eight-inch wide wheels was made. Period racing shots reveal the now-two-door, now-red racer wearing newly extended wheelarches, harrying fellow Italian racers with obviously more serious attitude. "It was already





pretty extreme. But I then started to think, how much better would it be with 10-inch rubber – how much grippier and more stable?”

In Giovanni’s wonderfully matter-of-fact way, he said the decision made itself: “I was committed to going glassfibre.” Of course, he did it all himself. “I had to make the moulds; I made the shape in foam, finished it with filler, painted the car and got the best finish I could, then used these to make the glassfibre body sides.” All hand-crafted, all beautifully finished – and the lines, the proportions, are sublime. Genuine craftsmanship, which the famous Italian styling houses would surely admire.

Giovanni had to miss a season to do it, but it gave him a seriously lightweight car. Now, only the roof and sills were metal, and the original kerb weight of just 820kg plunged still further. Giovanni has recently weighed the car at his workshop, reporting a bantamweight 681kg – and that’s despite the monster shell-stiffening roll cage that extends right through to the suspension top mounts. Now running Racing Technologies two-way adjustable coilovers with fabricated tubular rose-jointed suspension, the

128 is a serious race car, particularly with the 10-inch rubber finally fitted.

The engine, happily idling away at Turweston to warm through beneath the fingertip-light bonnet (despite “not being started for three years”), has also been a labour of love. Giovanni racks his brain to pick off the components: 1600cc Tipo block, crank and conrods; forged pistons (“I’m not sure where they’re from”), Peter Ward cylinder head and a custom cam. The raspy SOHC unit is rated at 160hp, delivered from 7000rpm to 9500rpm. And it sounds incredible; even standing behind, listening to the central exhaust rasp away, it’s something to relish.

As Giovanni fits the tarmac-shaving front splitter, I walk around to admire it some more: home-grown rear diffuser, Plexiglas screens, retro *Auto Italia* stickers and a pair of Geo-Sport logos sitting on the seamlessly blended front wings. We discuss the brakes, as Giovanni tries to remember where they’re from, then admire the wheels and the period rubber they still wear. I peer in, clock the red Abarth tacho and Racetech water and oil gauges. Aside from a few warning lights, that’s it. And they all reside in a custom-

*ABOVE: Period race action. BELOW: Engine has 160hp. Stripped-out cabin helps reduce weight to 681kg*







crafted carbonfibre pod that expertly envelops the massive roll cage bar behind.

Chilled as you like, Giovanni holds the featherweight door open for me. I weave myself in, trying not to tread on or break anything. "There's a few things you need to know." I await a full briefing and complex set of dos and don'ts. "Here's the ignition, that's the starter button...

removed from anything approaching a road car. The gearlever from five-speed Fiat Strada seems rather incongruous sitting unadorned on the floor. There's little else left of the rest of the interior, either. Instead, it's all bare metal, with that thick roll cage and weight-saving drilled-out seat bases (even the handbrake lever resembles Swiss cheese, in the drive

“ The seat grips me tight; good news, as a wobble of the steering wheel indicates I'll need all the support I can get ”

oh, and be careful over the speed bumps, as the front splitter's very low." And that's it. Lightweight door slammed, I'm on my own. Only one thing for it, then...

Giovanni had switched it off to demonstrate the ignition cut-off (and, I'd soon discover, to ensure we could actually hear one another). I flick it back on and it starts on the button, then settles into a potent and noisy idle. I'm in no doubt this is far

to save vital grams). The seat grips me tight; good news, as a wobble of the deep-dished steering wheel indicates I'll need all the support I can get to lever this little 128 around.

I snick first. Then take it out and try again. And again. Then a tentative ease-back of the clutch pedal... the gearbox is really close, positive and precise. The car does very little to intimidate at low speeds: no jerky







clutch, no snatchy drivetrain, no granite-topped ride. This happy, welcoming car feels a bit of a peach.

It seems wired right away, an authentic race car through and through. As I go up through the tightly-spaced gears, it's terrifically eager and well-bred, with mesmerising steering feel once up to speed, and the sort of planted, hunkered down, thoroughbred compliance you only get with proper race-honed suspension.

Even within the confines of Turweston (and with Jenson Button's McLaren GT racing team testing alongside us), my confidence grows – and worryingly quickly, given how Giovanni is watching from afar. I just want to pull on my race suit and helmet, and head out onto the grid. I feel invincible, like I could do anything with this biddable and beautifully-balanced car. I eventually have to force myself back to base, completely wired and electrified with enthusiasm. As I flick off the ignition, the car shudders to silence, but my hands continue shaking with excitement. Heavens, Giovanni, this car's the real deal.

He comes over and opens the door. I initially don't notice, because all I can hear is the ringing in my ears. It is loud; ear-splittingly loud. The engine is rotary-smooth and, as the revs build, it howls rather than growls, but my goodness, if ever there's a race car that

justifies the need for ear plugs, it's this one. As Giovanni later shouts to me, if it wasn't there to make the car go faster, it was binned: soundproofing was one of the first things to go. ("I've driven it to Italy, twice, and one time did it with just two stops for fuel. I can't tell you how knackered I was by the end of it").

So what's it actually like to race? Giovanni is humble, but remembers giant-killing performances (and *Auto Italia* Championship enthusiasts will know there's plenty of photographic evidence of this). "You really have to get some heat into the tyres first, or it'll swap ends pretty quickly. But when you do, it's outstanding, with huge amounts of grip – and because of its size, it's amazingly nimble and agile." A home-grown project developed into a masterpiece. Not bad progress for your first car.

"I'll never sell it," says Giovanni. "There are so many memories in this car; it all comes flooding back when I stop to think about it. Like that time I picked off a Ferrari F355 at Snetterton... almost winning at Lydden Hill... getting it out again to run at Brands Hatch in 2017." The car that took Giovanni from learning to drive to learning racecraft, and then to the podium, is a deserved racing icon. And now we've reignited his enthusiasm, here's to some more post-Covid outings for the legend that Giovanni built. 🇮🇹

*Exploits over the years have included some big giant-slaying moments. Feels ultra-incisive to drive*







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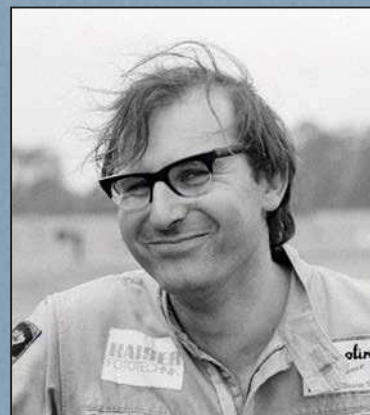
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# Memories of Jon Dooley



Racer, Alfa Romeo Dealer Team director and ex-AROC chairman Jon Dooley had a rich and fascinating life, as friend and colleague Michael Lindsay remembers

Story by Michael Lindsay  
Photography by Michael Lindsay and Jeff Bloxham





**M**any in the motoring world are forever linked with a particular marque and that is certainly true of Jon Dooley with Alfa Romeo. It came as a shock when we heard of Jon's death, at the age of 74, in September 2020. I first met Jon in 1969 on joining the Alfa Romeo Owners Club (AROC) and it was not long before our shared interest in racing gave my life a change of direction that would develop through our close friendship, AROC and the Alfa Romeo Dealer Team.

Jon and his father Alfred had revived AROC in 1968 and it played a major role in Jon's life. He had established the club magazine with the strong support of university friend, Guy Sweeten. I became joint editor in 1974, sharing the role with Jon until 1988, when I took over for the next 12 years. His many articles, both technical and on the history of the marque, remained a staple of the magazine, setting a new landmark recently with a fascinating history of Alfa Romeo factories.

I first went to a circuit event with Jon at Snetterton in 1972 where he had entered his TZ in a Cambridge University Automobile Club sprint. Already an experienced competitor (having previously raced a Giulia Ti and Giulietta), he hoped to step up to the British Saloon Car Championship in 1973 with a 2000 GTV. We both worked in the City and would meet regularly over lunch to plot his future 'career' before, as a qualified accountant, Jon took up the role of Financial Comptroller at Alfa GB following an offer from MD, Dr Carlo Cattaneo. This gave him access to the preferential company car purchase scheme and also allowed him to surprise us at the 1973 Birkett 6 Hour Relay by racing an Alfa Montreal – straight out of the showroom and with nothing like a rollcage!

1973 didn't bring the success Jon had hoped for and his next choice was an Alfetta 1.8 saloon for a couple of prestigious Production Saloon series. The car turned out to be reasonably competitive and he would race and rally it for the next two years under the Macinnes-Amcron banner.

The Avon Motor Tour of Britain became a favourite event for Jon. He entered the Alfetta in 1974 as part of a Squadra Alfa team. The result brought the Club Team award and second prize for Manufacturer Teams. It is a tribute to Brian Rouse, who prepared the car, that the Alfetta completed 19 'Triplex' rounds, the Tour of Britain and two end-season races, only failing to finish once. November 1974 saw Jon in a team of three Alfasuds for the RAC Rally. After the event Jon wrote: "I do not mind admitting that it was the biggest single driving experience I had yet had". Sadly, a broken clutch brought his retirement.

The Tour gave Jon a taste for longer events and his 1975 season is best remembered for his exploits in an Alfasud. The first was the 750 MC Birkett 6 Hour Relay at Silverstone. In appalling weather, with many cars in the catch fencing and no sign of the rain stopping, the race was red flagged after two and a half hours, Jon and Leo Bertorelli taking an unexpected win on handicap. This was Jon's second win in the event, as he had been part of the victorious team at Thruxton in 1971. Next came the Avon Motor Tour, a tough three-day battle with Tony Dron's Fiat 128 Coupe, which Tony won by a mere 7sec. The Tourist Trophy at Silverstone







in September saw the 'Sud finish third in the 1300 class but the RAC Rally brought another retirement.

Meanwhile, discussions had progressed with Alfa GB about the formation of a Dealer Team with Jon, Leo Bertorelli and myself as directors, to contest the new 1300 class of the RAC Saloon Car Championship. None of this was straightforward but with persistence agreement was eventually reached. Jon's prospects for 1976 (and far beyond) were improved when I negotiated a deal with the Italian canned tomato importer, Napolina, which would take over title sponsorship from Campari in 1977. Two new 'Sud Tis were duly delivered and this was to be the start of several years of hectic activity for Jon with 'Suds and Alfettas, many of them prepared at 'Tiny' Coston's workshop near Saffron Walden.

In 1980 and 1981, Jon was part of class-winning teams in the Willhire 24 Hour races at Snetterton. However, the much-prized Tricentrol 1300 class championship in 1981 would come two years after Bob Dove had taken over the preparation of Jon's 'Sud Ti. Had it not been for a mid-season glitch, he might even have taken the top prize. Jon had met Bob during a successful season racing a Dealer Team-sponsored Alfetta for Richard Banks in 1978 and he would look after Jon's cars until the team stopped racing nine years later.

Following such a good 1981 season, what next? Alfa announced that the GTV 6 would be homologated for the 1982 European Touring Car Championship. Could we have a similar car for our 2500cc class? There was a damaged GTV 6 at Edgware Road and on the understanding that this was not 'direct' Alfa Romeo involvement, the car found its way to Bob Dove's Forest Gate workshop. Sadly, Leo Bertorelli was tragically killed in a road accident early in 1982 and we would miss his experience and the balance in decision-making he had provided for the team.

Helped by the fluent Italian that Jon had learnt during three months in Perugia before university, a good relationship was developed with Elio Imberti, whose team was part Alfa's effort in the ETCC. We were able to source valuable parts from Elio's base in Bergamo. It was also a pleasure to see Elio at UK ETCC events, starting with the 1982 Donington round, where Jon helped by sorting out local regulations for the team and lead drivers Lella Lombardi and Anna Cambiaghi. For Alfa Romeo, the ETCC was a considerable success, the GTV 6 winning overall each year from 1982 to 1984, but for Jon it was much harder work. Alfa GB agreed to increase support for the Trimoco Championship in 1983 and we started the season in optimistic mood – which lasted until round four when Andy Rouse also found himself in a GTV 6, an ex-Luigi car. Andy then





TOP ROW: Jon with Tony Dron and Leo Bertorelli;  
MIDDLE RIGHT: 'Sud at Thruxton, 1981

dominated the 2500 class, taking six of the remaining class wins and the title overall. By contrast, Jon managed three wins but they did include the all-important British GP meeting.

Despite Jon's relatively disappointing season, it was a surprise when Alfa GB informed us that its 1984 budget would go to a team run by Terry Drury. Napolina would continue to support Jon but the money for the Dealer Team would be markedly reduced. However, I knew that the Alaskan Canned Salmon Bureau, which had been running a campaign to get their product back in favour after a botulism incident, had spare funds. What about sponsoring a car in Trimoco? It meant a second GTV 6 to run alongside Jon's car, in a different livery, the driver being Rob Kirby who had been part of the team since 1978.

Originally, Jon had not been keen, but realising that the bigger budget would also benefit him, a deal was done. It was to be his first experience since 1976 of a team-mate in an equal car and the start of a successful four-year partnership. Jon had another championship class win in 1984, with Rob taking the class in 1985, his car now sponsored by John West Foods. Jon liked to consider himself the quicker driver but that was not always borne out by lap times or results, and in the famous 'synchronised spinning' race at Silverstone in August 1985, their fastest laps were

separated by a mere 0.01sec.

When we met two years ago, Jon reflected on how close and rewarding it had all been. Mid 1985 brought a big change when Napolina's sponsorship ceased after 12 years. Jon's car would now carry John West colours. A team press release remarked, "All good things have to come to an end but after all these years it will be strange not to see Jon Dooley in a black car". Jon himself commented, "Racing a white Alfa takes me back to the time I started in 1966 with a Giulia Ti!"

Alfa GB agreed to supply the Dealer Team with two 75 2.5s for the 1986-1987 seasons, plus two 1.8 Turbo engines, once homologated, while John West remained as sponsor. The 75's homologation was delayed to the end of May, when the cars appeared at Thruxton, Rob taking a class win with Jon second. However, the season didn't quite live up to expectations with no more wins but it did provide a rare occasion when the cars were seen on TV, running nose to tail at Silverstone, with commentary by Murray Walker. A precious piece of footage!

Jon was eager to obtain turbo engines for 1987 and preparation was put in the hands of RS Race Engineering which had built our 'Sud and the V6 engines. Help from Italy was limited, leaving us unable to run as much boost as the factory-backed ETCC teams. Rob Kirby reverted to a V6 after initial





problems but Jon and Bob Dove refused to be beaten and eventually got the car going quite well. As the season progressed it also had a full ETCC type bodywork package. Jon took two class wins and finished third overall. Effectively, this was the end for Alfa Romeo Dealer Team although Jon did run the 75 in three races in 1988. His 19 BTCC class wins and two overall championships between 1976 and 1987 remain impressive.

Thereafter Jon's racing was mainly in classic events in a variety of Alfas. He was regularly seen at the Goodwood Revival and was a popular member of Scuderia del Portello, always trying to attend the annual gatherings at Arese.

Jon became chairman of AROC for a while after the uncomfortable split between the club and its race championship. He had recently devoted a huge amount of time and effort to the digital archiving of the club magazine. The Alfa knowledge he accumulated over the years was prodigious and he was always happy to share information with others in

his usual charming, encouraging way. He could also be relied upon to give his views on the 'State of the Nation', not always optimistic!

With his wife of 25 years, Meg, Jon owned a house in Croatia and enjoyed nothing more than the long drives there and back, usually in one of the smaller yellow Fiats that he seemed to prefer for everyday transport. Jon was married three times, to Valerie, Rosemary and Meg, who survives him, as does his totally supportive brother James, himself an enthusiastic Alfa owner.

At the age of one, Jon had suffered an infection that damaged his right hip. This gave him a pronounced limp but he never let it stop whatever he wanted to do. He enjoyed a very successful business career after leaving Alfa GB, as well as running Brookside Garage from 1980 to 1996. I often wondered how he found the time and energy to go racing at all! There is no doubt that Jon will be sorely missed in Alfa circles but, happily, his best known race cars have been rescued from storage and sold over the past few years and will be seen at various events in the future. 🇮🇹

ABOVE: Alfetta GTV was Jon's choice for many years  
BELOW: Alfa 75 Turbo in action 1986-1987







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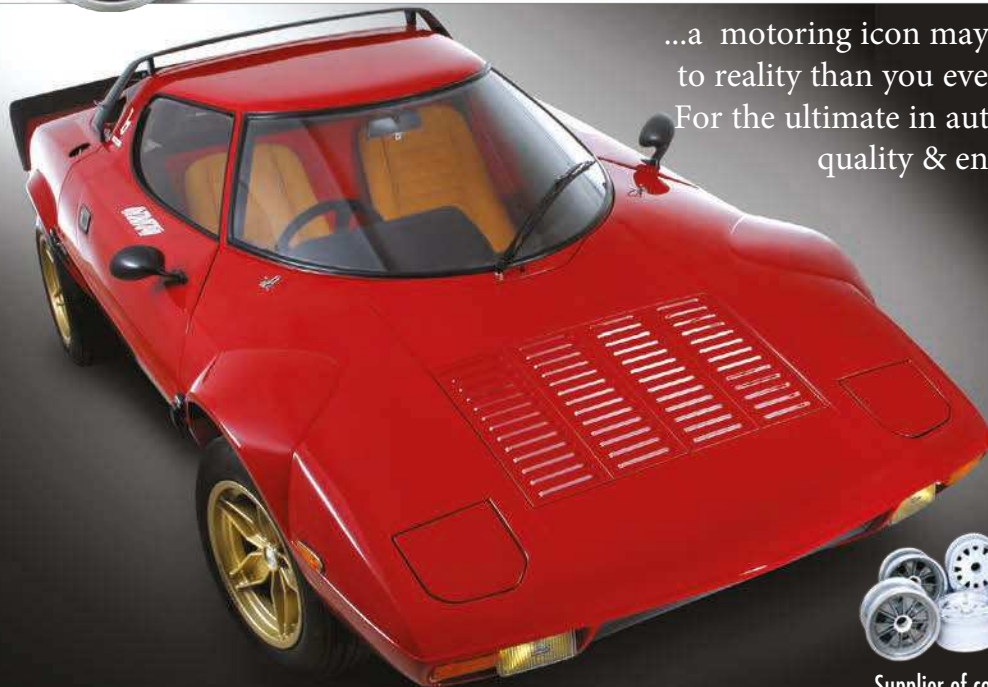
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# Italian Day Dreams

*Auto Italia* may have reached 300 issues but our Italian Car Day event stretches back even further. Here's the inside story of 34 years of passion for Italian cars

Story by Phil Ward  
Images by Michael Ward



**W**hat did we all do before we held the UK's first all-Italian car event, way back on 20 July 1986 at Syon Park in London? That was nine years before *Auto Italia* magazine was born, making the event a kind of precursor for the magazine. At the time, I was a founder member of the Fiat Twin Cam Register and editor of *Bialbero*, the Club's magazine. We had a number of members local to Syon Park and decided it would be a good idea to have a gathering in the car park. There was a small motor museum on site (eventually forming the nucleus of the British Motor Museum at Gaydon) that had a private picnic area. A conversation with the curator revealed that we could use this attractive location. Given the available space and the fact that we would probably only attract around a dozen Twin Cams, we decided to invite

owners of other classic Italian cars to fill up the space.

We publicised the first event through the classic car press and were delighted with the response. Expecting to receive entries only from Fiat, Alfa Romeo and Lancia enthusiasts, we were pleased to find that owners of more exotic cars wanted to join in. Some 78 cars and around 500 visitors showed up to enjoy the informal atmosphere.

It became apparent from the eclectic turnout, ranging from Fiats to Ferraris, that there was significant interest in all things Italian. After all, Italian cars share the same DNA of brio and style, to a lesser or greater degree. Not only that, but most Italian car owners appreciate all Italian marques.

Those early events attracted machinery that many of us had never seen at close range before – cars like the Lamborghini Miura and Countach, Ferrari 512 BB

ABOVE: Maserati A6G2000  
TOP RIGHT: Alfa Romeo F1  
RIGHT: Lancia Augusta up Test Hill; Lancia Delta S4 Stradale  
BOTTOM RIGHT: Alfa 12C; Tipo 33 on 'Circuito Giordanelli'





and 275 GTB, Iso Grifo and Lele. Some extremely rare exotics also turned up, including a V12-engined Ferrari Monza, Alfa Romeo 2600 Zagato and 1900 Ghia, Fiat 124 Abarth Group 4, Siata 1300 and Abarth 750 Zagato.

By 1989, the event had outgrown its Syon Park location to the point where there was a secondary display in the car park for latecomers. The event had to move to somewhere more spacious, and the location chosen was Brooklands, the world's first purpose-built racing circuit, created back in 1906.

The move to Brooklands added a new dimension to the Italian Car Day: there were now activities for owners to take part in. Initially we had runs up the Test Hill, which is a short but very steep hillclimb. The spectators were wowed by bellowing supercars and hot hatches, but equally delighted by a Topolino struggling to the top, encouraged with cheers all the way up.

Later we secured access to the old airfield, where cars could be demonstrated at speed. In the days before Mercedes-Benz World inherited the location adjacent to the museum and installed a purpose-built test track, *Auto Italia* ran cars on the former Vickers runway. This was quite an ambitious undertaking and would undoubtedly be impossible under today's more restrictive regulations. Parts of the wartime runway were in poor condition and it was our task to create a circuit using old tyres to avoid the potholes. The layout was planned in association with *Auto Italia's* test driver, Roberto Giordanelli, whose many years of motorsport experience enabled us to create a demanding yet safe circuit.







Given the limited facilities, owners and preparers of a variety of awesome, rare and very valuable machinery demonstrated their cars with great enthusiasm, enjoyed by onlookers at very close quarters. Examples of exotica in action included a Ferrari 312 F1, Le Mans Daytona, NART 275 GTB, NART Spyder, 512 BBLM, 246 F1, 268 SP, 250 California, Alfa Romeo 33/3, Iso-Bizzarrini A3/C, Maserati 8CTF, 8CL, 6CM, Tipo 61 Birdcage and Abarth 2000 SP. We even had a screaming 1997 F1 Benetton Judd V10. Despite the primitive, homemade track layout, the demonstrations ran without incident, no one was hurt and common sense always prevailed.

During the rebuilding work undertaken by Mercedes, our event reverted to the main museum site. To make up for the loss of the runway, the Test Hill was operated with an extra run in the morning.

When the new test track was completed, a one-hour demonstration session was included in the programme and select groups of cars were run behind a control car, usually a Ferrari or Lamborghini. Both the track

session and Test Hill runs were offered at no extra cost to the general admission price. All the museum's motoring and aviation displays were also included.

Recent developments at Brooklands have included the relocation of the WW2 aircraft hangar that was situated on the former start/finish straight. This ambitious undertaking has not only created an additional prime display area but has also opened up the vista all the way from the Clubhouse to the famous banked track.

Brooklands very nearly reached its capacity in 2019, with 2500 cars on display and 6000 visitors. The enduring success of the event is due to the combination of the wonderful, colourful array of Italian cars and the friendly atmosphere, where visitors can walk freely among some incredible machinery. Absent are the seas of corporate tents and hiked entry prices. It's all about like-minded people enjoying Italian cars – and offering extremely good value for money. With 2020 a write-off, here's to the event's return on 1 May 2021. See you there! 🇮🇹

ABOVE: Ferrari 512 BBLM; Maserati Tipo 61 with Steve Hart driving  
BELOW Maserati Barchetta being drifted by Tiff Needell  
BOTTOM: Abarth 2000SP and Maserati 8CTF





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# CLUB ITALIA

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## HISTORIC RACERS

Late-season action at Silverstone, including the Tourist Trophy race

Story & images by Peter Collins

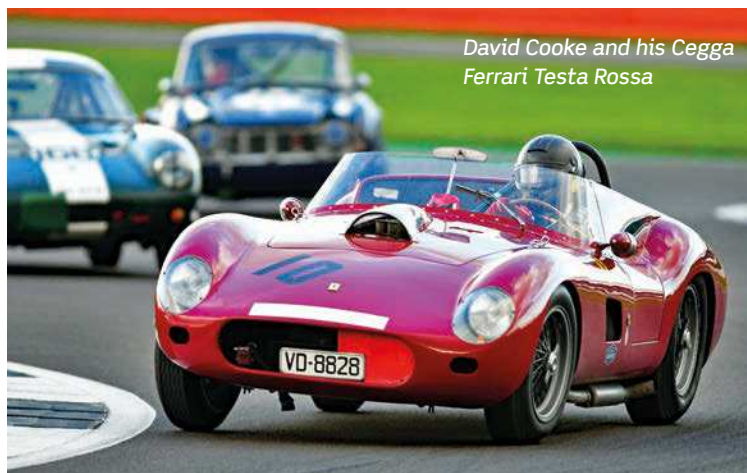


*Halusa GTA leads Gordon  
Alfasud at Club Silverstone*





Guest GTV 6 at Silverstone  
Historic Touring Cars



David Cooke and his Cegga  
Ferrari Testa Rossa

Of all the side-effects of the virus that we've experienced, I didn't expect that motor sport would be transported back to the 1960s. Back then, the UK circuit racing season ran from the first weekend of January until Boxing Day each year – until spectator numbers started to drop away and drivers found better things to do during the winter break. Then suddenly, with the paucity of racing activity this year, organisers have tried hard to keep things going over winter. Car owners have also been very eager to keep their mounts running, rather than putting them away at the end of September.

Thus we had the highly unusual last-minute arrangement, by Motor Racing Legends, of a three-hour Tourist Trophy race at Silverstone in late October. It was so over-subscribed that the motor sports authorities made a special arrangement for more than 50 cars to start the race. The only downside was that, despite the title, not one period Ferrari GT was entered.

In addition, there was a pre-1961 sportscar race and a virtually all-comers Touring Car event. To fit it all in, qualifying started at 08.00 and the TT finished in virtual darkness.

The previous weekend, as always, the stalwart Historic Sports Car Club ran its traditional 'Finals' race meeting at

Silverstone, with a fair sprinkling of Italiana on track. The Club's Road Sports events attract a good number of Alfisti and this was no exception. Antony Ross won Class D in his very quick Alfa Romeo 1750 Spider Veloce (as featured in the September 2020 issue of *Auto Italia*). Also going well was the ex-Peter Smart 2000 GTV, now owned by Tim Child, who is driving it very effectively. Aply backing him up were two more GTVs, those of David Erwin and Simon Holmesmith.

Chris Lillingstone-Price had his Tecno 70 out in the Historic F2 Championship round, and despite a spin after a nudge at Luffield, took tenth place. With no spin in the second race, he finished ninth. Paul Wallis in his Alfa GTV non-started the first of two Touring Car races, but finished 16th in the second ahead of the hard-driven Lancia Fulvia 2C Berlina of John Storer, which was ultimately underpowered in the company of Mustangs, Falcons and Lotus-Cortinas.

It apparently took only six weeks for Motor Racing Legends to agree a date and find enough of an entry to subscribe three races fully on 25 October, including the feature three-hour enduro.

On the day, first race was the Woodcote Trophy/Stirling Moss Trophy for Pre-1961 sports racers and prominent amongst the entry was the gorgeous Maserati 300S of the

Halusas. This was the second-from-last example to be constructed (chassis 3082), which went straight to Angola and was raced there for some years. It then stayed in South Africa before being located by collector/dealer Nick Harley, who brought it to the UK. It then passed to Burkhard von Schenk who raced it extensively in historic events over many years before it was acquired by the Halusas.

Andreas Halusa was forced to retire from the Touring Car Challenge in his Alfa GTA, but the fabulous little Alfasud Sprint of Geoff Gordon was flung around Silverstone's GP circuit with abandon and finished 18th at the end of the hour-long race, complete with a tribute to racer Jon Dooley on the front wing. The GTV 6 of the Guests came home 22nd.

In the feature TT 3-hour race, the Hartogs/Nuthall GTA finished in 40th place, but sadly David Cooke's Cegga Ferrari retired after 23 laps. This car is a reconstruction of the car built, in period, by the Gachnang brothers from Switzerland, around the damaged chassis of Testa Rossa 0742. It incorporated their own design of independent rear suspension, as does the Cooke car. Having featured the Cegga Maserati Group 6 sportscar in *Auto Italia* in the past, it is hoped that more of this story can be revealed in the future.



John Storer hustles his  
Lancia Fulvia 2C at Copse



Antony Ross & Alfa Spider  
in HSCC 1970s Road Sports





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# Mille Miglia

Delayed but not downbeat, this year's Mille Miglia was a four-day epic

Story by Peter Collins  
Images by Peter Collins/MM Events

**T**he Mille Miglia, branded *The Most Beautiful Race in the World*, is diverging ever further from being a celebration of the fabulous road race after which it is titled. As much could be seen by glancing at this year's route and schedule. With towns and cities on the route allegedly paying six-figure sums to have this mobile museum of nearly 400 cars pass through or, even better, stage a time-control or refreshment halt within their boundaries, the original route has now become largely academic. The good news is that despite an ever-worsening virus situation in Europe, the organisers were able to run the postponed event in late October.

It used to be that this historical re-enactment of the iconic original race started from Brescia, went east across northern Italy, then down the spine of Italy to Rome, and on Saturday would see a very long run over the Radicofani and Futa passes, through Siena and Florence to Bologna, then via Modena north back to the finish in Brescia.

Today, many extra miles are taken up visiting towns

that have nothing to do with the original event. So this year, after Siena, the route turned west through Lucca to the coast at Viareggio, then north over the Cisa Pass to another night in Parma before heading to the finish in Brescia on Sunday. The only year that some of these roads had been used in period was 1949, and then in the opposite direction. This tough event was made even more difficult by the organisers' insistence on timing all the regularity stages and tests to 1/100th of a second.

Some 356 cars started from Brescia on Thursday 22 October, but the pandemic meant there were no serious high-profile prestige Ferraris in sight. Instead, 2020 saw the chance for many to run fascinating cars that maybe would not have been given entries under normal circumstances. Every cloud...

The huge cavalcade headed straight for Desenzano and Lake Garda as normal, then south to Mantova and east across to Ferrara. In the past, this has been the traditional first night-stop of the event, but this year it was merely a supper stop, with cars and crews then







required to continue south and east to the Adriatic coastal town of Cervia-Milano Marittima.

It was a foggy start the next morning. The only crew to break up the monopoly of Italian cars in the top 10 was the Bugatti T37A of the Belottis in fourth place. Unusually, Lancia Lambda Casaros were prominent in the top three placings, with Sergio Sisti and Anna Gualandi leading, and Gianmario Fontanella and Anna Maria Covelli third, split by Andrea and Roberto Vesco's Alfa Romeo 6C 1750.

By the time the cavalcade had reached Urbino via San Marino, the skies had cleared. The cars turned inland to the area most affected by the earthquakes of 2016, stopping in the epicentre, Amatrice. Twisting and turning across the Apennines, they rejoined the original MM route for Roma through Rieti.

After 15 hours on the road, weary crews paraded their cars along the Via Veneto in Rome, where the Fontanella Lambda was in the lead, followed by the Vesco Alfa and the Sisti Lambda.

Restart on the Saturday was at 6.30am – you don't do the Mille Miglia just for fun! With 550km on this third leg, the field had already lost 50 cars, which now faced

cold rain and low cloud over the Radicofani.

After lunch in Siena, the route headed across to Lucca and the coast at Viareggio. Turning inland again at La Spezia and heading over the Passo Cima to Parma, the lead was kept by the Vesco Alfa.

The last day was a relatively short run back to Brescia. Tests at the Varano race circuit (the virtual home of Dallara race cars) happened during the morning and then the remaining 300 participants visited Castel'Arquato, home of the Silver Flag hillclimb, before Lodi, Treviglio and Bergamo, finishing on the Viale Venezia in Brescia. Here the lead had been retained by the Vesco Alfa, with second place held by the Sisti Lambda and third the Lambda of Fontanella and Covelli.

Given the virus situation and the failing October light, it was perhaps difficult to understand why the days needed to be so long, and what the point of a fourth day was. On the other hand, the safely spaced crowds were treated to a great endurance run. We should thank the spectators, organisers, staff and marshals who ensure the MM's success. We're already looking forward to the 2021 event on 12-15 May. 🇮🇹

*ABOVE: Arrival in Brescia for the Pietta and Lazzarini Fiat 514  
BELOW: Macaluso Lancia Aurelia at start point*





# Longstone

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166/195/212  
340/342/375 America  
250 Europa  
250GT Boano/Ellena  
250GT Tour de France  
410 Superamerica  
250 GT Cabriolet  
250 California spyder LWB  
250 GT Coupe Pininfarina  
250 GT SWB  
250 California spyder SWB  
250 GT/E 2+2  
400 Superamerica  
250 GT Berlinetta Lusso  
330 America/330 GT 2+2  
500 Superfast  
275GTB and 275 GTB/4  
275 GTS  
330 GTC/GTS  
365 California  
275GTB/4 NART Spyder  
365 GT 2+2

165X15 CA67  
600X16 Stella Bianca  
600X16 Stella Bianca  
600X16 Stella Bianca  
175X400 CA67  
600X16 Stella Bianca  
185X16 CA67  
185X15 CA67  
185X16 CA67  
185X15 CA67  
185X15 CA67  
185X15 CA67  
205X15 CN72  
185X15 CA67  
205X15 CN72  
205X15 CN72  
205VR14 XWX  
205VR14 XWX  
205VR14 XWX  
205X15 CN72  
205VR14 XWX  
205X15 CN72

Dino 206 GT  
365GTC/GTS  
365GTB/4/GTS/4 Daytona  
Dino 246 GT/GTS  
365 GTC/4  
365 GT4 2+2  
400 + 400GT  
400i + 400GTi  
365 GT4 Berlinetta Boxer  
512BBi  
512BBi  
308 GT4 2+2  
308 GTB  
308 GTS  
308 GTBi  
308 GTSi  
308 GTB QV  
308 GTS QV  
Mondial 8/QV/Cabriolet/3.2/T  
288 GTO  
Testarossa/512TR  
328 GTB/GTS

185VR14 MXV-P  
205VR14 XWX  
215/70X15 XWX  
205/70X14 XWX  
215/70X15 XWX  
215/70X15 XWX  
215/70X15 XWX  
240/55X415TRX  
215/70X15 XWX 225/70X15 XWX  
215/70X15 XWX 225/70X15 XWX  
240/55X415TRX  
205/70X14 XWX 205/55X16 P7 225/50X16 P7  
205/70X14 XWX 205/55X16 P7 225/50X16 P7  
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220/55X390 TRX 205/55X16 P7 225/50X16 P7  
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## REMEMBERING LORENZO PRANDINA

How sad and shocked I was to hear that Lorenzo Prandina has died of Covid-19. He was such a sympathetic man; he appeared very kind and appreciated anything I did

for him. His enthusiasm was infectious and he just loved his cars and racing.

I shall never forget when I drove the Tecno up the Goodwood Hill. I was fairly apprehensive of the car as it wasn't good when new, so after all those years and Lorenzo whacking it at Monaco Classic, I wasn't that confident. On the final run I was feeling happier, so I really let it rip and used lots of rpm. When I returned to the paddock, Lorenzo ran up and said with his beautiful Italian accent: "Thank you, Derek, that was wonderful. I could hear

every gearshift all the way up the hill. It was music to my ears!"

I'll never forget that. Real passion.  
**Derek Bell MBE**

*Lorenzo was a larger than life man in any paddock. He was very generous to Auto Italia, offering us the opportunity to drive no fewer than two Formula 1 Ferraris, the Aguzzoli Condor and many others. He will be missed and remembered fondly. – Ed*

## TRIBUTE TO GUY CROFT

I would be most grateful if you could please add my name to what I am sure will be a very long list of people who will miss the late Guy Croft. He was, without question, one of the most talented and hard working engineers in motorsport. His dedication to his work and the results which he achieved in his field will never be matched. I count myself very

fortunate to have known Guy and will miss him enormously.

**John Brown,  
John Brown Restoration**

## BOOK ME UP

I enjoy reading the articles that you publish that feature bits of the history and the many characters of the Italian motor industry. Whilst one can find numerous books written about particular marques, I am wondering if you know of one that covers the whole Italian car industry history, the development through the 20th century, basically, pulling together the various strands of the manufacturers, designers and carrozzerie. Is there such a comprehensive coffee table-type book published?

**Hugh Allan**

*You may have identified a gap in the market there, as one of very recent books we know about Italian cars in general –*

*Legendary Italian Cars by Enzo Rizzo – is now out of print. You should still be able to find it second-hand though – Ed*

## MAINTAINING SANITY

Auto Italia has kept me sane during lockdown. To keep myself busy and enthusiastic, I started buying back numbers of Auto Italia and I would sit in the garden with a cappuccino, some amaretto, my Auto Italia and talk Italian to the cat. It was fascinating to look back over 20-odd years and see how cars and indeed the magazine had evolved. I particularly enjoyed the Roberto Giordanelli articles. I hope your readers appreciate the value they're getting: 20 years ago it cost £3.50, today £4.99 – that's phenomenal.

**Viv Olsen**

## OF ABARTH'S & DINOS

The article regarding the best ever Italians engines in the December 2020 issue was very interesting, especially the section regarding two cylinders. Having worked at Radbourne Racing in the late 1960s (with the great, but sadly late, Geoff Anstead as my boss) I decided, as a retirement project, to use the skills that Geoff had taught me and build myself an Abarth 695 replica (pictured on next page).

The car in the article had a 695 engine in it, so why had the owner continued to have it badged it as a 595? A bit nit-picky, I concede, but I







think that you'll find that the engine in the article had 'Dino' con-rods, and not pistons (the Dino engine bore is about 90mm, as against the 76mm of the 695 engine) The only measurement difference between a Dino con-rod and a Fiat 500/126 con-rod is that the former is 1mm shorter; both the big-end and gudgeon-pin diameters are identical. It was quite common to fit Dino rods into tuned 500 engines until the Dino became loved again and prices went through the roof. Result? No more second-hand con-rods!

**Tom Montagu**

### WORDS IN A TWIST

I liked your rant on Facebook about idiot car show presenters who cannot be bothered to

research the correct pronunciation of foreign (Italian) names. You ought to suggest that the editor offers his expertise as pronunciation consultant, with attendant extra publicity. I recall William Woollard on *Wheelbase* (pre-*Top Gear* so dates me a bit) having a major hissy fit when someone corrected his idea of Fioni & Falaschi. The poor assistant was absolutely correct but still got fired – and the tantrum was captured on film! My other gripe is incorrect picture captions but that is another story.

**Stefano Coprimozzo**

### LOST LANCIA

While reading and enjoying your October 2020 issue, I came across a photo of an immaculate Lancia Aurelia B52



Vignale Convertible on page 75. This truly unexpected view brought back to me a lot of memories.

In the mid-1970s, my uncle – one of the founding members of the Lancia Club Belgio – noticed while driving along the motorway an Aprilia saloon standing in a farmyard next to the motorway in Ternat, about 15km from Brussels. As soon as possible, he contacted the farmer and bought the Aprilia. While helping him collect the car, there was another car languishing on the lawn that caught my attention.

On closer inspection, it appeared to be an Aurelia B52 convertible but it looked beyond repair. The front wings of the grey metallic body were dented, the engine was missing and the interior had been exposed to the elements for a long time. I could have bought it for 500 Belgian francs (about 12.50 euros) but my father forbade me because I already owned an Aurelia B20 GT. Luckily, my uncle swapped it for a rusty old Citroën DS and

we took the B52 home.

My uncle mounted the engine of my father's total loss B12 saloon – I still have the dashboard – and enjoyed driving the car for at least 30 years. When he got older, he sold the car, which ended up in Italy.

At the 2012 Spa Italia Event at Francorchamps, the well-known Italian car collector Corrado Lopresto was invited to exhibit some Lancias from his collection, including an

Aurelia B52 Vignale Coupe. My uncle got the opportunity to meet Mr Lopresto and to his surprise, Mr Lopresto was aware of the convertible's return to Italy because one of his friends was the new owner.

I am truly convinced that the car featured on page 75 of your magazine was once my uncle's car. This car is also featured in Wim Oude Weernink's book *La Lancia – Third Edition* on page 152, and was also exhibited at the Brussels Motor Show.

Our affinity with Lancia and our intention to preserve as many cars as possible goes back in time to 1957 when my grandfather became the Lancia dealer in our area. When he retired, my father and my uncle represented the dealership until 1980.

I'm very glad that my uncle decided rightly that it was worth saving that car from the scrapyards. I enclose some photos of the B52 during my uncle's ownership.

Thanks for your excellent magazine and its outstanding quality.

**Michel Van Auwegem  
Gent, Belgium**







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**Alfa Romeo Association of California**

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

**Alfa Romeo Club Quadrifoglio Belgium**

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

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**Abarthisti**

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

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**Ferrari Owners' Club**

Cavallino House, 2 Church Way, Whittlebury, Northamptonshire, NN12 8XS

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

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

**Fiat Club America**

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

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

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

**Fiat & Lancia Club of Western Australia**

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

**Fiat 500 Club**

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

**Fiat Motor Club GB**

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

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

**Fiat 500 Enthusiasts Club GB**

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**Sporting Fiats Club**

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

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**Fiat 127 Forum**

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

**Fiat 131 Mirafiori Forum**

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

**The Fiat Coupe Club UK**

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**Fiat Punto Forum**

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

**The Other Dino (Fiat)**

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

**Lancia Montecarlo Consortium**

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

**International Association of Lancia Clubs**

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

**Club LanciaSport**

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

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**Maserati Club**

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

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

**Sports Maserati Club**

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

**Northern Ireland Italian Motor Club**

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

**Italian AutoMoto Club**

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

**Italian Made Cars Club**

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

**Scuderia Italian Car Club** South Australia

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

**January 14-17 (TBC)**

**Autosport International**

NEC, Birmingham

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

**January 14-17**

**Winter Marathon rally**

Madonna di Campiglio, Italy

[www.wintermarathon.it](http://www.wintermarathon.it)

**January 21-24**

**Coppa Delle Alpi rally**

Italian Alps

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

**February 26-27**

**Rally Revival**

Glyndwr University, Wrexham

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

**April 7-11**

**Techno-Classica Essen**

Essen, Germany

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

**April 18**

**AROC Spring Alfa Day**

Yorkshire Wildlife Park

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



**May 1**

**Auto Italia Italian Car Day**

Brooklands Museum

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

**May 7-9**

**Lancia Motor Club GNW**

Lancashire

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

**May 12-15**

**Mille Miglia**

Brescia, Italy [1000miglia.it](http://1000miglia.it)

**May 15-16**

**Goodwood 78th**

**Members' Meeting**

Goodwood Circuit, West Sussex

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

**May 28-30**

**Concorso d'Eleganza Villa d'Este**

Lake Como, Italy

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

**May 30th**

**Prescott Italia**

Prescott Hill Climb,

Gloucestershire

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

**June 2-6**

**Retromobile**

Paris, France

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

**June 5**

**Italian Passion for Speed**

Cardiff

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

**June 9-11**

**London Concours & Supercars**

Honourable Artillery Company,

London

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

**June 11-13**

**Restoration & Classic Car Show**

NEC Birmingham

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

**June 13**

**Spaltalia**

Spa Circuit, Belgium

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

**June 27**

**AROC National Alfa Day**

Bicester Heritage, Oxon

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

**July 8-11**

**Goodwood Festival of Speed**

Goodwood House, West Sussex

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

**July 10**



**Auto Italia Northern**

**Italian Car Day**

Raby Castle, Co Durham

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

**July 8-11**

**Retro Classics**

Messe Stuttgart, Germany

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

**July 23-25**

**Lancia Motor Club National Rally**

Thame, Oxfordshire

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

**July 31 - August 1**

**Silverstone Classic**

Silverstone Circuit, Northants

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

**August 19-22**

**British Motor Show**

Farnborough International

Expo Centre

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

**September 1-4**

**Salon Privé**

Blenheim Palace, Oxon

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

**September 5**

**Italian AutoMoto Festival**

Bridgnorth, Shropshire

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

**September 12**

**Italian Wheels & Wings**

Cosford, Shropshire

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

**September 17-19**

**Goodwood Revival**

Goodwood Circuit, West Sussex

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

**Oct 17**

**Autumn Motorsport Day**

Brooklands Museum

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







**Lancia Delta Gruppo A (Volume 1)**  
 By Sergio Remondino and Sergio Limone  
 ASI  
 €49

Produced by ASI, the supervising body for the recording of Italy's automotive history, this book is a definitive record of the Lancia Delta's rallying achievements and evolution. The co-authors are highly respected, Remondino for his reporting in *Auto Sprint* and *Rally Sprint* magazines, and Limone as the

prominent development engineer throughout the Delta's lifespan.

Sixty percent of this dual-language book is dedicated to reports on the Delta's performance in every event, year by year, in world rallying. Each rally report is presented in an informative style without resorting to detailed analysis or statistics.

While rally reports have been covered in other books before, what makes this book special are the later chapters, beginning with the unlimited Delta prototypes created by the Astra Team from 1991 to

2000. Delta 'Proto' specials are described with 2.2-litre engines, 1000hp Tri-flux implants and 430hp five-cylinder diesels. The detailed 'backstage' chapter, written by motoring journalist Luca Gastaldi in association with Sergio Limone, describes the Delta's development in detail, accompanied by some previously unpublished images. Finally there is a fascinating listing of registration numbers married to chassis numbers, essential for anyone researching the provenance of a prospective purchase.



Exceptional Cars 10 **Alfa Romeo T33/TT/3**  
 The remarkable story of 115.72.002

Ian Wagstaff

**Alfa Romeo T33/TT/3 - The Remarkable History of 115.72.002**  
 By Ian Wagstaff  
 Porter Press International  
 €30

This is the story of the ultimate version of Alfa's T33/3 series, the so-called T33/TT/3. Produced by Autodelta to compete in the 1972 World Championship, it did well enough, even if it didn't ultimately

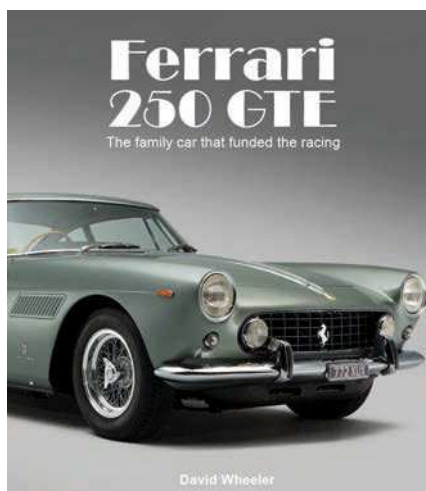
challenge Ferrari. Perhaps its zenith was second place in the Targa Florio, where Helmut Marko came within seconds of victory in chassis 115.72.002, the most successful of the T33/TT/3 cars, which is the main focus of this book.

It's very well written by the respected motorsport journalist, Ian Wagstaff, whose profile of the 1972 season is very detailed, with race-by-race accounts. There are good profiles of its drivers: Vic Elford, Helmut

Marko, Nanni Galli and Andrea de Adamich.

This chassis later had a second career as a circuit racer and hillclimber in Greece, and it still competes in historic events in the hands of its current owner, Martin Halusa.

This 128-page book is very well illustrated with over 130 period and contemporary images. As ever with the Exceptional Cars series, there's a fine gallery of colour photographs of the car in question. Overall, an excellent profile.



**Ferrari 250 GTE**  
 The family car that funded the racing

David Wheeler

**Ferrari 250 GTE - The Family Car That Funded the Racing**  
 By David Wheeler  
 Porter Press International  
 €75

We had been greatly looking forward to reading this book, not least because it seemed to have been in the throes of creation for aeons. It was worth the wait. Comprising 432 pages, and packing around 650 pages, this thumping hardback covers the entire history of the 250GTE, a car that was once marginalised by marque fans but which has since garnered quite the retinue. The first-time author has done a remarkable job of outlining how and why it came into being, tracing developments during the production

run, and a lot more besides.

The narrative then moves on to covering all 954 cars made, which stretches to ownership experiences. What particularly intrigued us was the section on replicas based around GTE mechanics. We wondered how Wheeler might treat this nettlesome subject, Ferrari's first 'family car' having once been the donor vehicle of choice for fakers of SWBs, GTOs, and more besides. This section is illuminating and well researched. We thought we had a fair idea about the breadth of this 'movement', but it turned out we were wrong...

Limited to just 750 editions, it is bound to sell out. And while not exactly cheap at €75, it is infinitely better value than most comparable chassis by chassis masterworks we can think of. Highly recommended



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Lancia D25	242	Fulvia Montecarlo / Safari	286	integrale Group A Martini	182	A6G Frua Coupe	72	Quattroporte Series IV	124
Lancia D50 (Track Test)	71	Fulvietta Concept Heritage Hub	286	integrale Group A Martini	228	A6 1500	63	Quattroporte Series V	91
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Lambda 7th Series Torpedo	186	Gamma Coupe (Time Machine)	206	integrale 3 car test	226	A6G 54 Coupe by Frua	230	Quattroporte V GTS Auto 2008.	140
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Lancia Commercial	66	Stratos (San Remo 1974)	47	Magia "Concept"	22	Mistral vs AC 428	56	Quattroporte Bellagio Touring	196
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Aurelia B20 Series 1	107	Rally multi car feature	99/255	Delta HPE Evo 500	54	5000GT	48	3200GT vs 4200 Gransport	240
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Aurelia B20 Pichon Parat	294	Beta Historic racer	60	Delta HPE Turbo (Imports)	71	5000GT (Alfa)	85	4200 Coupe	66/71
Aurelia B20 (S2+S3)	200	Betas Coupe/HPE/Saloon	55	Delta (New) 2008	147	5000GT (Allemano)	93	4200 Gransport	100/108/126/220
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Aurelia B20 'Outlaw' TK	242	Beta Coupe/Saloon/Montecarlo	139	Delta vs Ypsilon (Chrysler)	190	5000GT Ghia	284	Coupe/Spyder Ice Driving	105
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Aurelia B24 Spider		Beta HPE (Steve Berry)	293	Ypsilon 2011	185	Khamsin Collectors' Guide.	257	Coupe Trofeo	84
+ B52 Rosa d'Oro	154	Beta Volumex x 2	260	HPE & Y	11	124 GT Prototype	60	Coupe Trofeo (Monza)	106
Aurelia B24S Convertible	87	Beta Coupe (Studio)	284	Y10 (Time Machine)	175	Simun Prototype	60	Coupe Trofeo (Silverstone)	111
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Aurelia B24 Spider + Flavia	249	Trevi Bimotore	237	Lybra 2.4 JTD SW	65				







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## ALFA ROMEO



**1989 Alfa Romeo Spider Series 3 2.0 Cloverleaf.** 63,000 miles, silver, excellent all round condition. Recent MOT with no advisories, extensive history file and always garaged. Genuine reason for sale from long time Alfa enthusiast and AROC member, further details and details on request. Also Series 4 for light restoration 51,500 miles, details on request, £11,500. Tel: Martin, 07703 327859. Email: martinaveyard1@gmail.com. A300/045



**Alfa Romeo 159 16V JTDm 170 estate.** Diesel car, black, mileage 134K, MOT 12 months, excellent condition inside and out, service history, for sale £2500, 61-reg. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A300/003



**1986 Alfa 33 1.5.** Green series one Alfa 33 1.5, 65,890 miles. Clean interior, good mechanicals and bodywork (apart from a few rust blemishes). Owned by one couple for most of its life and comes with a pile of receipts, original handbooks, toolkit and head unit. MOT until June 2021, rare model now, £2300. Email: maitland1977@gmail.com (SE London). A300/002



**1997 Alfa Romeo Spider 3.0 V6.** 89,000km, black, car garaged for last 13 years. Have spent 5K so far, some way to go, current MOT, bodywork, interior and hood in good condition. Ideal mini project for the right enthusiast, £7000 ono. Tel: Nick, 07908 010111. Email: ngsheppard@gmail.com (based New Forest, Hampshire). A300/078



**2007 Alfa Romeo 147 JTDm 16V sport Q2.** 143,000 miles, Alfa Red. My 147 Q2 is sadly up for sale for the good old reason of now being too small for recently expanded family, 2 previous owners, with me since 2016. Full Alfa history up to 120K then serviced by myself or local garage with genuine/branded items, MOT until Sept 2021, just SORN'd as I am now running a different car. Both original keys, good overall condition but far from perfect, usual age/mileage related marks, £1500 ono. Tel/text: 07813 090590. Email: kingdanhf@outlook.com (car in Wrexham). A300/044



**2004 Alfa Romeo 156 Sportwagon 2.4 JTD M-Jet Veloce.** 84,000 miles, red Facelift model, professionally remapped to 210bhp, 450Nm torque. New battery, recent clutch and flywheel, 4 Michelin Pilot Sport 4S, water pump and cambelt 20K, oil changed every 5000 miles, £4250. Tel: 07788 422678 (Coventry). A300/047



**2003 Alfa Romeo GTV Phase 3.** 43,000 miles, red, black interior. AROC member, MOT June 2021. Genuine reason for sale, I have other cars and just don't get round to driving it. Also have complete tan interior which I would include, £4250. Tel: 07955 234432 (north Wales). A300/007



**2007 Alfa Romeo GT Blackline.** 81,000 miles, black. My beautiful GT Blackline is now for sale after twelve years of enjoyable and careful ownership. Originally registered to Alfa Romeo UK in November 2007, I bought the car in December 2008 with 4800 miles on the clock, I am its second owner. The car has now covered 81,000 miles, full service history by Alfa specialist. Please contact me for lots of further good news details and photos, £2600. Tel: Dante, 07941 127237. Email: dantediaferia@aol.com. A300/006

**1997 Alfa Romeo GTV Phase 1 2.0 TS.** 96,477 miles, 12 months' MOT, no advisories, Vela Blue/tan leather. Owned 5 years, brilliant, reliable drive, has never let me down. Not perfect paint but amazing from ten feet, two spots of corrosion but controlled and not visible, £2000 ono, ring Calvin for more details. Tel: 07811 461207. A300/048

**Alfa Romeo Brera 2.2 JTS.** 1/12/2006, red, 61,000 miles, MOT to 11/9/2021, sat nav, Bluetooth, electric seat adjustment, climate control, 16-inch alloy wheels, new timing chains and front subframe 500 miles ago, new battery, £5350. Tel: 01252 715781 after 6.30pm (Surrey). A300/049



**2011 white Alfa Romeo 159 Ti Turbo diesel Sportwagon 1.9 JTDm.** Interior and exterior in immaculate condition, 58K miles, twelve months' MOT, service history, last serviced 25 Nov 2020. Beautifully stitched black leather seats, 'extras' new Alfa carpets, four extra Alfa Ti wheels and hands free Parrot, £10,295 ono. Please tel: 07186 335474 (Torquay Devon). A300/042

**2004 Alfa Romeo 156 Sportwagon 2.4 JTD M-Jet Veloce.** 84,000 miles, red Facelift model, professionally remapped to 210bhp, 450Nm torque. New battery, recent clutch and flywheel, 4 Michelin Pilot Sport 4S, water pump and cambelt 20K, oil changed every 5000 miles, £4250. Tel: 07788 422678 (Coventry). A300/008

## FERRARI



**2003 Ferrari 360 Spyder.** Rosso/Corsa, 6 speed manual, 19,500 miles. FSH, cambelts replaced at 18,236, clutch replaced at 19,018. Tubi exhaust, red brake calipers, Challenge grille, Scuderia shields, master key, all original wallets, toolkit, battery charger etc. Fuller details and photos on request, £79,950. Tel: David, 07977 911663. A300/046



**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. A300/018





**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. A300/023



**Ferrari California 2014.** In Tour de France Blue. Outstanding spec with full service history, just 32,150 miles, MOT July '21, free service to June '21, new tyres, new Pioneer audio system. Special handling pack, 20" forged diamond rims, ceramic brakes with yellow brake calipers, parking camera, front and rear sensors, carbon fibre spoiler. Carbon fibre drive zone, electric heated Daytona seats, £80,000 ono. Email: klein682842@gmail.com. A300/014



**Ferrari 456M GTA.** 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. A300/020



**Ferrari 355 GTS.** Very good manual 1994 GTS with FSH, red/crema, 34K miles, coded roof, Challenge, Larini. Mine for 8 years, considering 458 Spider, reg '355 FER' available at additional cost. RHD, UK supplied, £75K for car. Email: andrewbailey@dimatec.co.uk. A300/012



**Ferrari 488 Pista Spider.** This stunning example has covered just 200 miles from new, finished in Rosso Corsa and Blu Abu Dhabi stripe, the interior is fitted with Nero Alcantara with Grigio Chiaro leather, the stitching is Grigio Chiaro with the headrests also embroidered in Grigio Chiaro. Email: james@okanelavers.com. A300/022



**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. A300/019



**Ferrari 308 GTB Vetroresina for sale.** The car has been left in a garage since 1987 with 69,441 miles. It is now in storage with a performance car specialist, they have got the engine running and it is holding good oil pressure. The car will need fully restoring, £65,000. Tel: 07957 752217. A300/011



**Ferrari F12 Berlinetta 2015.** Grigio Silverstone, 14 months balance Ferrari warranty, full Topaz PPF, yellow calipers, yellow dial, black/Bordeaux Daytona comfort seats, Bordeaux carpets, carbon driver's zone and bridge, front lift, f&r parking cameras. A strongly specced car in top condition purchased from Meridian Modena, £175,995 ono, club member, first to see will buy, strictly no canvassers. Tel: Charles, 07919 046630 for more information. A300/010



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**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 Northern 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. A300/016



**Ferrari 360 Michelloto.** Factory built 360 Challenge on 22/12/2000, assembly number 39879, one of only 2 cars built to Carbon Michelloto specification. This particular car has had £80,000 spent over the last 6/7 years, including a new Stradale engine (invoices on file), and lightly used since then. Full air jack system, Ohlins fully adjustable dampers, Autotel Comms system, slicks and wets, plus a spares package. Always maintained to the highest of standards, £149,950, happy to p/x a road car. Tel: Robert, 07802 638618. A300/009

**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. A300/017



**Ferrari 599 GTB Fiorano F1.** 2007, Nero Daytona metallic black, Bordeaux leather/grey stitch interior. Carbon racing seats, dashboard inserts, centre console, steering wheel, door trims, sill covers, red calipers, yellow rev counter, Scuderia shields and unmarked polished Challenge wheels, V12 VFF, car cover and charger included in asking price. Full Ferrari service history, with JCT600 Leeds now for annual service, handbrake adjustment and factory flickering dashboard repair, £96,500. Tel: Jon, 07758 936009. A300/013



**Ferrari 308 GT4 Dino.** 1980, 4 new tyres, stainless steel exhaust, Chiaro Blue, low mileage, excellent condition, owned since 2007. Ill health forces sale, £45,000. Tel: 07894 556355. Email: viv@well.ox.ac.uk. A300/001



**Ferrari 308 Reimagined.** 4 owners, 3rd owner for 20 years. It has a dry sump, extensive engine work by Shiltech with composite doors and rear section, adjustable suspension and modified brakes, a new cooling system has been installed, extinguisher system and Kevlar seats, full cage and harnesses and central locking. Over £83,000 of development work with a full history folder. New clutch fitted and full inspection and belts by Shiltech in 2018 with little mileage since. It is road registered with V5 and MOT, FOC member. Email: j7uan@aol.com. A300/021



**2008 Ferrari 612 Sessanta Coupé.** Coachwork by Pininfarina, VIN/chassis no: ZFFJY 54B000157955. Engine no: 128351 / 5.7L V12, 7300km (4500 miles), LHD. Two tone Rubino Micalizzato (ruby red mica)/Nero Daytona (metallic black) with Rubino Micalizzato side line. Date of purchase : 15 April 2008. Fully serviced by Ferrari with all books. Dedicated to Michael Schumacher and Ferrari's 2000 F1 Championship (2000 Schumacher Ferrari F1 Champions). Email: clink.robert@gmail.com. A300/068



**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. A300/015



**Ferrari 456.** Great condition 456 in silver Argento Nurburgring with blue hide and light blue carpets. This car has been meticulously maintained, having 20 stamps in the service book, an extensive file of invoices and old MOT certificates accompanies the car, and it is complete with the original tan hide tool case, leather owner's wallet and all of the original factory books and car cover. I am more than happy to put you in touch with the garage who have looked after it, who are well known in Ferrari circles. Email: ajcleeds@gmail.com. A300/069



**1997 Ferrari 355 Berlinetta.** RHD, 6 speed manual, one owner for last 16/17 years. Full dealer service history with all upgrades and maintenance carried out with no expense spared, including a recent engine out cam belt service. Extensive history file, all factory tools and accessories are present and correct. Some main features include, at the rear: stainless steel Fabspeed headers with Challenge exhaust system, Challenge rear grille, carbon fibre air boxes with rear window intakes, SS flexi brake lines, upper and lower arms re-bushed and painted, cooling fans upgraded and extra radiator fitted for better cooling, all hoses upgraded to silicone. At the front: new shocks, springs, brake lines, upper and lower arms re-bushed, headlights refurbished, all brackets and bolts replaced, new master cylinder. Interior: all handles and switches de-rubbered, carbon fibre door sills. The car is in excellent condition inside and out, and because of the upgrades it has, and a manual gearbox, it's the one to have. For further information email: tom@tbmotorsportlogistics.com or paul.goodge@sclconsulting.co.uk. A300/070

## 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. A300/065



**1966 Tornado Fiat 600D Lotus.** Ex-David Render/Tony Castle-Miller, very rare historic car. Fully rebuilt by Middle Barton Garage, highly competitive in the right hands, enormous history file, £42,500 ono. Tel: 07941 556087 or 01279 499930 (Herts). A300/066

## LANCIA



**Very rare 1934 Lancia factory Augusta Cabriolet.** Mille Miglia eligible and already approved and registered with Registro 1000 Miglia. A well sorted and very usable matching numbers car, a full 4 seat tourer in summer and as good as any saloon with the hood and windows up, p/ex considered, £55,000 Tel: 07802 664020. Email: doug@dmartin.co.uk. A300/064

## MASERATI



**Maserati Gransport MC Victory for sale.** Genuine 3050 miles from new. One owner car, purchased 1 July 2007, new from Maserati Minneapolis. Most desirable colour combination, Blu Victory with black interior, LHD, US spec, UK plates. Totally original with some additional factory installed options, always garaged, dry use only, showroom condition and probably the lowest mileage MC Victory in existence. Looks (and smells) and drives like a brand new car. Tel: 07917 628718 Bill, Email: nsbenn2@aol.com (London). A300/043

## PARTS

**Ferrari F40 body panels.** Ferrari F40 body panels, email for details. Email: david.potter@live.com. A300/050

**Alfa 33 P4 headlights and interior.** 2 brand new Carello headlights for series 3 Alfa 33, still in original boxes. Set of Recaro seats and door cards for 33 P4 in good clean condition, sensible offers, please email for photos and additional details. Email: richardwebb33@hotmail.com (Marlow, Bucks). A300/051

**OEM factory Ferrari 360 Challenge grille.** Like new, no signs of use, only been on the car less than a year, for the 360 Modena, Spider and Challenge, original owner. Email: markstp@europemail.com. A300/034





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**Original F360 split rim alloy wheels for sale.** Complete with centre caps, wheels have been completely refurbished by Pristine Wheels and are literally as new, never having had tyres fitted since, £2450. Tel: Tony, 07854 994950. A300/028

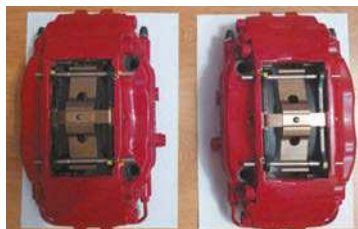
**Ferrari Challenge Stradale/308 various.** As new, perfect tool kit for Challenge Stradale. Also as new and again perfect, battery condition for Challenge Stradale, only opened to check contents. 308 starter motor, alternator and distributor from 1977 GTB, all used but good condition. New early 308 distributor cap in wrapping, new later distributor cap from twin distributor car in (tatty) box, offers invited. Tel: 01722 780275 (near Wilton, Wiltshire). A300/052

**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. Email: michaelcarr1965@gmail.com. A300/053

**Ferrari 365 rolling chassis.** Includes wheels, suspension, 5spd gearbox, diff, driveshafts, torque tube and shaft + ZF power steering. Tel: John Lewis, 07879 810707. A300/054

**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. A300/036

**Rear bumper and grille for Ferrari 430 Spider.** In black, excellent condition and unmarked, bumper has been removed and replaced by Scuderia bumper and grille, sensible offers please. Tel: 07572 520655. Email: davidball360@googlemail.com. A300/055



**Pair of Ferrari F50 front calipers.** New and unused F50 Brembo calipers with pads for 330mm x 32mm discs. I have found them listed for F50 may fit others? The calipers have the s/no 20.7679.01 1A & 20.7679.01 1A. The pads have 07.4865.61 & 338414. Open to serious offers. Tel: Phil, 07443 851877. Email: philbrad73@hotmail.com (Liverpool). A300/037



**Ferrari F40 rear screen.** Good used condition, sensible offers. Email: david.potter@live.com. A300/031



**GT4 doors.** Ferrari GT4 panels, new old stock. One pair of door frames and skins, £3000. Email: david.potter@live.com. A300/032

**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. A300/039

**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. A300/041



**Ferrari F355 wheels.** The 1996 F355 was sold last year, going through the garage I have 2 wheels I found, 1 front and 1 rear. Both have light scratches and/or some kerb rash but are not bent from what I can see. Email: carlobetr@gmail.com. A300/024

**Ferrari 328 items.** Original Ferrari supplied car mats in black with leather inserts in tan, £150. 12 FOC windscreens, 95, 96, 97, 98, 99, 2000, 02, 04, 05, 06, 07, 08, any offers. Please email for photos and information. Email: jmj550@gmail.com. A300/056

**Set of Ferrari F430 wheels and tyres.** Set of 4 F430 wheels and tyres in excellent condition outside and in. Finished in correct Argento Nurburgring colour, three tyres are legal and the 4th has more tread than the rest, also suitable for a 360, bargain at £1500. Tel: John, 07860 600032. A300/029

## MISCELLANEOUS



**Ferrari golf bag and Ferrari/Cobra driver.** I have for sale a brand new Ferrari Scuderia golf bag. I won it a few years ago and never have used it, it's still in the original wrap, comes with head cover. Unblemished and untouched. I also have a Ferrari/Cobra driver still wrapped and in display case. Both items are original, with official Ferrari tags. These are rare and to find a brand new one is probably unheard of. Email: barne@collector.org. A300/035

**1958 Ferrari Testa Rossa scale model 1:18.** For sale, £100, mint condition, as new. Box never opened. Email: jessica-paul@sky.com. A300/030

**Huge literature collection.** Genuine Ferrari factory brochures, handbooks, yearbooks and more besides, about a thousand items mainly 1975 to 2010, to be sold as one lot, located in London, if you are interested and have deep pockets. Email: cardwelondon@gmail.com. A300/040



**250GT garage scene model.** 1963 Ferrari 250 GTO barn restoration 1:12 scale diecast model set in a box, picture frame dimensions 50cm (L) x 21cm (W) x 17cm (D) and complete with two hanging hooks for displaying on a wall, complete with its certificate of authenticity. Cost: £700. Tel: 07518 151587. Email: ben.grocott@hotmail.com. A300/026

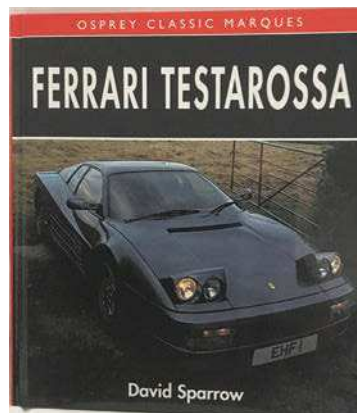


**Ferrari Owners' Club GB 40 Years dvd.** Amazing rare full colour dvd showing club events from 1967 to 2007. Only £15, free postage. Email: smithmearns@aol.com. A300/041

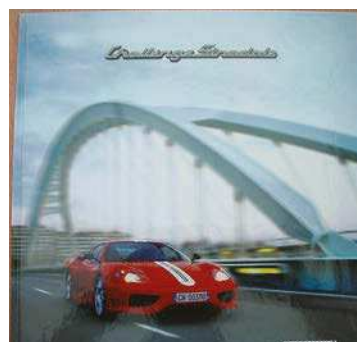


**Large original photo archive.** Many Italian makes and models, old and new, including road, race and rally cars. Press, publicity, factory and privately taken etc, colour and b/w. Please contact me with any wants and I will see what I have! Tel: Mark, 07809 221500. Email: mrmrkyt@hotmail.co.uk (Sussex). A300/073

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# OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

## Alfa Romeo Ten Twenty Special

### THE PECULIAR TALE OF AN ALFASUD-BASED SIX-SEAT COUPE DESIGNED IN BRITAIN

Story by Chris Rees

Italian *carrozzerie* are, if not quite ten a penny, far more common than design houses in any other country. In Britain, we have had a few coachbuilders like Hooper and Abbott, but pure styling companies are rare. Only a handful of British names attempted to compete with Bertone and Pininfarina – including Ogle, William Towns, IAD and... Chris Humberstone.

Chris Humberstone Design first emerged in 1973 with the Jaguar-based Owen Sedan. Humberstone's next major project – the car you see here – debuted three years later. It was sponsored by Triplex Safety Glass to showcase its new 'Ten Twenty' laminated glass, leading to the project being called the Triplex Ten Twenty Special (or TTS).

The reason the TTS appears in this magazine is because it was based on the Alfa Romeo Alfasud. The 'Sud's front-wheel

drive layout permitted Humberstone the design freedom to explore his main innovation, which was inside the car. An alternative name for the TTS is Sextet – because it seated no fewer than six passengers. The layout, which Humberstone described as "revolutionary", used novel staggered seating: effectively a hexagonal seating plan, with three rows of two individual seats. It was designed to be flexible for luggage, too: you could fold down any of the seats in any combination. The tailgate could also be removed, turning it into a pick-up.

The shape was typically 1970s wedgy, with a low nose incorporating pop-up headlights and a cut-off tail with a



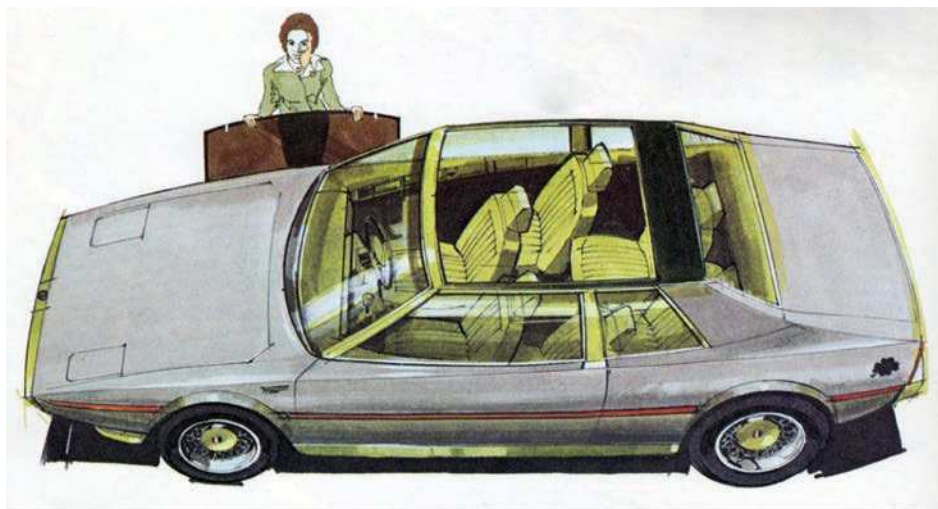
distinctive full-width red panel. However, the overall proportions looked a bit odd, the result of the six-seat layout dictating such a wide stance. Humberstone even tried to turn this into a positive, stating: "The increased track and overall width improve the Alfasud's already excellent roadholding, handling and stability." Claimed performance was a maximum speed of 124mph and 0-62mph in under 10 seconds.

As presented at the October 1976 Earls Court Motor Show, and then at the Geneva Motor Show in March 1977, the car was painted silver. This being the 1970s, and the glass being a sponsored element, the side glass was tinted green, while the glass roof was tinted

bronze. The roof could be removed to turn the TTS into a targa-style sports car.

The TTS never made production, not too surprisingly. In 1979 Humberstone joined forces with Range Rover conversion specialist, Rapport International, and some of the design themes of the TTS could be seen in his 1980 Rapport Forte sports car. After that, Humberstone worked as a freelance consultant to several Formula 1 teams, including McLaren and Benetton, and designed the Allard J2X Group C Le Mans racer, while he also revived the Radford name making coachbuilt Minis.

Humberstone even designed a second Alfa Romeo-based car called the Midi, a very obscure roofless two-seater mid-engined design of uncompromising wedginess. As for the TTS one-off, the car came up for auction at Coys in the 1990s, when it had been resprayed red. What happened next? Sadly we have no information. Does anyone know where it is now?





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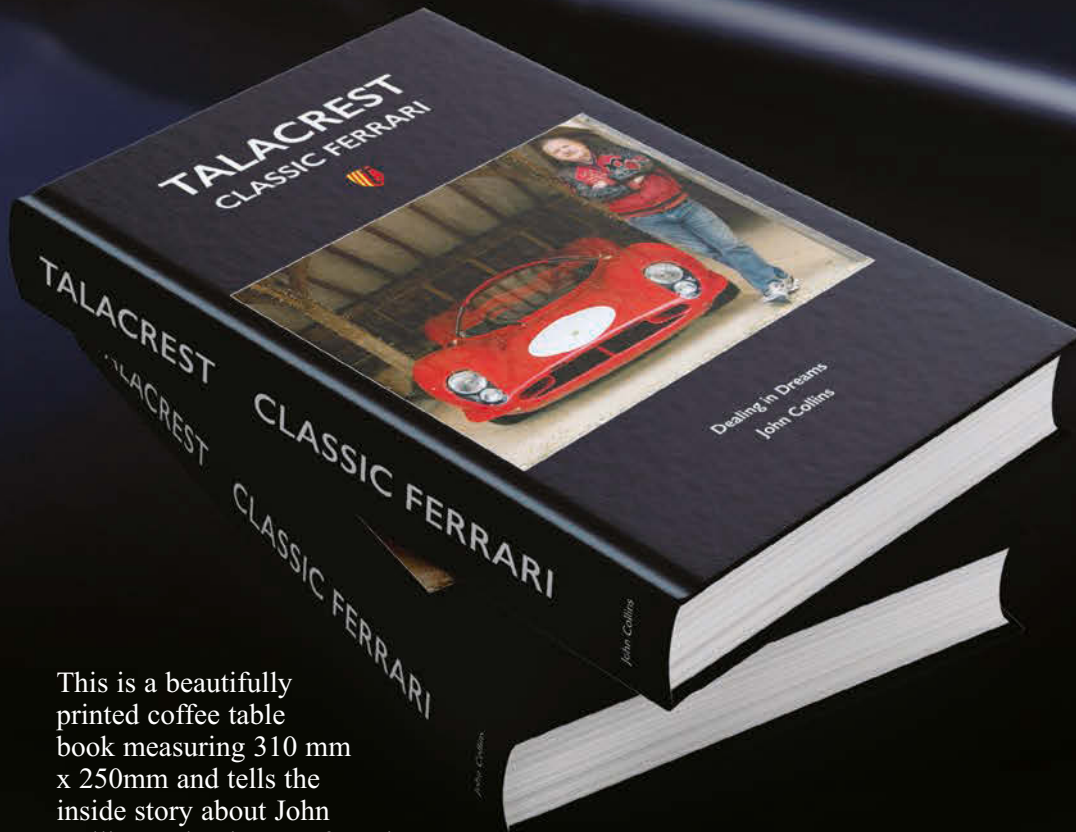


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## DEALING IN DREAMS

A fascinating new book by John Collins  
A must read for Ferrari enthusiasts



This is a beautifully printed coffee table book measuring 310 mm x 250mm and tells the inside story about John Collins and Talacrest, from its beginning to present day and is also a wonderful catalogue of the world's most fabulous cars that Talacrest and John have been involved in. With over 350 pages the book is prolifically illustrated with stunning archive pictures from Auto Italia magazine and Marcel Massini amongst others and includes many important Ferrari road and racing cars. many are accompanied with histories, track tests and how the deals were done.

The book has been published to commemorate Talacrest's 30th Anniversary and documents the start of the business with borrowed capital from mates in the local pub, to the development of an enterprise which became the first Classic Car dealer to win the Queen's Award for Export.

Apart from the cars there are fascinating chapters about John's personal life and other achievements. John's connections with the Sport of Kings and his love for horsepower is close to his heart and profits from the sale of this book will be shared between two charities - The Thames Valley Air Ambulance and the Racehorse Sanctuary

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