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To paraphrase Mark Twain, reports of the death of Alfa Romeo's Giorgio platform have been greatly exaggerated. There was a real news storm recently when Alfa Romeo's new boss, Jean-Philippe Imparato, was quoted saying that Stellantis will "no longer use the Giorgio platform".

Cue shrieks of 'Alfa axes the Giulia!' and 'Stelvio is dead!'. Forums were awash with comments like 'what happens to my QV order now?'. Turns out this wasn't really the story at all. Such was the furore and the misinformation around the quote that Imparato was forced to clarify the position.

So what are the facts? Imparato originally told the press: "We are working on the 'Large' platform at Stellantis and we will no longer use the Giorgio." Subsequently, Imparato clarified his statement: "The Giorgio platform will not be axed but will be integrated into the system of Stellantis architectures." So Giorgio lives on after all; the Maserati Grecale will use Giorgio as planned; the Giulia and Stelvio are in no danger of being axed. Phew.

It's also good to hear that Alfa's product plan currently includes a whole line of new Quadrifoglio models. "Proposals will be evaluated and we will not betray the spirit of the Quadrifoglio," says Imparato. "If we believe that a sports version cannot be built on a car then we will not do it."

Another positive to come from Imparato is an end to Alfa's constant to-and-fro on product planning: "We need stability. What we are doing is putting a plan on track over 10 years... Once this is done we will not change."

Expect to hear more about Alfa's future plans after the launch of the new Tonale SUV, which will arrive in Italian dealerships in June 2022. That's a delay of about six months because Imparato felt the Tonale needed an urgent upgrade in performance, as well as being launched from day one in plug-in hybrid form. He also confirmed that a new, smaller Alfa Romeo SUV model will be built in Poland. All in all, Alfa's future is suddenly looking a lot rosier.

Chris Rees
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APPROVED SERVICE AGENTS FOR ALFA ROMEO, ABARTH AND FIAT



ALFA STELVIO V6 BITURBO QUADRIFOGLIO NRING

Only 108 of these limited edition Stelvio's were produced and this is number 83. The NRING is equipped with the famous 510hp 2.9-litre with 6 V 90°cylinder Bi-Turbo engine which, thanks to the extensive use of aluminium and carbon fibre, is able to ensure both extraordinary performance and lightness, whilst Carbo-ceramic brake discs provide matchless braking. This one owner car has a full Alfa Romeo service history and an extremely low mileage.
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Monza can supply your own specification of Stelvio at a great saving. We have been an Alfa Romeo service dealer since 2006 finishing 1st for Customer Satisfaction in the UK many many times. We have been a Quadrifoglio centre since their inception and have a very experienced Service Manager (over 20 years with Alfa) and senior Technician (over 15 years as a Dealer Expert Technician). We also have over 20 years experience in sourcing New and Used Alfa Romeos for our customers.



ALFA ROMEO GIULIA TB LUSSO TI

RRP £44,485, latest model year 2020 Giulia featuring touch screen infotainment system and wireless phone charging finished in Visconti green metallic with black leather upholstery. This Lusso Ti has a great specification with the additional features of dual 5-spoke 19 inch diamond cut alloy wheels . Harman Kardon hi-fi , Brake upgrade and Driver assistance pack . It has only delivery mileage and benefits from the balance of the manufacturers warranty and roadside assistance cover
Price: £32,990



ALFA ROMEO GTV V6 LUSSO

This is the rarest of the modern Alfa Romeos and prices will surely rise accordingly. Finished in Brunello red with Momo black leather upholstery this Pininfarina designed GTV rides on 17 inch teledial alloys and looks superb from every angle. This example has a complete service history and has been maintained by ourselves since 2012. Standard equipment includes Electric windows, Electric door mirrors, Driver and passenger airbags, 10 disc CD changer , Climate controlled air conditioning and Remote central locking with immobiliser and alarm.
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Monza Sport are the only Abarth service only dealer in the UK Since 2006 we have consistently finished 1st for Customer Satisfaction in the UK many times. We have a very experienced Service Manager (over 20 years with Fiat group) and senior Technician (over 15 years as a Dealer Expert Technician). We also have over 20 years experience in sourcing New and Used Abarth, Fiat and Alfa Romeos for our customers.

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Abarth 595

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ITALIAN CAR NEWS

Abarth 1000 SP Reborn

Abarth has revived the style and spirit of its 1966 1000 Sport Prototipo in a brand new one-off concept car based on the Alfa Romeo 4C. The original 1000SP racer was designed in 1966 by Mario Colucci to compete in the Sport Prototype category, targeted at both endurance races and hillclimbs. It enjoyed considerable success, for instance winning the Nürburgring 500km.

Now FCA's Centro Stile has created an homage to the 1960s racer with a new retro-styled concept called the Abarth 1000 SP. The project was in effect begun as far back as 2009, when Abarth started work on a

sports car to join its Punto and 500 models. The design was eventually repurposed to become the Alfa Romeo 4C but the original 2009 Abarth design has now been updated for this new 2021 concept.

Like the original 1000 SP, the 2021 version uses a mid-mounted engine and has open barchetta bodywork. Dimensionally the new car is much larger but features many tributes to the original design, including cockpit glass with a very distinctive stepped shaped and an exposed roll-over bar behind the seats. The rear end also reflects the original, with its distinctive air vents and sinuous lines. The lights also recall the historic 1000

SP's, with very small headlamps and single round taillights.

Abarth says that lightness, agility and aerodynamic efficiency were the key elements of the new design. The new car is based on the Alfa Romeo 4C, complete with its carbonfibre main tub, aluminium subframes, double wishbone front suspension and MacPherson strut rear.

In contrast to the 1966 original, whose engine was derived from the Fiat 600's, power comes from Alfa Romeo's 240hp 1.75-litre turbocharged four-cylinder engine, again taken straight from the Alfa Romeo 4C. The new Abarth 1000 SP will appear at various classic car events later this year.



NEO-SWBS GO HEAD TO HEAD

Two new UK projects that rekindle the spirit of the Ferrari 250 GT SWB have been announced. Each combines classic design motifs that are underpinned by modern technology.

Wellingborough-based engineering company RML has launched its new Short Wheelbase model (*pics upper right*). The 250 GT SWB-esque car is larger dimensionally than the 1959 original, with details like stacked rear lights, exposed fuel filler, meshed front grille and air vents all reimagined. The main bodywork is made of carbonfibre and measures 4264mm long and 1954mm wide, while the car weighs 1470kg.

The cabin is designed to accommodate people up to two metres (6ft 6in) tall. Although designed around classic styles, modern technology includes satellite navigation, air conditioning, cupholders, smartphone connectivity and electrically adjustable seats.

Power comes from a front-mounted 5474cc Ferrari V12 engine producing 485hp and 419lb ft (568Nm) of torque. Drive is delivered to the rear wheels through a Ferrari six-speed manual gearbox, controlled by an open-gate lever. Performance claims are 0-60mph in 4.1 seconds and a top speed of over 185mph.

The RML Short Wheelbase goes on sale in October 2021. Pricing hasn't been announced but is expected to be around the £1 million mark, with production limited to "around 30 cars".

Meanwhile Twyford-based Ferrari specialist GTO Engineering has announced that its reimagined coupe – previously referred to as Project Moderna – will be called Squalo (*pics lower right*). The name means 'shark' in Italian, chosen because the car has "shark-like looks, instincts and speed," says GTO.

The final exterior design has now been revealed, featuring a mix of modern and period features. The profile has clear echoes of Ferrari's 250 GT SWB but diverges with elements such as a double-bubble roof and LED lights. Details such as the bespoke 18-inch alloy wheels and door furniture have now been signed off. Carbonfibre is used for the main body, with aluminium for the doors and bonnet, keeping overall weight below 1000kg.

The bespoke hand-built 4.0-litre quad-cam V12 engine produces 460hp, revs to 10,000rpm and weighs 165kg. GTO founder Mark Lyon says that no parts are shared between the Squalo and any Ferrari 250 model, and it has aluminium subframes, independent suspension all round and modern brakes. GTO anticipates production "in the tens, not the hundreds", commencing in 2023. Order books are now open with prices starting at £1.28 million.

HOW THEY COMPARE

	RML Short W/base	GTO Engineering Squalo
Engine	5474cc V12	4000cc V12
Power	485hp	460hp
Torque	419lb ft (568Nm)	N/A
Gearbox	6-speed manual	Manual
0-60mph	4.1sec	N/A
Max speed	185mph	N/A
Weight	1470kg	1000kg
Price	Approx £1m	Approx £1.28m



FERRARI 330 LMB ONE-OFF FINISHED

A unique Ferrari has been converted from a 330 GT to 330 LMB specification by Bell Sport & Classic. The project was begun in 2010 by Ed Carter, an Essex-based enthusiast, who initially wanted a recreation of a Ferrari 250 SWB or GTO but was persuaded by Terry Hoyle to go the 330 LMB route.

Photos of chassis 4725, the sole original right-hand drive LMB, were used to create a new body on a 1964 330 GT donor car. Bob Smith of RS Panels made a buck and modified the chassis.

Unfortunately Ed Carter sadly died in a road accident in 2015, after which Bell Sport & Classic finished off the project. At this point, the wings and roof were attached but the door skins and dashboard had not yet been completed.

A team led by Elliot East and engineered by Attilio Romano reworked the body so that all the panels lined up exactly. Many parts were made from scratch, including window catches and fuel filler cap, and the body was painted in Rosso Corsa with racing roundels.

The engine is a Colombo V12 converted to LMB specification with six carbs and dry sumping. The camshafts, timing case and water pump are bespoke made for the car and the power output is 390hp. The limited slip differential was rebuilt, as were all suspension components, while a five-speed gearbox was sourced from a Swiss 330GT Mk2.

With a focus on usability, the cabin has a 'Competition Lusso' spec with a nod to comfort plus an aluminium gear lever turret made from scratch. Recently completed, the car will be seen at several shows over the coming months.



PANDA INTEGRAL-E

A four-wheel drive electric Fiat Panda Mk1 has been launched by Garage Italia, founded by Agnelli family member Lapo Elkann. Called the Panda Integral-e, it mixes classic Panda styling with modern electric all-wheel drive.

A front-mounted electric motor powers the front wheels, while a second motor drives the rear wheels.

Two driving modes are provided: Eco mode sends 80% of power to the front wheels, while Sport mode delivers power equally to all four wheels. The original five-speed gearbox, driveshaft and rear differential have been removed – indeed, none of the donor Panda's mechanical components is retained. The interior has been reworked with a modern dashboard, digital instrumentation, Nardi steering wheel, Alcantara trim and JBL sound system.



CITY SPORT JOINS TIPO RANGE

Fiat has added a new Tipo City Sport to its range. This adds a sportier look, emphasised by new glossy black front grilles, door handles and mirrors. There are new full LED headlights, rear LED lights, sporty-looking 18-inch diamond alloy wheels and a 'Sport' badge.

Inside the car are a chrome steering wheel bezel, leather steering wheel and gear knob and black stitching, while chrome finishes surround the air vents and handbrake button. Standard features include keyless entry, rear parking camera and front parking sensors.

The Tipo City Sport is sold in hatchback form only with 100hp 1.0-litre power, priced at £20,695.





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MASERATI F TRIBUTO: INSPIRED BY FANGIO

Maserati is celebrating its racing past with two new F Tributo special edition models – the 'F' standing for Fangio, the legendary Maserati racing driver. The special edition is available on the Ghibli and Levante in two exclusive colours, Rosso Tributo and Azzurro Tributo. References to the red-and-yellow livery of Fangio's 250F include yellow brake callipers and wheel finishes. The Levante F Tributo is fitted with Anteo 21-inch wheels, while the Ghibli version has 21-inch Titano wheels. Special badges, body-colour Trident logos and interior stitching in red or yellow complete the package.



MASERATI MC20 WINS RED DOT

A jury of 50 international experts has awarded the new Maserati MC20 the 'Best of the Best' prize at the Red Dot Awards 2021 in the Product Design category. Klaus Busse, Head of Maserati Design, commented: "We are honoured to receive this coveted accolade, which recognises the work of an entire team who have worked hard on this unique project, creating a car that opens a new chapter in Maserati's history."



ARES PANTHER UPDATES

Italian coachbuilder Ares has revealed a series of updates to its V10-powered Panther ProgettoUno. A new Leva Cambio Manuale Elettroattuata (electro-actuated manual gear stick lever) drive system works like a sequential gearbox but uses a traditional H-pattern lever. The updated exhaust system features cross-shaped pipes and bypass valves to give it a "distinctive and throaty sound" with three settings: Corsa, Strada and Pista. New wheels made from billet aluminium are lighter, stiffer and larger at the back (21 inches). The price is €334,900, excluding the donor car (a Ferrari F430) and taxes.



PININFARINA BATTISTA IN UK

Automobili Pininfarina's Battista pure-electric hypercar has arrived in the UK via Jardine Motors Group, the London and southern UK retailer. The Battista Anniversario model has now been shown to UK clients as part of a world tour. Claimed to be faster than a current Formula 1 car, it does 0-62mph in under 2.0sec thanks to its 1900hp, 2300Nm, 120kWh battery power and four electric motors. A range of 310 miles on a single charge is claimed. No more than 150 cars will be built, priced at around £2 million each.



TOURING'S 95TH BIRTHDAY SUPERCAR

Carrozzeria Touring Superleggera has teased a new model that will be launched later this year to celebrate the coachbuilder's 95th anniversary. Significantly, it will be the first ever mid-engined supercar made by Touring. Described as a "graceful two-seat coupe", it is set to share design elements with other recent Touring models such as the Ferrari-based Aero 3 and the Alfa Romeo Disco Volante Coupe and Spyder. The new car will be unveiled in June 2021 and then shown at distributors around the world and at events like The Quail, Salon Privé and the Zoute GP.

DE SILVA SUPERCAR LAUNCHED

A new supercar designed by ex-Alfa Romeo stylist Walter De Silva has been launched at the Shanghai Auto Show. The Hongqi S9 is a

joint Italian-Chinese project, designed and built in Italy. Covered-wheel racing cars inspired the S9's shape but luxury is equally targeted. Design features include a long tail,

carbon structure and variable geometry rear wing. Inside are digital readouts for both driver and passenger, with instrumentation on the steering wheel and dashboard.





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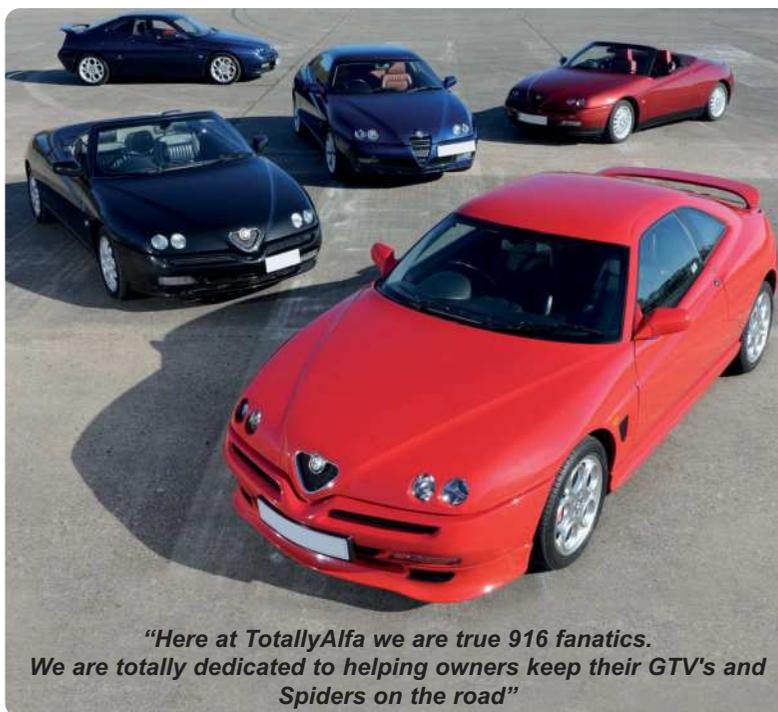
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CELEBRITY FERRARIS FOR AUCTION

Silverstone Auctions is offering a quartet of Ferraris previously owned by UK celebrities Eric Clapton, Chris Evans and Gary Rhodes. Clapton's 2003 Ferrari 575M Maranello F1 was also once owned by TV and radio star, Chris Evans. An ex-Clapton 2008 Ferrari 599 GTB Fiorano F1 comes in Grigio Silverstone over Nero leather with electric Daytona seats, while a 2010 Ferrari 458 Italia owned by Chris Evans (above) has a very rare paint scheme of Rosso Vinaccia. Finally, a 2006 Ferrari F430 F1 first owned by the late Gary Rhodes has only 1313 miles on the clock. The sale takes place at Sywell Park on 5 June as part of the National Ferrari Owners' Day. More at silverstoneauctions.com



ISO CONSIDERS LEGAL ACTION AGAINST BIZZARRINI

ISO Rivolta is evaluating taking legal action against the recently announced Bizzarrini revival. ISO Rivolta claims that press releases from Bizzarrini "damage the image and rights of ISO Rivolta" and says it wants to avoid "fake news or potential counterfeits". ISO Rivolta has recently launched a new GTZ model (see page 50), inspired by the 1963 ISO A3/C (above).

A spokesman said: "ISO Rivolta disputes the contents of the latest Bizzarrini's press releases. ISO Rivolta A3s produced in 1964-1965 featured ISO A3 emblems. From January 1966 to 1968, on behalf of ISO Rivolta, Bizzarrini put together ISO cars, changing their name from A3 to 5300 Strada. However, when Bizzarrini shut down the firm in 1968, the agreement expired and all spare parts made their way back to ISO Rivolta. Hence, all rights regarding the ISO Rivolta A3/C have belonged and still belong exclusively to ISO Rivolta."

Auto Italia approached Bizzarrini for comment but none was forthcoming.

MASERATI T-SHIRT

A new range of T-shirts from RetroClassic Clothing includes one showcasing the Maserati 250F racer. Made using ethically produced 100 per cent cotton, each T-shirt is hand-printed to order at the company's Wiltshire base. For more info and to order, go to www.retroclassicclothing.com



MITCAR 2021: 21 AUGUST

The 20th edition of MITCAR (Midlands Italian Car Day), organised by the Alfa Romeo Owners Club East Midlands Section, will take place at the British Motor Museum at Gaydon on 21 August 2021. All Italian cars are welcome and will be parked in a display format by

make. There will be prizes for the best presented cars, rarities and off-beat machines, including the Camshaft Trophy public vote. Advance ticket prices are discounted to £10 per adult and £7 per child, down from £14.50 and £9 on the day. For tickets and more information visit www.MITCAR.co.uk



LONDON CONCOURS ADDS SUPERCAR DAY

London Concours has added an all-new 'Supercar Day' to its event. Supercar owners club, Drivers Union, will bring 60 supercars to the lawns of the Honourable Artillery Club in London, featuring models from the likes of Ferrari and Lamborghini, including a very rare Ferrari 348 GT Competizione. The supercars will appear alongside 100 of the world's rarest and most collectible classic cars. Taking place on 8-10 June, tickets are available now from www.londonconcours.co.uk

MOMO MONTECARLO WHEEL

The new MOMO Montecarlo steering wheel features black triangular spokes inspired by the MOMO Gran Turismo wheel and is finished in black leather with anatomically shaped grips in the ten-to-two positions. The horn button is available in either black, red or yellow. Mounting bosses are available to fit most applications and the price is £245.99 incl VAT from www.momo-uk.co.uk



GAZ MONTECARLO MOUNTS

GAZ has launched solid suspension mounts for the Lancia Montecarlo. These billet aluminium items replace the rubber mounts to provide a stiffer, more positive suspension location, best suited to cars used for competition or track days. The price is £127.34 plus VAT per pair from www.gazshocks.com



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Competition Bred

As limited editions go, Ferrari's new 812 Competizione has it all: 830hp, race-bred upgrades and an amazing new aluminium rear screen. Could this be all-time peak Ferrari V12?

Story by Chris Rees
Images by Ferrari





Remember Ferrari's 599 GTO and F12tdf? Two absolute classics in the Maranello canon of V12 glory, each an ultra-desirable, performance-focused limited edition model. Now Ferrari is back with a brand new ultimate V12 model: the 812 Superfast-based 'Competizione'. And ultimate it really is.

Let's say straight up that this strictly limited-production car – 999 examples of the 812 Competizione coupe and 599 more of the open-topped 812 Competizione A will be made – has already sold out, despite costing the best part of half a million quid. Frankly, that could be seen as a bargain, as previous limited edition Ferrari V12s have always gone up in value.

So what is it that those 1598 customers can expect from their 812 Competizione? The new car is way more than just a Superfast with a few add-ons, for starters: just about every area of the car has seen fundamental changes.

Let's start with the 6.5-litre V12. Ferrari has thrown a whole load of tech at this. Titanium con-rods are 40% lighter, the rebalanced crankshaft is also lighter, and the piston pins and cams have new diamond-like carbon coating. The intake system is redesigned to deliver more power at high revs, while the oil system is enhanced to reduce friction.

The result is peak power upped by 30hp to 830hp, making this the most powerful naturally aspirated Ferrari road-car engine ever. The car's 0-62mph time is marginally improved at 2.85 seconds, but what's telling is its truly astonishing ability to do 0-124mph in just 7.5 seconds. Oh, and its lap time around Fiorano of 1min 20sec is 1.5sec quicker than the Superfast.

What is really making us anticipate a drive, though, is the fact that the V12 now revs 500rpm higher. Can you imagine the sound of 12 cylinder screaming at fully 9500rpm? That's a more frenetic level than any other Ferrari road engine has ever managed. And that sound should be amazing, too, since Ferrari has got rid of the exhaust silencer and installed a new 'trumpet' that replaces the single vertical rectangular tailpipe that replaces the Superfast's twin circular pipes. Another improvement is the gearbox, which has been recalibrated to reduce shift times by five percent.

Four-wheel steering is standard on the 812



TECHNICAL SPECIFICATIONS

FERRARI 812 COMPETIZIONE

ENGINE:	6496cc V12
POWER:	830hp at 9250rpm
TORQUE:	692Nm at 7000rpm
TRANSMISSION:	7-speed dual-clutch auto
DIMENSIONS:	4696mm (L), 1971mm (W), 1276mm (H)
WEIGHT:	1487kg (dry)
TYRES:	275/35 ZR20 (fr), 315/35 ZR20 (rear)
MAX SPEED:	211mph
0-62MPH:	2.85 sec
PRICE:	Coupe €499,000, Aperta €578,000

Superfast but the 812 Competizione takes this system one stage further: each rear wheel can now steer independently of the other. Side Slip Control (SSC) has also evolved to version 7.0, promising a lot of fun for the driver on the limits of grip. Also new are dedicated Michelin Cup2R tyres.

More than any prior Special Series Ferrari, the 812 Competizione really has its own distinct visual identity. Without doubt, the rear screen has generated most comment. Actually it's not a screen at all but a single-piece aluminium structure disrupted by vortex generators. It looks like the backbone of a fish but also has an aerodynamic advantages that increase overall downforce at the rear. Although it's solid, you can see 'through' the rear screen via a rear-view camera that projects an image on to the cabin mirror.

The rear diffuser now extends the full width of the car and interacts with the exhaust gases, in the same way as the controversial system on F1 cars during the 2010s. Other aerodynamic changes at the back end include a taller rear spoiler (referencing the Ferrari 330 P3/P4) and three horizontal 'flicks' behind each rear wheel (in turn recalling the F12tdf). Ferrari is claiming a 35 percent boost in downforce as a result.

Of course the open-roof Competizione A doesn't have the coupe's metal screen and vortex generators, swapping them for a new bridge between the flying buttresses, which behaves like an aircraft wing to reduce drag but keep downforce high.

Up front you can't miss the carbonfibre blade that



crosses the bonnet. As with the recent Ferrari Monza SP, there are clear echoes of classic 1960s liveries such as Stirling Moss's 250 GT, but there's a practical benefit, too, as the larger vents help boost cooling efficiency by 10 percent.

Other aero tweaks include an extended front bumper/splitter and two apertures in each wheelarch, one at the top and one at the rear. The large single front grille is flanked by squared-off carbonfibre air intakes that channel air to the brakes. Brake cooling is also enhanced by new 'aero' callipers borrowed from the SF90 Stradale.

By using a lot of carbonfibre parts both inside and out, overall weight has dropped by 38kg. And you can now order carbon wheels for the first time on a Ferrari V12 car, shaving 3.7kg off the car's weight.

As for the cabin, that isn't greatly changed over the 812 Superfast. The door panels have been redesigned and lightened and there's a new H-gate theme for the gear controller.

So to conclude: here's a limited-production, ultra-high performance, ultra-sharp-handling, lightweight Ferrari with an 830hp V12 engine that can rev to 9500rpm. That's a spec to make you salivate if ever there was one, and the 812 Competizione undoubtedly has 'all-time classic' written all over it. It's even possible that the Competizione could be the last of the V12 special line. Ferrari won't be drawn on how long it can keep going with 12-cylinder power, but it did tell us it would persist "as long as possible". Amen to that. 🇮🇹

Major new aero package for coupe and spider but most enticing news is the 830hp V12 now revs to 9500rpm



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Shock Tactic

Diesel is dead – long live hybrid. So says Maserati. We test the Trident's brave new universe in the four-cylinder Ghibli Hybrid

Story by Chris Rees
Images by Michael Ward

Diesel Maseratis are dead. Well in the UK they are, at least. If I hear you squeak out a little “hurrah!” I don’t blame you; like me, you’re probably of the view that demon diesel never belonged in the tank of any Maserati in the first place. But hey – 2021 is a very different place to where we were a few years ago; let’s not forget that heady time when every single luxury car in Europe was all about diesel.

In 2021, of course, it’s all about electrification. A bit tardy to the party, Maserati is finally embracing battery power, and in a big way. The Ghibli Hybrid is the very first electrified Maserati to hit the market but the Trident going into the battery big time with six new full-electric models in the next two years, from 2022’s all-new GranTurismo to a fully-charged iteration of the MC20.

The Ghibli you see here still doesn’t hit the full-electric button; it’s a mere hybrid. In fact, it’s barely even that. While most of the car world embraces plug-in hybrids and – apologies for adopting a certain Japanese company’s phraseology – ‘self-charging’ hybrids (ugh), Maserati is going down the ‘mild hybrid’ route. Essentially it’s fitted a glorified alternator powered by a 48-volt battery.

This is paired up with – wait for this – the first four-cylinder petrol engine in a Maserati road car since the 1930s. If the four’s

1998cc capacity seems familiar, that’s because it’s basically the same engine that lies under the bonnet of the Alfa Romeo Giulia. In the Ghibli Hybrid, the battery boost takes total power to a healthy 330hp and torque to 450Nm.

This means Maserati can claim pretty tasty performance figures: a top speed of 158mph and a 0-62mph time of 5.7 seconds. That’s not far behind the existing 3.0-litre V6 petrol model (which continues to be offered, incidentally) – for the record, the V6 has 350hp and does 0-62mph in 5.5 seconds before reaching 166mph tops. Here’s the kicker, though: the Hybrid is over £11,000 cheaper than the V6 (£58,500 versus £69,655). And running costs should be better too, with an official fuel figure of 31.7mpg.

So how does it drive on the road? I’m not sure why, but it doesn’t feel as resolved as it should do. The ZF eight-speed auto ‘box works superbly but there’s a disappointing delay when you press the loud pedal before anything happens. Perhaps it’s to do with how the turbo spools up on a relatively small-capacity ‘four’ and how it combines with the hybrid system. But boosting responsiveness is explicitly what battery assistance is supposed to be all about. Maserati calls its ‘e-Booster’ an “electric supercharger” and it’s expressly designed to fill in the torque gaps as the turbo spools up.



TECHNICAL SPECIFICATIONS

MASERATI GIBLI HYBRID

ENGINE:	1998cc 4-cyl turbo mild hybrid
POWER:	330hp at 5750rpm
TORQUE:	450Nm at 4000rpm
WEIGHT:	1878kg
MAX SPEED:	158mph
0-62MPH:	5.7sec
FUEL ECONOMY:	31.7mpg
CO ₂ :	201g/km
PRICE:	From £58,500



The fact that it doesn't do so very convincingly is a genuine surprise.

Once everything is finally all boiling along merrily, progress is both rapid and refined. But what about the quality of the engine and exhaust notes? In the build-up to the test drive, Maserati promised me an "unmistakable sound" from new resonators in the exhaust. In reality the sound is pretty subdued right across the board. The only exception is an exhaust rasp in a very particular and small rev range. When it happens, it's a very pleasing tone, but really it needs to happen a lot more. And ideally with a bit more gruff 'n' pop, too – after all, that's what makes driving a Maserati so special.

How about through the twisties? The electric steering is quite light in feel and remains consistent across the lock. It's not unpleasant, being both fast-acting and sensitive. The Hybrid weighs 80kg less than the axed diesel model and, since the battery is mounted in the rear of the car, weight distribution benefits. This inherent balance engenders a pleasing neutrality to the

handling, with both sharp and sweeping bends capable of being tackled with enthusiasm. The tail end likes to wag, even with the stability control systems engaged, but compared to the sharpest tools in the class – and I'm thinking Alfa Giulia here – it doesn't feel nearly as switched-on. The word ungainly comes to mind.

Ride comfort is clearly prioritised over handling sharpness, and you do feel the body roll, even in Sport mode with the Sport damper setting button pressed. It doesn't take long to realise that, while the Alfa Giulia aims to put a grin on your face over B-roads, the Ghibli Hybrid is more focused on maintaining an air of relaxed composure. Turn the steering wheel into a sharp bend and initially it follows your command like an eager dog, but then seems to get distracted and a certain wallowiness sets in.

The cabin remains a very special place to be and has clear improvements in the MY2021 car. The Ghibli Hybrid marks the debut of an updated multimedia system with a larger HD screen (up from 8.4 inches to 10.1 inches) and fresh graphics, while the

instrument panel is also new. It all feels so much more upmarket than the Alfa Giulia's and comes with in-car Alexa so it can connect up to your home and you can even ask the car questions. At extra cost you can order Wi-Fi hotspots, too.

It's not all rosy, though. Like all modern Maseratis with right-hand drive, your left foot is squeezed right up against the huge transmission tunnel and the pedals are offset well to the right.

Spot the MY2021 Ghibli by its light facelift, including a new front grille and rear light clusters with a boomerang-like profile, inspired by the 3200 GT. The Hybrid can be identified by its blue-coloured details such as the side air vents, callipers, rear pillar badge and cabin stitching.

Not having driven the mighty 580hp Ghibli Trofeo yet, the V6 S remains our pick of the Ghibli range as a driver's car, but there's no doubt that the Hybrid version will make sense to many buyers. By the way, Maserati's mild hybrid system has just been added to the Levante range and will soon find its way into the Quattroporte, too. 🇮🇹





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Brutal Berlina

Maserati's new 580hp Quattroporte Trofeo offers supercar pace with limousine space. How does it drive?

Words by Tim Pitt
Photos by Michael Ward

Posed beneath studio lights with butterfly doors aloft, the Maserati MC20 looks every inch the halo car. Sadly, this is the only example in the UK and we can't drive it yet. "Towards the end of this year," I'm told. In the meantime, there's an unassuming saloon parked outside that (whisper it) can go even faster.

That car is the new Quattroporte Trofeo and it v-maxes at 203mph, the same as the MC20, despite the latter's carbonfibre

monocoque, 50 extra horses and toothbrush-sized boot. The supercar-humbling Quattroporte is Italy's answer to the BMW M5 and Porsche Panamera Turbo. Just like new Trofeo versions of the Ghibli and Levante, it's powered by a 580hp 3.8-litre twin-turbo V8. Yes, it's another evolution of the acclaimed Ferrari F154 engine, first seen in the California T and 530hp Quattroporte GTS. For Maserati, now divorced from Ferrari, the Trofeo trio marks the engine's last hurrah.

In typical photographer style, Michael is

grumbling about the *Grigio Maratea* paintwork. Perhaps he has a point; on an equally grey day in Slough, it seems to smother the Quattroporte's muscular curves. The snarling grille looks suitably dramatic, and red accents on the side air gills hint at the Trofeo's added potency. But it's vanishingly anonymous from the rear, with only a token-gesture boomerang graphic in the rear lights to riff on past glories. I also wish the huge trident badge wasn't made from plastic. Must try harder, Maserati.





Things improve when you settle into the shapely, soft leather seats. Those in the back enjoy limo-like legroom, while the driver faces a dashboard that mixes analogue (large dials and that classic Maserati clock) with digital (10.1-inch touchscreen with wireless Apple CarPlay) to good effect. Big slabs of carbonfibre look somewhat incongruous in a two-tonne luxury car, but quality is good and you're pleasingly insulated from the outside world. At least until that mighty engine thuds into life.

Actually, the Trofeo is surprisingly muted at low speeds – and near-silent on the motorway. Only close to its 6750rpm crescendo, with Sport or Corsa mode activated and exhaust baffles wide open, do its claws really come out. Maserati uses a cross-plane crank, rather than the flat-plane format favoured by Ferrari, so the tone is rich and full-bodied, not sharp and spine-tingling. Still, there's no mistaking the roar of that V8. We'll miss it when it's gone.

The eight-speed ZF gearbox is also very

familiar. It's smooth and unobtrusive in auto mode, or whipcrack-fast when you work the tactile aluminium paddles. Lengthy ratios do blunt acceleration a little – 0-62mph takes 4.5 seconds – but that's all the more reason to wring out the revs. Besides, you don't get to 203mph without long legs.

You can learn a lot about a car by driving ever-faster laps of the same roundabout. I've just jumped into a Ghibli Hybrid to get some cornering shots for Michael; now I'm repeating the task in the Trofeo. The Ghibli

“ It's near-silent on the motorway. Only close to its 6750rpm crescendo, with exhaust baffles wide open, do its claws really come out ”



needed frequent corrections and soon pushed wide into understeer. The Quattroporte feels much more planted, gripping tenaciously, then edging into throttle-adjustable oversteer if you loosen the electronic reins. With enough space (and, ahem, enough driving skill) you could smoke tyres like Ken Block.

That sort of behaviour seems a bit unbecoming, though. The Trofeo is a softer

take on the super-saloon than most German rivals – and none the worse for that. What you lose in ultimate steering precision and body control is gained in luxurious, long-striding comfort. You can press on, savouring the vociferous engine, or simply waft, revelling in the calm responses and supple ride. Like many great Maseratis, the Quattroporte has plenty of bandwidth.

The flagship Trofeo costs £127,310, which is a lot for a car first launched in 2013. You can also expect pretty catastrophic depreciation if you buy one new. Objectively, there are better alternatives, and you'd have more fun in an Alfa Romeo Giulia Quadrifoglio for half the price. But as a decadent farewell to the old-school super-saloon, the Maserati has bucketfuls of appeal. Not to mention top speed bragging rights. 



The QP has finally got the engine it always deserved: a 580hp V8. Red side vents one of few visual giveaways



TRACKING A 580HP SUV

It may not be the obvious choice to pummel around a racing circuit, but Maserati's new Model Year 2021 Levante Trofeo is all lined at Goodwood for me to have a crack in and I can't say no. This is about the only place you'll ever discover the truly brutal performance potential of that 580hp V8 under the bonnet.

It's exceedingly quick. In contrast to the rear-drive Quattroporte Trofeo, the Levante has all four wheels driven, so it has better traction off the line and is faster to 62mph (just 4.1 seconds). However, its weight and bluntness keep the top speed down to 'just' 186mph. I get surprisingly close to this V-max figure on Goodwood's long back straight, but then I have to remember that this beast weighs all of 2170kg and needs an almighty hoof on the anchors way before the tight double-right at the end of the straight. Its immense brakes (380mm across up front, gripped by six-piston callipers) pitch me forwards like I'm in some Hanna Barbera cartoon.

Around Goodwood's rapid corners, the Levante does lean a fair bit; its sheer heft and height have to answer to physics eventually. But the Trofeo's turn-in is way sharper than I'm expecting and the torque vectoring helps the rear end follow the front with intuitive ease. This has been a slightly absurd test but at least it's proved the Trofeo badge turns the Levante into a pukka performance tool. It's intoxicating enough for me try one last lap... – Chris Rees



TECHNICAL SPECIFICATIONS

MASERATI QUATTROPORTE TROFEO

ENGINE:	3799cc V8 twin-turbo
POWER:	580hp at 6750rpm
TORQUE:	730Nm (538lb ft) at 2250rpm
TRANSMISSION:	ZF 8-speed automatic
DIMENSIONS:	5262mm (L), 1948mm (W), 1481mm (H)
TORQUE:	730Nm (538lb ft) at 2250rpm
WEIGHT:	2000kg
FUEL CONSUMPTION:	23.0mpg
MAX SPEED:	203mph
0-62MPH:	4.5 sec
PRICE:	£127,310

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Ease & Whizz

Mid-life crisis at Ferrari? No – just mid-life reinvention, as the 488 GTB evolves into the F8 Tributo. Ferrari says its latest V8 is not only faster but easier to drive in every respect. How true is that?

Story by Chris Rees
Photography by Michael Ward





In the past, supercars have had a reputation for being tricky to drive. Last month we featured the 365 Daytona and reported on its heave-ho steering, hefty clutch and recalcitrant gearbox – all typically ‘challenging’ characteristics of exotic cars.

But it doesn’t have to be this way. Supercars are very capable of being engineered with docility in mind. Reading Ferrari’s literature about the latest F8 Tributo, it says “performance is easier to access and use” compared to the car it’s replaced (the 488 GTB). Well, take this review as a test of that claim. Can extreme power – fully 720hp here – really be delivered in a mid-engined car with ease? Just how benign can such a beast be?

It’s easy to forget that the F8 Tributo is actually a facelift of the 488 GTB, first seen in 2015, so different does it look. It retains only the 488’s roof and doors; every other body panel is different. Our test car certainly looks resplendent in Blu Corsa paint – a £7104 option, incidentally. Speaking of costs, the base price of the F8 Tributo is £203,516 but ours has, er, a few options. OK, lots of options – like £122k worth. That includes an eye-watering £40,608 of exterior carbon parts and £31,968 of carbon inside. I’ve got the chance, over a bank holiday weekend, to assess whether it can be easy to drive, and if so whether that makes it more or less rewarding overall.

In Ferrari’s sometimes convoluted syntax, the name ‘F8 Tributo’ honours the car’s V8 engine. And here’s the first test: how easy is it to live with a 720hp twin-turbo V8? Multi-award winning the F154 V8 may be, but to me it’s never sounded all that exciting. Noise is one aspect of significant evolution for the F8 Tributo. The V8 is now beefier in the woofer department and more sparkling at the tweeter end. As well as being much nicer-sounding, it’s also noisier. On a passenger ride, my 10-year-old nephew clapped his hands over his ears, so loud are things at full throttle. Thank Ferrari’s patented ‘hot-tube resonator’ for that – a special channel that transmits the exhaust note direct to the cabin. But said nephew still emerged from the car with a grin, so the first box gets a big tick.

As everyone knows – or should know, at any rate – it’s torque that makes a car easy to drive. Thanks to twin turbochargers, the F8’s peak torque of 770Nm arrives at a mere 3250rpm. Moreover, the throttle response is almost entirely lag-free. Nor does it let up, the engine happily revving to 8000rpm, with the

full 720hp of beans available between 7000 and cut-off at 8000. Yet it can be very relaxed on the motorway, and reasonably refined – so that's another easy-living box ticked.

What about handling? Ferrari promises that this is “accessible to a larger number of drivers thanks to vehicle dynamics systems that make driving on the limit easier”. One big advance is that the Ferrari Dynamic Enhancer control shenanigans now work when the *manettino* is switched to Race mode, as well as in the lairier CT Off and ESC Off positions.

But... our car is fitted with optional Michelin Pilot Sport Cup 2 tyres (yours for £2880), which really need heat in them to work well. On our typical British bank holiday, when temperatures barely reached double figures, this proved a big challenge. Priming tyre heat (handily displayed on the dashboard) by applying the brakes firmly a few times seemed to do the trick. Incidentally, like every Ferrari these days, the brakes are carbon-ceramic as standard and work amazingly well, or they do once they have some heat in them; on a cold start, they need a real hoofing to get them to work properly.

Once they reach around 35 degrees, the tyres offer astonishing grip. When you provoke the rear end with the throttle, it all feels very benign: you can keep the power on, counter-steer, and it all stays very much together. Even if you throttle-off mid-corner – a big no-no in old-school supercars – the control systems keep you on track and you never feel it's got away from you.

You can even confidently tackle potholed British tarmac with some confidence thanks to the 'Bumpy Road' button, which eases the ride without affecting handling significantly, keeping your pace up. And yes, ride comfort is another area where the F8 proves surprisingly easy to live with.

There is one thing above all that makes the F8 Tributo so easy to pilot: the gearbox. Like all Ferraris since 2011, it's fitted with self-shifting transmission (see our feature on page 28 to learn about that ever-evolving story). At start-up, the gearbox defaults to auto mode and depending on which *manettino* setting you choose, it'll either change up at the lowest possible rev speed (Wet and Sport) or go full-on rev-happy (Race and above).

You can change gears manually with the steering wheel paddles, which is always delicious. I admit I normally miss the opportunity a manual gearbox gives you to dip the clutch pedal when you're on the limit, offering an extra dimension of control as the rear end breaks away. But in the F8, I don't really miss it, since the car's electronics help you out so effectively and so imperceptibly. OK, it may not be quite as engaging for the driver but ultimately you'll be faster and have more fun because you have that extra degree of confidence that the car's not going to bite you.

Here's another 'ease and whizz' function: launch control makes it so simple to achieve ultra-fast take-offs without wheelspin. It was only when I forgot to follow the correct procedure before engaging launch control that I discovered its true effectiveness, as the rear end squirmed like a rubber-laying snake in a moment of high drama.

OK, so the F8 is easy to drive, huh? Hang on, not so fast. This is a pretty extreme supercar and sometimes it doesn't want you to forget that. Obviously there's a performance potential that lies well beyond what public roads can accommodate pretty much all of the time. Those 720 horses deliver unbelievable speed: 0-62mph in 2.9 seconds, 0-124mph in 7.8 seconds and a top whack of 211mph.

There are so many other reminders of its extremes.

Temperament can switch from benign cruiser to all-out extreme racer at the touch of a button

“ The tyres really need heat in them to work well, which proved a big challenge ”



First off, the challenge of simply getting into it, then getting comfortable. OK, the F8 is way easier to enter and exit than the Lambo Huracán, but that's just about the only car I can think of that's trickier. The standard seats are pretty flat and broad, so I'm pleased to be greeted by optional Daytona seats in our test car. They not only look lovely but also feel gorgeous to sit in. Adjustment is entirely manual – fine in my book; who needs heavy electric motors? – but one problem is the non-adjustable headrest, meaning it's not always easy to get comfortable. Oh, and our car is fitted with four-point harnesses – great for track work but a right royal pain on daily business.

Ergonomically, I think Ferrari has missed a trick with the F8. Despite being changed in major ways over the 488, the dashboard remains a scatterly mess, like a playground where toddlers have randomly abandoned switches and knobs. When you turn the steering wheel, all the buttons (indicators, wipers, lights) swivel with it, leaving you flummoxed when you want to press one. Having to remove your hand from the steering wheel to operate the cruise control is also a terrible idea. Ferrari's new display screens, as seen on the new SF90 Stradale, can't come soon enough to the rest of the range in my view, although I must say the letterbox passenger touchscreen (optional at £2592) is absolutely brilliant.

Next: seeing out. Again the F8 is way better than its Lambo rival in this regard but its F40-style Lexan rear screen – uber-cool though it looks from the outside – makes it a real pain to see out of: condensation can't be cleared and its louvres vibrate in a miasma of blur.

Then there's the reaction of other road users. So many people want to race you, it's absurd, and while some drivers couldn't be happier to see you on the road, a few just don't want to give you any space at all.

I guess my question at the end of long weekend with the F8 Tributo is: *should* a car like this be easy to drive? In my book, supercars are all about delivering enjoyment on the edge. The fact that the F8 is easy to drive (for the most part) on the edge, as well as everyday pootling around, is a massive positive. Yes, it has a dark side that's rude and extreme – that's what supercars are about – but it doesn't want to kill you. Ultimately, the F8 is the opposite of a one-trick pony: it's a thoroughbred horse that won't throw you out of the saddle. Easy? Not exactly. Let's just say a mightily complete all-rounder. 🇮🇹



TECHNICAL SPECIFICATIONS

FERRARI F8 TRIBUTO

ENGINE:	3902cc V8 twin-turbo
POWER:	720hp at 8000rpm
TORQUE:	770Nm at 3250rpm
DIMENSIONS:	4611mm (L), 1979mm (W), 1206mm (H)
WEIGHT:	1330kg (dry)
FUEL CONSUMPTION:	26.2mpg
CO2:	245g/km
0-62MPH:	2.9sec
MAX SPEED:	211mph
PRICE:	£203,516

Easy to drive? The F8 can be, once you get past things like the awkward Lexan rear screen



355 F1 GTS

Automatic for the People

It's 10 years since Ferrari last made a car with a manual gearbox. We chart the inexorable rise of Ferrari's automated transmission



Considering it wasn't until 1976 that Ferrari first offered an automatic gearbox option (on the 400 GT), it's quite remarkable that today all Ferraris have automated gear-shifting. How did we reach this point? It all started with Formula 1. The Scuderia realised that there were significant performance advantages to an automated clutch and in 1989 the Ferrari Tipo 640 F1 pioneered wheel-mounted 'paddles' to shift gears without the need for a clutch pedal. Whatever doubts commentators had about this system were firmly allayed when Nigel Mansell won the 640's maiden race at the 1989 Brazilian Grand Prix.

It was only a matter of time before paddle-shift automated gearboxes found their way into road cars, and again Ferrari was the world's first. The 'F1' automated manual transmission arrived with the 355 F1 of 1997. Maranello's evocative H-gate was gone; in its place were two buttons (one to toggle between automatic and manual modes, the other for low-grip conditions) and a small lever to engage reverse. But the real novelty

was lurking behind the steering wheel: F1-style 'paddles' for manual gearshifts. And it was lightning-fast: Ferrari guaranteed that the F1 'box' changed cogs faster than anyone could change gears manually.

It's important to realise that the six-speed gearbox itself was exactly the same as in the regular F355; it was simply the method of changing gear that was new, with electro-hydraulics doing the shifting. The early F1 'box' worked well, attracting about 25% of buyers, but it got better, and more popular, in the later Ferrari 360 and 430 versions.

Ferrari placed such significance on its paddle-shift system that, when it launched the Enzo in 2002, F1 transmission was the *only* available option. Here was the definitive moment when the writing was on the wall for manual gearboxes.

When the 599 GTB Fiorano of 2006 introduced a new 'F1-SuperFast' 'box, gearchanges could now be completed in just 100 milliseconds. There was another first that went along with this system: a new Launch Control mode for maximum acceleration off the line.

2008 saw a huge leap forwards with Ferrari's first dual-clutch transmission (DCT), in the California. This featured two clutches that pre-engaged automatically, lining up the next gear in advance so that shift times and driver feel were both keener. The ratio count was now up to seven.

The first mid-engined Ferrari to get DCT was the 458 Italia of 2009. This marked the moment when Ferrari moved definitively to auto: there was never a manual option for the 458. The simple fact was that customers were no longer buying manual cars: only 199 manual 'box 612s were sold, thirty 599s and a mere two Californias. Ferrari soon simply dropped the manual option altogether, the very last manual Ferrari (a 599) coming off the line in 2011.

Things moved on again in 2019 with the SF90 Stradale and Roma, both using a new eight-speed DCT that's more compact and lighter than its predecessor. Shifts are faster and smoother thanks to low-viscosity oil and a dry sump. The SF90 Stradale's gearbox has one further innovation: it has no reverse gear, just an onboard electric motor instead.



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Ferrari Autos: Expert View



We asked Ferrari DCT transmission specialist, Scott Ladd of DCT Scuderia (07515 121741), for his views about Ferrari automated gearboxes. Here's what he told us:

"The F1 gearbox first seen in the Ferrari 355 was an absolute revolution in its day and was vastly improved throughout its lifetime. The fast-changing 430 Scuderia, for instance, is an amazing car to drive – I personally quite like the torque reduction feel you get when changing gears over the

newer, almost seamless DCT gearbox.

"The Getrag DCT first seen in the California in 2008 and used in everything up to the LaFerrari was another huge step for Ferrari: a seven-speed unit housing everything except the cooler and ECU, no external accumulator, pumps, actuators or valve bodies, and even housing its own twin wet bathed clutches (as many launch controls as you like).

"The new gearbox did, however, have problems. Initially there were oil leaks and wires chafing internally, which soon escalated to sensor and other problems, meaning Ferrari was inundated with gearbox warranty claims, leading it to train technicians to repair units, including me.

"The DCT gearbox has undergone improvements since: for instance, software updates, better pressure sensors and a

strengthened sandwich plate, but like all mechanical components, things do fail. Repair costs can be expensive. The biggest job is replacing the speed sensor, which entails removing the gearset – you won't get much change from £10k from a dealer. If all fails (the diff blows up, for instance), a new gearbox costs around £25k. If you fit a secondhand gearbox, there's a very big chance it will suffer clunky shifting and bad drivability – and Ferrari will not release a file for second-hand gearboxes, so it's always worth repairing what you have in front of you if possible.

"Overall the DCT gearbox is brilliant. It can withstand a huge amount of torque, you can cruise around town seamlessly or have a truly mesmerising track day and not worry about cooking the clutch like the old F1 gearbox."



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Trio Con Brio

Great things come in small packages and this threesome of tiny-tot hot hatches is bursting with brio. We pitch Autobianchi A112 Abarth, Innocenti De Tomaso Turbo and Fiat Seicento Sporting Abarth against each other

Words by Tim Pitt
Photography by Michael Ward



That Fiat Seicento looks *massive* are words you will only hear during a Freudian nightmare about inferiority, or an *Auto Italia* group test. Thankfully this is the latter, but the Sporting does look a tad portly in this company. All things are relative. Italy does perhaps its finest work at opposing ends of the automotive spectrum: superminis and supercars. Today, we're here to celebrate the small stuff, bringing together three pint-sized hot hatches from three different decades. And we mean pint-sized: the biggest is just 3320mm long; the heaviest is 735kg; and the most powerful has a mere 72hp. What these tiny tots lack in square footage, they make up for in ebullient charm, buzzy powerplants and have-a-go handling.



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“ The A112 Abarth was the world’s first hot hatchback. You can push hilariously hard without fear of losing your licence ”

Each of our micro-meanies comes from a different decade. Representing the 1970s is the Autobianchi A112. Launched in 1969, it was styled by Marcello Gandini and adopted the same transverse-engine, front-wheel-drive layout as the British Mini. The Abarth version arrived two years later, boasting a twin-choke carb, reprofiled cam and portier exhaust. The A112 remained in production until 1986 but was never officially imported to the UK. This car is a replica of an Abarth, but owner Anthony Muoio says it has been “modified in the spirit of early Abarths: making the best of what you’ve got.”

No car exemplifying the 1980s would be complete without huge ‘TURBO’ lettering and the Innocenti De Tomaso Turbo is happy to oblige. Granted, boost from its three-cylinder engine and early blower feels more mild than wild, but the Turbo’s unicorn rarity marks it out as something very special. Owner John Paul Ganderton believes this is the only one in the UK. Innocenti’s Mini has a convoluted history, starting life with BLMC A-Series engines before switching to Daihatsu power under De Tomaso ownership. This

particular car also has a fascinating back story of its own – as we’ll see.

From the 1990s comes that ‘supersized’ Seicento. This *Inbetweeners*-yellow car dates from 2001, but the Sporting was actually launched some three years earlier. Its Abarth upgrades are purely cosmetic – larger alloy wheels, shapely side skirts and rear spoiler – but serial Seicento owner Mark Holland has made some modifications of his own. “It’s great fun,” says the man who also drives a Lancia Delta integrale Evo II and a Ferrari F355 GTS. Praise indeed.

AUTOBIANCHI A112 ABARTH

Forget the Golf GTI, or even the Alfasud; the Autobianchi A112 Abarth was the first hot hatchback, full stop. It debuted in 1971, starting life with a 982cc in-line four (a stroked version of Fiat’s 850/127 engine) which mustered 58hp. Autobianchi quoted 0-62mph in 12.8 seconds and 94mph flat-out. From 1975, capacity increased to 1050cc and power to 70hp at a buzzy 6600rpm, while top speed edged up to 96mph. A five-speed gearbox was also introduced as an option.

CHRIS KNOTT INSURANCE

1972 Autobianchi Abarth A112
Est Value: £14,000

Based on 52 year old male, Architect, full NCB, living in NR6 postcode, SD&P (exc. commuting), garaged, 5000 miles pa, car club member, 2nd car for everyday use.

Premium: £66.00 inc IPT
Excess: £75
(exc. fee + legal cover)

A112 ABARTH v DE TOMASO v SEICENTO ABARTH

Anthony's obsession with the A112 started young. "I was 13 years old, on holiday where our family lives in Cosenza, Italy," he explains. "I saw one of these cars come screaming around a corner and that was it. By the time I'd turned 16, I'd bought one. My dad and I drove it home from Scotland – a 14-hour mission through the night. The headlights kept going dim and there was no cigarette lighter to plug in the sat-nav, so we got lost."

That was 11 years ago and the car, now rebuilt as an Abarth replica, has been a labour of love. "If I ever sell it, I definitely won't make any money," Anthony says ruefully, "but it never fails to raise a smile. I just love driving it." Originally beige with a black roof, it's now resplendent in Ferrari Rosso Corsa with a matt-black bonnet (used on Abarth's competition cars to reduce glare for the driver). It looks every inch the pocket rocket, especially with gorgeous Cromodora CD5 magnesium wheels, Abarth badges and an Ansa exhaust.

This example retains its original 903cc unit but is fitted with stronger valve springs and a Weber 32 DMTR carburettor – as used on the Abarth. A Kent cam also replicates the profile of the Abarth item. Power output is 52hp, up from 40hp as standard and close to the 58hp of the genuine Scorpione. With just 690kg to shift, it's certainly enough to have fun.

Inside, the A112 has simple bucket seats and crisp Veglia dials that read to 8000rpm and 110mph. The two-spoke steering wheel sits at a bus-like angle, similar to the Mini, while the pedals are canted towards the centre. The gearshift has a long, slightly loose action (it could do with new linkage bushes) but the engine feels instantly eager.

As we turn on to a dual carriageway, it's clear this tuned motor simply loves to rev. It sounds fantastic, too, with a waspish rash from the twin tailpipes beyond 5000rpm. It also cruises comfortably at 70mph, even though I instinctively reach for a fifth gear that isn't there. "I did a road trip to the Stelvio Pass: six countries in two weeks," grins Anthony. Who says small cars can't take on big distances?

A succession of roundabouts shows the A112 to be a tidy handler, helped by an OMP front strut brace and adjustable dampers, which combine to make it feel very solid. The Abarth's ability to carry speed made it a successful rally car, not least in its own one-make series. On the road, you can push hilariously hard without fear of losing your licence.

Anthony's next step is to fit a 1050cc engine, which he and his father Lou have already started rebuilding. "We've made a few modifications: an Abarth cam, eight-port head from PBS in Germany and Weber DCOE carb. The target is about 90hp." That should be a riot.

TECHNICAL SPECIFICATIONS

AUTOBIANCHI A112 ABARTH

ENGINE:	982cc 4-cyl
POWER:	58hp at 6600rpm
TRANSMISSION:	4-speed manual, front-wheel drive
SUSPENSION:	Front struts, rear double wishbones, anti-roll bar
BRAKES:	Discs (front), drums (rear)
DIMENSIONS:	3230mm (L), 1480mm (W), 1340mm (H)
WEIGHT:	690kg
MAX SPEED:	94mph
0-62MPH:	12.8sec





“ In corners you really sense the Innocenti’s lightness. Its steering is light and direct, while body roll is well contained ”

INNOCENTI DE TOMASO TURBO

Picture the scene: it’s the mid-1980s and your De Tomaso Pantera is due a service. You slip into a shell suit, brush your mullet (the hairstyle, not the fish) and grab your new Van Halen cassette. Then you headbang your way to Silverstone, where De Tomaso importer, Emilia Concessionaires, is based. Your journey home will be in a very different De Tomaso, with five fewer cylinders and around 290 fewer cubic inches. Dire Straits? Not necessarily.

Emilia Concessionaires owned two Innocenti Turbos, one black and the other silver, to use as courtesy cars for customers. Current owner John Paul Ganderton bought them both in 1994, then sacrificed one to save the other – the car you see here. It now occupies pride of place in the showroom of Britain’s oldest garage, the family business W Ganderton & Son in Buckingham.

“We were a Lancia main agent, so I grew up with Italian cars,” explains John Paul. “I remember my dad driving Themis and Delta HF Turbos and my granddad had a Dedra and a Prisma.” He instantly recognised the “rarity and novelty value” of the diminutive De Tomaso. “It sat for 18 years after a crash with a VW Passat,” he



A112 ABARTH v DE TOMASO v SEICENTO ABARTH

says, “but we finally fixed it in late 2017. I just need to get the front wings and bumper painted now.”

The Innocenti Mini De Tomaso was launched in 1977 with BMC A-series power, switching to three-cylinder Daihatsu engines in 1982, when it became known as the Minitre (‘Mini Three’). At this point, the rubber cone suspension of the original British Mini was also swapped for front MacPherson struts and rear wishbones with a leaf spring. The Turbo followed a year later, with 72hp from its 993cc motor good for 0-62mph in 10.8 seconds and 103mph.

The De Tomaso has a similar silhouette to the Autobianchi, although its 670kg kerb weight is even lighter. Neat details include the air scoop on the bonnet and the upswept roof – a spoiler of sorts – above the tailgate. “People see the ‘Turbo’ badge and assume it’s a Renault 5,” says John Paul. “In all the years we’ve had it in the showroom, only a couple of people have known what the car is.”

One feature that isn’t original is the 13-inch Image split-rim alloys. “They’re the same style as the OE rims and use the same centre caps. I had to fit them because the originals use metric tyres, which are no longer available.” Other than that, John Paul has kept the car as close to standard as possible; even the Emilia Concessionaires dealer sticker is still intact.

A boxy binnacle houses no fewer than six dials, including a boost gauge, while the chunky switches beneath look like Opal Fruits (sorry, Starburst) affixed to the dashboard. The driving position is very upright and the plasticky pistol-grip gear lever feels a bit odd, but a three-spoke Momo steering wheel is always a welcome touch. And I now have five ratios to play with – plus a turbo, of course.

Unlike some cars of its era (not least the Renault 5 GT Turbo), the De Tomaso doesn’t feel aggressively turbocharged. There’s little turbo lag or obvious change in character when the turbo kicks in; acceleration is swift but steady. Indeed, it offers surprisingly muted and civilised progress, especially after the feisty Autobianchi. Looking for a little more excitement? Have you considered the Pantera, sir?

Find a few corners and you really sense the car’s lightness. Its steering is light and direct, while body roll is well contained. I suspect it forgoes some agility versus earlier Innocenti Minis on rubber cones, but the Turbo offers a decent blend of accuracy and comfort. “I tend to take it slow, anyway,” says John Paul. In a car this rare, can you blame him?

Let’s end with an aside about Emilia Concessionaires, which shared an office with the Alan Docking Racing team. Bizarrely, that means the previous name on the De Tomaso’s logbook is an ex-F1 driver’s: Mika Salo. I bet he didn’t take it slow...

TECHNICAL SPECIFICATIONS

INNOCENTI DE TOMASO TURBO

ENGINE:	993cc 3-cyl turbo
POWER:	72hp at 6200rpm
TRANSMISSION:	5-speed manual, front-wheel drive
SUSPENSION:	MacPherson struts (front), rear wishbones and leaf spring (rear)
BRAKES:	Discs (front), drums (rear)
DIMENSIONS:	3140mm (L), 1530mm (W), 1340mm (H)
WEIGHT:	670kg
MAX SPEED:	103mph
0-62MPH:	10.8sec



CHRIS KNOTT INSURANCE

1985 Innocenti DE TOMASO Turbo
Est Value: £9,000

Based on 52 year old male, Architect, full NCB, living in NR6 postcode, SD&P (exc. commuting), garaged, 5000 miles pa, car club member, 2nd car for everyday use.

Premium: £66.00 inc IPT
Excess: £75
(exc. fee + legal cover)



“ The 735kg Fiat is the slowest car on paper – 0-62mph in 13.8 seconds – but it makes up time in the corners ”

Grippy Fiat has good pace through bends. The 'Abarth' bit is all about the bodykit, setting off the Seicento Sporting's character well





FIAT SEICENTO SPORTING ABARTH

While most of us have survived lockdown playing Zoom quizzes and bingeing on *Tiger King*, Mark Holland has been buying and restoring Fiat Seicentos. Incredibly, this is his eighth Sporting bought in the past year. Along with the integrale and F355 mentioned earlier, his eclectic collection includes a Fiat Panda Italia go, Panda 4x4 Sisley and Strada Abarth 130TC. "I might hang on to this one," he says, gesturing to the Sporting with a smile.

Mark got the Seicento bug after buying one for just £300 at auction. "It needed a new gearbox, but that was only £150 fitted." After that, he quickly learned what goes wrong – "They rust horrendously on the rear arches" – and how to fix them. "It's kept me busy during lockdown," he quips.

While the standard Seicento musters 89gcc and 39hp, the Sporting ups this to 1108cc and 54hp. It also boasts 20mm lower suspension and 13-inch alloy wheels. A range of official Abarth accessories was offered, consisting of side skirts and rear spoiler (which Mark has retro-fitted here), plus 14-inch wheels, a leather steering wheel and gearknob, Abarth logo'd headrests and sill kick plates, and even a close-ratio gearbox.

The handsome 14-inch alloys fitted here actually come from a Punto Sporting and fit more snugly within the arches thanks to 35mm lowering springs. The 185/55 R14 tyres are also wider than standard, which Mark says "makes quite a difference to the handling".

Like our other micro hot hatches, the Seicento is roomier inside than you'd expect. A hollowed-out dashboard helps, while its 'My First Fiat' switchgear is



TECHNICAL SPECIFICATIONS

FIAT SEICENTO SPORTING

ENGINE:	1108cc 4-cyl
POWER:	54hp at 5500rpm
TRANSMISSION:	5-speed manual, front-wheel drive
SUSPENSION:	MacPherson struts (front), trailing arms (rear)
BRAKES:	Discs (front), drums (rear)
DIMENSIONS:	3320mm (L), 1510mm (W), 1440mm (H)
WEIGHT:	735kg
MAX SPEED:	93mph
0-62MPH:	13.8sec



even simpler than the older cars'. The instrument binnacle contains a speedo, fuel gauge and LCD display, with the all-important rev counter in a separate pod. Only a chunky – and rather ugly – airbagged steering wheel detracts from the minimalist mood.

The 735kg Fiat is the slowest car on paper, whizzing to 62mph in 13.8 seconds and a top speed of 93mph. However, I'll wager it makes up time in the corners, particularly with Mark's suspension and tyre tweaks. Many modern cars have vastly more power than grip but the Seicento hardly ever comes unstuck. It bites hungrily into bends, then clings on like an excited puppy. Making swift progress becomes about being smooth, planning ahead and maintaining momentum. It's PG-rated fun that you can enjoy anywhere, anytime.

Unfortunately, the turbine-like FIRE four-pot has nowhere near the fizz and charisma of the older Autobianchi engine. It feels a bit flat below 3000rpm, then hits the red paint at 6000rpm. But keeping it on the boil by stirring the snappy five-speed gearbox is all part of the challenge. On those rare occasions you do need to slow down, you'll discover a long-travel brake pedal that needs a firm shove. Oh, and seats that are entirely lacking in side support. Don't get too carried away.

Perhaps the best thing about the Sporting is that it's cheap as chips. You can buy a decent one for less than £1,000 and insure it for pocket change. Track down an Abarth or the cosmetically similar Michael Schumacher edition, and you have a miniature classic-in-waiting. Budget motoring doesn't get much better, as Mark readily attests. 🇮🇹

Three decades, three very different takes on the pint-sized hot hatchback. They all drive with their own unique characters, too



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Classical Concerto

Alfa's Giulia GT was designed to be an attainable sports coupe. Despite its popular overtones, the harmony of its design, engineering and dynamics puts it on par with Italian exotica. We road test a masterpiece in three movements

Words by Hugo Reis
Images by Rui Reis



The 'Italian Concerto' is a musical arrangement, often used as a prelude for an opera, that flourished in the post-Renaissance period. It's in three movements of different tempos, typically two of them fast and one slow. It's so easy to make precisely the same musical parallels with our trio of symphonically brilliant Italian Alfa Romeos: 2000 GTV, 1750 GTV and GT 1300 Junior.

Fittingly, I start my day at the wheel of the 2000 GTV, the final iteration of the long-

running Tipo 105 coupe series. Today, this bright red car turns even more heads than when it was new and a more common sight on our roads. It's easy to understand why: Bertone's coupe is achingly pretty and the first truly attainable Alfa Romeo sports car. Although its predecessor the Giulietta Sprint had been a hit, it was very expensive to build and buy, so it was made in relatively low numbers. That's where the 105 Series made such a difference. Gone was the Giulietta Sprint's expensive manufacturing

process at Bertone; instead the Giulia GT was built in-house at the then-new Arese premises, although the mechanicals were still produced at Portello.

Despite its long career, the Giulia GT was far from revolutionary when it was launched. Orazio Satta Puliga's twin-cam engine didn't change much but was now fed by twin double-barrel carbs and coupled to a five-speed ZF gearbox. At the front there were now MacPherson struts in place of the Giulietta's wishbones, while the braking was



done by discs all round.

The tremendous and enduring success of the Giulia GT was to a large degree down to Giugiaro's brilliant design and the way Bertone managed to evolve it so elegantly. Admittedly, the 2000 GTV has the least graceful shape of the three cars here, and yet it still looks stunning. Besides, it promises to compensate the driver with extra power and grip. The 2000 GTV was launched in 1971 and remained in production until 1976, its shape easily recognisable by the big, flat

aluminium grille and larger taillights. Although the front-end design would later be applied to the GT Junior, that version would preserve the smaller rear lights.

Fed by twin double-barrel Solex or Dell'Orto carbs – instead of the usual Webers – the 2.0-litre engine has an output of 150hp SAE (around 131hp DIN), promising 123mph and 0-60mph in under nine seconds – serious figures for 1971. Also unusual was the standard fitment of limited slip differential.

With any other sports car, you'd expect the

last of the line to be more staid than its forebears but that's not really the case with the 2000 GTV. If there were any option you could call 'luxurious', it was the cloth interior, but this car was still straight to the point and just refined enough to be a good everyday car, and no more.

It still feels great to be behind the wheel. With the addition of many useful warning lights, the instrument cluster is busier and less elegant than on previous versions, but otherwise it's pure and classic Alfa Romeo,



with that beautiful deep-dish wood rimmed steering wheel reaching close enough to your chest to avoid the typical awkward Italian driving position. In a Giulia GT, you always sit slightly reclined, legs high, with the pedals a bit offset. The least welcome ergonomic detail is the raked angle of the gear selector, but it rapidly becomes natural.

Unlike the Giulietta and other older Alfas, the ignition sits to the right of the steering column. It's a link lost to its racing heritage, but once you actually twist the small key,

you don't give it a second thought. The throaty intake roar of those two carburetors really lifts your soul. Whether you give it full beans or opt for a more relaxed attitude, it's always there, deep-chested at lower revs, frenzied and high-pitched at the top end. No other four-cylinder twin cam engine sounds quite like this, just one reason why this car feels like a thoroughbred.

Once on the move, all the controls are light and smooth, although the recirculating ball steering is a little short on feedback and

accuracy, so you have to tune your senses to its peculiar touch. It's through the seat that you get a good part of the messages the chassis wants to deliver. The damping is very well judged, being compliant and yet controlled over every surface. In the slowest corners there's a big dose of body roll that feels less evident in faster ones. In fact, every reaction of the GTV becomes tighter and cleaner as you gain speed, and the chassis comes alive. Through corners, as you let the weight settle to one side, you can





take liberties with the throttle and steering. Although it's very easy to break traction, the Giulia GT is one of those cars that's willing to straighten up and regain composure on its own. It's not a natural drifter, although the rear axle is playful enough to let you drive it on the throttle when you find the sweet spot.

That means being in the power band at high revs. Despite its larger capacity than the others cars here, the GTV is just as thirsty for revs. That means you get to use the gearbox quite a lot, which is a pleasure. The gearshift

has that well-oiled, long-throw movement, like a maestro's baton, signalling to the baritone that it's time to open its lungs and show off its vocal range. It really is an immersive experience for all the senses.

With an appetite to experience more, I jump into the oldest and least powerful of the three cars, the GT Junior 1300. As with the early 1600 coupe models (GT, GT Veloce and GTA), the Junior features the iconic step-front, known in its homeland as the *scalino*, which makes it all the more desirable. It's not

just about the step: it's the overall purity of its lines that makes it so attractive. And this rare Grigio Indaco example is, to my eyes, one of the best factory colours.

Inside, the simplicity endures. The minimalist seats are sculpted enough to hug you in place; better, in fact, than the other two cars. In my view, they would even look better if they hadn't been recently reupholstered. In fact, the whole car has undergone a full restoration and looks stunning, as well as period-correct.





2000 GTV offers best outright performance but our choice is the tauter, more incisive 1750 GTV

The Junior name was well chosen as it was a stripped-out version designed to be affordable to a new generation of *Alfisti*. The lack of carpets gives it away, replaced by rubber mats which I think look cool with their big Alfa Romeo logos. There's also no such thing as a centre console, just the heater controls and gauges for water temperature and fuel level. Because this is a second series example, there's a prominent pair of dials (speedometer and rev-counter) instead of the early model's flat dash. The alloy-and-Bakelite steering wheel is also minimalist,

perhaps best described as a three-spoke wheel without the third spoke. I love its looks, but it's flatter than the GTV's, meaning you have to stretch your arms out further. Another feature confirms this as the oldest car here: the floor-hinged clutch and brake pedals. These feel natural after a few minutes and easy to heel-and-toe, so they never feel like an issue.

The Junior sits a little higher than the other two GTs, something that's clearly felt in corners, since the body rolls a little more. With 103hp SAE (which translates to just

88hp DIN), you can expect to exercise your gear-shifting skills. Right from the start it's obvious that all the power is above 4500rpm, forcing you to push hard most of the time, and even if it sounds great when revving, it never feels fast. Not even the Junior's weight advantage can make up for the lack of grunt and you definitely can't steer it on the throttle, especially with these new tyres on. But does that ruin the experience? Not really. All the character, tactility and balance that make these cars so enjoyable are still there. However, I'd advise any Junior owner

TECHNICAL SPECIFICATIONS

ALFA ROMEO GT 1300 JUNIOR

ENGINE: 1290cc 4-cyl DOHC
 BORE X STROKE: 74mm x 75mm
 COMPRESSION RATIO: 9:1
 INDUCTION: 2 x Weber 40 DCOE 28
 POWER: 88hp at 6000rpm
 TORQUE: 85lb ft (115Nm) at 3750rpm
 TRANSMISSION: 5-speed manual
 TYRES: 155/15
 DIMENSIONS: 4080mm (L), 1580mm (W), 1315mm (H)
 WEIGHT: 930kg
 MAX SPEED: 105mph
 0-62MPH: 12.6sec

ALFA ROMEO 1750 GTV

ENGINE: 1779cc 4-cyl DOHC
 BORE X STROKE: 80mm x 88.5mm
 COMPRESSION RATIO: 9:1
 INDUCTION: 2 x Weber 40 DCOE 32
 POWER: 114hp at 6000rpm
 TORQUE: 137lb ft (186Nm) at 3000rpm
 TRANSMISSION: 5-speed manual
 TYRES: 165/15
 DIMENSIONS: 4089mm (L), 1580mm (W), 1315mm (H)
 WEIGHT: 1039kg
 MAX SPEED: 105mph
 0-62MPH: 10.5sec

ALFA ROMEO 2000 GTV

ENGINE: 1962cc 4-cyl DOHC
 BORE X STROKE: 84mm x 88.5mm
 COMPRESSION RATIO: 9:1
 INDUCTION: 2 x Solex C40DDH-5 or Dell'Orto DHLA40
 POWER: 131hp at 5500rpm
 TORQUE: 134lb ft (181.5Nm) at 4500rpm
 TRANSMISSION: 5-speed manual
 TYRES: 165/14
 DIMENSIONS: 4089mm (L), 1580mm (W), 1315mm (H)
 WEIGHT: 1030kg
 MAX SPEED: 123mph
 0-62MPH: 8.9sec





to avoid driving a 2000 GTV, if they want to keep their smile.

It's hard to choose between the Junior's looks and the 2000's performance. So could the 1750 GTV be the perfect blend – more delicate than the 2000 GTV yet more aggressive than the Junior? Although the 1750's headlights are the same as the 2000's, the nose is much more stylish and in harmony with the rest of the design, while the tail retains the smaller lights. This is a second series 1750, which explains the bumper overrides.

The 1750 GTV definitely feels special as soon as you open the door. All four seats are beautifully sculpted and there's a mix of textures in the upholstery which really makes it stand out. The dashboard looks pretty much like the Junior's but is completed by a centre console that extends back and around the handbrake. The Hellebore wood-rim steering wheel has an excellent finish and really looks the part, while every detail is refined and well thought out.

I expect no surprises as I turn the key, yet the engine's growl makes me raise my eyebrow: it sounds deeper, raspier and racier than the 2000. It also reacts more promptly to every blip of the throttle, opening my appetite up to this third movement of the symphony. Over the first couple of miles, it doesn't feel much different to the 2.0-litre version, except that it's a bit tauter and more precise.

Repeating the route I've followed in the other two cars and using the same reference points, it's evident that the 1750 – even with a 'mere' 114hp – feels faster than its bigger brother. It's in the low and medium rev ranges that the 1750 stands out, only losing out to the 2000 at the top end, which makes sense when you realise that the bigger capacity was reached by increasing the bore and not the stroke.

With its firmer damping, turn-in is excellent and traction is also surprisingly good. There's plenty of warning when you reach the limits of grip on the narrow tyres and, up to that

point, this is the most precise of the three. But it's when you push beyond the limits, or when the surface becomes more slippery, that you miss the limited slip diff, which does wonders for the performance of the 2000 GTV, making it more exploitable and precise.

Nevertheless, the 1750 GTV is still my choice of this trio. It's the one that feels most special, with the best attention to detail. For me, that's an important part of a classic Alfa Romeo. But even if you were to drive these cars blindfolded and couldn't relish the details and the design, it would only take seconds to identify them as Alfas. The sound, the tactility of the controls and the sweetness of the drive are unmistakable, even when you're not in the mood for going fast. That's a quality of only the best sports cars and the reason why the Giulia GTs feel so special. The design, the feedback, the sounds – all are notes of a perfect symphony, one that could only be written with the best engineering, seasoned by soul, passion and authenticity. 🇮🇹



ISO RIVOLTA GTZ

Regeneration Game

A LEGENDARY ITALIAN MARQUE - ISO RIVOLTA - IS BACK WITH A ZAGATO-STYLED, CORVETTE-BASED GT THAT PAYS TRIBUTE TO ISO'S GLORIOUS A3/C. WE INTERVIEW FOUNDER MARELLA RIVOLTA ABOUT THE NEW GTZ AND THE FUTURE FOR ISO

Story by Chris Rees

Images by Luca Danilo Orsi / Getty Images



History is strewn with the echoes of glorious but long-defunct car marques. Most have long since faded from view; some continue to pique the memories of enthusiasts; still others have genuine life in them, as a raft of marque revivals in recent years attests. All too often, however, these revivals prove to be short-lived. But in the case of one recent renaissance – that of Italian sports and luxury car maker, ISO Rivolta – there is every reason to suppose that it's here to stay. Chief among those is that the rebirth bears the personal stamp of Marella Rivolta, the granddaughter of the founder of the car company, Renzo, and she is possessed of a tremendous drive and passion to succeed.

Renzo Rivolta owned the Isotherm heater/fridge business, which in post-war years diversified into making vehicles, including the ISO scooter and Isetta bubble car. In 1962, disappointed by the rawness and unreliability of the GT cars he was buying and driving, he decided he could do better. His ISO Rivolta IR300 became one of the very first cars to blend Italian GT style with American muscle in the form of Corvette V8 power.

After Renzo Rivolta died in 1966, his 25-year old son Piero took charge, making a string of impressive sports and GT cars, including the A3, Grifo and Lele, but ISO production finally ceased in 1974. There have been some attempts at reviving the ISO name over the years, but until recently the marque seemed to be dormant.

“ Zagato’s design head, Norihiko Harada, was given a brief to draw inspiration from the 1963 ISO A3/C ”

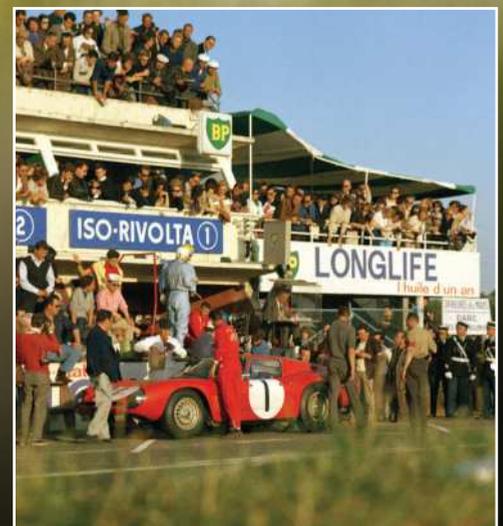


Now ISO Rivolta is back, thanks to Marella and her husband, who happens to be Andrea Zagato, the Milanese carrozziere. They made the bold decision to revive the brand in 2017, initially by presenting the ISO Rivolta Vision GT, a hypercar designed for Gran Turismo Sport on Sony PlayStation. It’s since been virtually driven by hundreds of thousands of mostly younger gamers.

The second phase of the revival is the GTZ you see here: a new car inspired by classics of the past, designed to appeal to clients with experience and memories of ISO. The third phase – the future – we are about to discuss with Marella Rivolta in an exclusive interview.

But what of the new GTZ? This badge has been used on all sorts of Zagato creations

from Bentley to Bristol, but never before on an ISO Rivolta. Zagato’s design head, Japanese-born Norihiko Harada, was given a brief to draw inspiration from the 1963 ISO A3/C. Conceived in 1963 as a pure racer, boasting class victories at the 24 Hours of Le Mans in 1964 and 1965 (pic right), the A3 also had a life as a road car, the *Berlinetta Stradale*. It became a favourite of film stars and rock nobility, among them singer Johnny Halliday, and has often been hailed as the forerunner of the 1960s supercar genre, anticipating the 1966 Lamborghini Miura and 1967 Alfa Romeo 33 Stradale. Like its 1960s forebear, the ISO Rivolta GTZ uses American-made mechanicals. In fact, it goes a lot further, being based on a full Corvette C7 Z06 platform. For homologation reasons, the ‘hard



points' of the Corvette are all retained, although Zagato has moved the windscreen pillars further back to achieve the correct proportions and make the roof design sleeker. That in turn meant engineering a new windscreen – a tricky exercise but necessary to echo the look of the A3/C. In fact the entire greenhouse is new (roof pillars, roof, windscreen, side glass and rear screen). There's also a brand new rollcage to offer extra rigidity; this has been incorporated to homologate the GTZ as a coupe (the base Zo6 has a targa roof).

The old Corvette body is completely dispensed with and new all-carbonfibre bodywork fitted. The main body is formed of just two parts: the front shell (including the bonnet and wings) and the centre/rear shell (including the A-pillars, roof and rear wings). All remaining parts of the body, such as the door sills, are also made of carbonfibre.

Neat details include unique door handles hidden in the B-pillars and a bespoke boot handle integrated into the rear bumper. The lights are specially homologated for the GTZ and the 20-inch forged wheels are bespoke, too.

Much of the Corvette interior has to be retained for homologation purposes but Zagato has made a number of significant changes, making it feel more 'open' with more horizontal lines than vertical ones. The centre tunnel has a custom design, available in either milled aluminium or leather finish, reflecting classic 1960s practice. Much of the trim is also in milled anodised aluminium, offered in various colours. The dashboard is covered in custom leather and there are hand-made logos throughout. The steering wheel is also altered, which was a challenge because so many small parts had to be changed. Colour is completely customisable

by the customer, inside and out.

Powering the GTZ is GM's mighty supercharged 6.2-litre V8 with fully 660hp. The only real change to the powertrain is a new custom exhaust system. Overall weight has not increased over the Corvette Zo6, despite a full rollcage being fitted, and a top speed of 195mph and 0-62mph in 3.7 seconds are quoted.

A maximum of 19 GTZs will be made in total, at a cost of a little under one million euros each, either in left or right-hand drive. Atelier Zagato spends approximately six months – a total of 2500 man hours of work – converting the donor Corvette Zo6 into an ISO Rivolta GTZ. Having made its debut at the online-only Concours Virtual in June 2020, the first customer car, painted Monza Green, was delivered to its owner in Switzerland in October 2020, by which time nine out of the planned 19-strong run had already been sold.



TECHNICAL SPECIFICATIONS

ISO RIVOLTA GTZ

ENGINE:	Corvette 6.2-litre supercharged V8
POWER:	660hp
TORQUE:	881Nm
WEIGHT:	1598kg
TOP SPEED:	195mph
0-62MPH:	3.7 sec



INTERVIEW

Marella Rivolta

AUTO ITALIA GOT THE OPPORTUNITY TO TALK EXCLUSIVELY WITH MARELLA RIVOLTA, GRANDDAUGHTER OF ISO FOUNDER RENZO RIVOLTA. SHE IS CURRENTLY CHIEF FINANCIAL OFFICER AND ART DIRECTOR AT ZAGATO, AND MARRIED TO ANDREA ZAGATO



AI: How did the idea for reviving the ISO Rivolta marque come about?

MR: The idea was more my husband Andrea's than mine. He said it's a shame that ISO Rivolta was no longer around, that the romance of the name was no longer well known. Initially I wasn't sure because ISO Rivolta hadn't existed for almost 50 years. But since I'm the inheritor of my grandfather's name, I finally said let's try it.

The GTZ was born as a tribute to my grandfather Renzo, whom I never knew because he passed away before I was born. My family says I've inherited his temperament, and I hope his qualities too. He was

passionate about racing, first with motorboats and then motorbikes, and the A3 Le Mans racer really reflected his passion. He loved speed.

At home we never really talked about cars. My father Piero now lives in Florida and he was actually very surprised when I decided to get into the car business, buying shares in Zagato at the age of 24. I guess cars were somehow in my DNA. I love cars, I'll driving anything with an engine!

I'm a perfectionist and I always put my heart and soul into everything. So to put all of my energy into such a long-gone brand was not easy. This first new ISO Rivolta project has a lot of heart and I

hope my grandfather would be proud of me.

AI: What would you say are the synergies between ISO and Zagato?

MR: It was hard to marry the philosophies of Zagato, which is all about lightness and simplicity, and ISO Rivolta, which has a less minimalistic approach and a history of making Gran Turismo cars. My idea was to combine very sensual, tight, curved lines with a sense of balance, which I think we have achieved.

AI: What was the design process for the GTZ?

MR: The design inspiration comes from the ISO A3 Berlinetta Stradale of the 1960s. The waistline was

the first and most important element for me. It had to be a clean, continuous line, like you see clearly in the old A3. The nose and tail are also clearly echoed.

This is a Zagato design but I said at the outset it had to be more ISO Rivolta than Zagato. Good proportions and simplicity are crucial; for me a car has to be like a sculpture, something you could have in your living room. With the GTZ, I wanted a good balance between edginess and curviness. If a car is too jagged, the design ages quickly; I like cars that still look beautiful after 20 years.

The design process with Nori Harada wasn't easy. It took us many months,

starting and restarting, because I had the image of my grandfather looking down at me, and I wanted to do him justice. I don't feel I have to satisfy other people – there will always be those who think a car is beautiful and those who say it's ugly – but I always had in mind, what would my grandfather think?

When I first saw the finished car, I cried looking at a car for the first time in 25 years. I am emotional, yes, but not usually that emotional! But they were tears of pride.

AI: Why did you select the Corvette as a basis for the GTZ?

MR: There's a direct link with ISO Rivolta in the





1960s, which also relied on Corvette power. At the time, Italians made beautiful cars but Renzo Rivolta had the idea of using American power to boost reliability and comfort.

The Corvette Z06 is a fantastic car. It misses some allure aesthetically but when you drive it, you have the same sensation as driving a Ferrari. Its performance is amazing and its reliability is well known.

I actually grew up in America before returning to Italy 25 years ago and sometimes I wonder whether I am Italian or American – I would say I'm half and half. For me it's important to have that American spirit in the project.

AI: Clients from which countries are showing most interest at present?

MR: With Covid, it's been restricted to Europe so far but the fifth car we're

MR: The first phase, which we called our 'reloading', was the GT Vision, which brought awareness of the brand to millennials. The GTZ

Other than saying it will be a more futuristic model with less of a link to ISO Rivolta's past, that's all I can say at this stage.

fantastic but the price has to be right and I think we have to re-establish the ISO Rivolta brand first.

“ When I first saw the finished car, I cried. They were tears of pride ”

making is for an American client. We haven't yet shown the car physically in the US, where we hope there will be strong interest. With a car that's new like this, customers like to see the car in the flesh.

AI: What plans do you have for the future of the ISO Rivolta marque?

is our 'reawakening', a car for collectors who know our name already.

The next phase will be a car with higher production numbers, targeted at regular customers. The price will be more affordable at between 300,000 and 400,000 euros, and we hope to make 200-250 cars per year.

AI: Does the Vision GT still have a production future?

MR: We had plans to make five cars but when we looked at costings for the chassis, which was designed in-house, it was starting to look too expensive. Then Covid arrived, so for now the Vision GT is in a dormant state. The design is

AI: What would you say the ISO Rivolta marque means today? Do you have a brand statement?

MR: People have said that ISO Rivolta should reflect how I am, because the cars come from my taste. For me, ISO Rivolta should be a sporty brand because I am sporty and like going fast, but it should also be elegant, which to me means understated, so you have to look twice to appreciate it. Our mission statement? I would say something like 'racing grace'.



CLOCKWISE FROM TOP LEFT: ISO A3/C Berlinetta Stradale provided design inspiration; ISO Rivolta GT had a Corvette V8; new GTZ is first ISO ever to be styled by Zagato



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- ✿ 105 1750 GTV OUTLAW PROJECT (RHD)
- ✿ 105 1750 GTAm REPLICa (RHD)
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FERRARI ZERO

The amazing story of Enzo Ferrari's first ever car – why he couldn't call it a Ferrari, how Ascari came to be his first customer and why the AAC 815 might just be the world's most valuable car

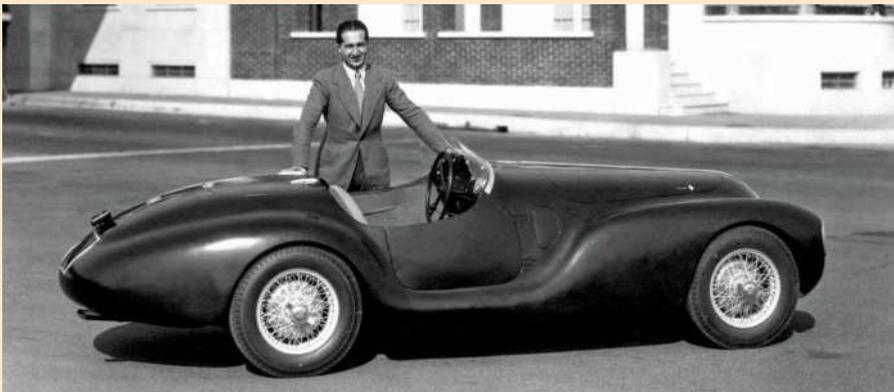
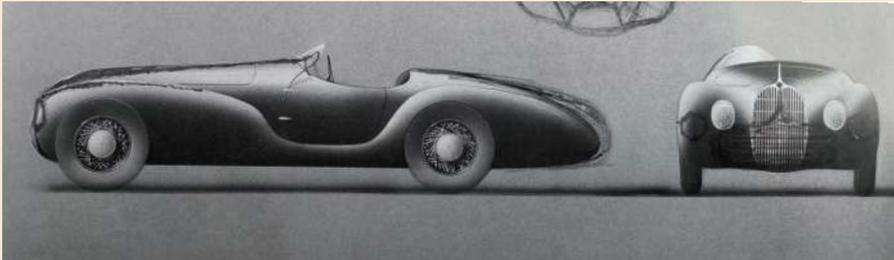
Story by Simon Moore & Peter Collins

In April 1940, two never-seen-before cars lined up at what passed for the Mille Miglia in that war-torn year. In one of the cars sat an Italian aristocrat; in the other a 21 year-old Alberto Ascari. Although neither car would finish the race, they established something of huge significance: this was the first ever outing of a car created by Enzo Ferrari.

But the new car was not named after Signor Ferrari; it went under the convoluted moniker of Auto Avio Costruzioni 815 (or AAC 815 for short). Enzo had been banned from using his own name in the severance agreement he'd reached with Alfa Romeo, for which he had run Scuderia Ferrari: he was not only banned from competing with Alfa but was also not allowed to use the name Ferrari on a car.

So how did Enzo reach the position of being a car manufacturer with the AAC 815? By his own admission, Enzo Ferrari was not a designer, nor even an engineer; as he said, "I have never thought of myself as a designer or inventor – just an agitator of men." That's something of an understatement – his masterful manipulation of people helped bring him tremendous success but also caused considerable antagonism.

Enzo Ferrari started out with a coachbuilding enterprise in Modena but after it went bankrupt, he went to work at Antonio Ascari's Alfa Romeo dealership in Milan. He raced Alfas and was selected to drive the then-new Alfa Romeo P2 at the French Grand Prix in 1924 but inexplicably left Lyon after practice and failed to start the race. Although he competed in a few minor races and hillclimbs in Italy after that, he essentially gave up front line racing. He then became the Alfa Romeo agent for the region around Modena and in



1929 formed a racing team, Scuderia Ferrari, to assist rich customers with race preparation and organisation.

After Alfa Romeo withdrew its works racing team for financial reasons at the end of the 1932 season, Scuderia Ferrari became the de facto works team, achieving considerable success. Against Mercedes-Benz and Auto Union, team leader Tazio Nuvolari was magnificent, the less powerful Alfas winning several races in 1935 and 1936 before the lack of development at Alfa Romeo left Scuderia Ferrari's cars uncompetitive.

In 1938, Scuderia Ferrari (by now majority owned by Alfa Romeo) was put into liquidation and Alfa Corse in Milano took over racing activities. Much of the pre-season preparation was conducted at the old Scuderia Ferrari premises in Modena, which had always belonged to Enzo Ferrari himself. He was nominally team manager but basically stayed at home in Modena and only visited Milan occasionally.

To add to Enzo's grumbling about having to commute from Modena to Milan, politics reared its ugly head because Vittorio Jano was pushed out after the 1937 season, moving to Lancia. The new engineer in charge of development in Milan was a Spanish engineer, Wifredo Ricart, who Enzo could not stand and made no bones about it. At every stage he took the chance to make snide remarks and score points; it was a childish and totally unproductive display of behaviour that finally led to Enzo being fired.

Enzo admitted this happened, but many journalists gloss over this period in early 1939. Ferrari wasn't a wily manipulator for nothing, however. Although his severance agreement with Alfa included a clear 'no compete' clause, including a ban on the use of the name Ferrari, he very quickly opened a machine shop in his Modena premises under the name Auto Avio Costruzioni, once he had terminated the lease with Alfa Corse. Before the end of 1939, he had a contract with a Roman company, Compagnia Nazionale Aeronautica, to machine parts for a small four-cylinder aircraft engine.

Enzo invested a considerable sum in top-quality milling machines, lathes and other equipment and business built up well. Then, at the end of 1939, he received a serious request to construct two new sports racing cars capable of competing in the 1940 Mille Miglia race. Somewhat surprisingly, this event took place despite the state of war in Europe. It would not be over the usual route from Brescia to Rome and back, but instead consisted of 10 laps of a 100-mile circuit in the Brescia area, taking in Cremona and almost Mantova.

The request for the new cars had come from Alberto Ascari and a friend of his, a member of one of Modena's most distinguished families: Marchese Lotario Rangoni Machiavelli di Modena, whose garage was not far up the road from Ferrari's premises. The decision to build the cars was taken at a dinner on Christmas Eve 1939, which Enzo was attending with other automotive friends from the area – no family get-together for him!

Alberto Massimino, Enrico Nardi and Bellentani were involved in the design. Time was extremely short. From the first pencil line to arrival on the starting grid took less than four months. For convenience the designers used a Fiat 508 Nuovo Balilla as the basis for the new car, which was to race in the up to 1.5-

litre class, thus not strictly competing with Alfa Romeo (which was using the larger 6C 2500). An added incentive of using Fiat parts was that the Torinese company was offering cash prizes for class results to any car using its components.

The Fiat 508 was a good choice because it utilised quite advanced techniques for a relatively cheap road car, such as an overhead-valve engine, four-wheel hydraulic brakes, independent front suspension with hydraulic dampers and a rear end suspended on semi-

crankshaft and the camshaft; the distributors were replaced with a single Marelli unit; a new water pump was made; and the whole thing was fed by four Weber single-choke 30DR2 downdraught carburettors. Bore and stroke of the new engine were 63mm and 60mm respectively, and using a 7:1 compression ratio, the 1496cc engine pushed out 72hp at 5500rpm. It was the engine that gave the new car its name: 815, for eight cylinders and 1.5 litres.

Enzo Ferrari had previously contracted Carrozzeria

“ It was the engine that gave the new car its name: 815, for eight cylinders and 1.5 litres ”

elliptic springs and hydraulic dampers. Besides, Rangoni was running a Balilla hotbed up by local tuner, Stanguellini, as his road car.

The main problem Massimino faced lay under the bonnet. The 508 engine was only a 1.0-litre unit and unsuitable for boring and/or stroking out to 1.5 litres. So he opted for the radical move of getting an aluminium crankcase cast and topping that with two modified Balilla cylinder heads, creating an in-line eight-cylinder engine. As many Fiat parts were used as possible. Auto Avio made the five-bearing

Touring of Milan to clothe the works Alfas for 1938 and 1939, so he turned to the same coachbuilder to body his new 815. Touring came up with a stylish enveloping shape with integrated wings – quite advanced for the period – and almost a copy, albeit smaller, of Touring’s work on 2.5-litre Alfa Romeos. The covered headlights and elongated tail were designed to improve aerodynamic penetration, while the slits at the front took cooling air to the brakes.

All up weight was a mere 625kg. Initial testing was done on the roads around Modena by Enrico Nardi. The

Alberto Ascari – seen with his car on the opposite page – was behind the AAC 815 and its Mille Miglia run



two cars were given the chassis numbers 020 and 021, the former for Rangoni and the latter for Ascari.

As soon as the flag dropped for the 1940 Gran Premio Brescia della Mille Miglia, it became clear that the 815s were the quickest in their class, building up a lead of over half an hour before retiring late in the event. At one point they had been first and second, with Ascari ahead of Rangoni. Interestingly, both *Autocar* and *Motor* magazines, in their race reports, referred to the cars as Ferraris.

However, the Second World War inevitably led to the two cars disappearing from view for several years. Rangoni's car moved on to his brother after the death of the Marchese in a bomber aircraft accident but sadly this car was broken up and crushed in 1958. Tragically a similar fate was also to await the Ferrari 125 S, the first true Ferrari ever built.

Ascari's car (021) passed to Enrico Beltracchini in Milan. It had been thought that his first appearance in the car was on 11 May 1947 at Piacenza (an event that also witnessed the debut of the first Ferrari, the 125 S). However, photographic evidence shows that he actually practised for the race at San Remo in April 1947, although he failed to start the event.

Beltracchini also raced the car at Varese (fourth in the over-1100cc class), Vigevano and Pescara (both DNF). He then sold the car and it never raced again, passing from one owner to another.

The car was eventually fully restored, and while it still boasts its original dark reddish purple colour, its headlamp surrounds were replaced with those from a contemporary Opel. The car is now in the eclectic collection of Mario Righini and can often be seen on display at one of the museums in the Modena area or at the Mille Miglia Museum in Brescia.

In his book, *Le Mie Gioie Terribili*, Enzo Ferrari devotes just one paragraph to the 815, stating: "The car was not a success, mainly because of the haste with which it had been constructed". But who could have predicted, that April day in 1940 with war clouds gathering all over Europe, that the 815 would be the precursor to something so much bigger, forming the seeds for the first Ferrari in history, the 125 S?

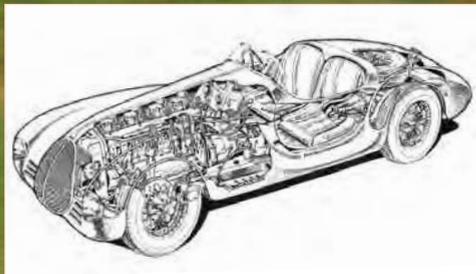
Today, speculation surrounds the value of this unique machine, the very first Ferrari, even if it was not named after Enzo. In all likelihood, it is the most valuable car in the world, with figures as high as £100 million being mentioned. For 'Ferrari Zero', that's a hell of a lot of zeros. 

Straight-eight engine may have had only 72hp but the 815 showed great race pace by 1940s standards

TECHNICAL SPECIFICATIONS

AUTO AVIO COSTRUZIONI 815

ENGINE:	1496cc 8-cyl in-line
POWER:	72hp at 5500rpm
INDUCTION:	4 x Weber 30DR2 carbs
TRANSMISSION:	4-speed manual, rear drive
SUSPENSION:	Transverse leaf spring (front) Live axle & semi-elliptic springs (rear)
BRAKES:	Drums all round
TYRES:	5.5x15
WEIGHT:	625kg
MAX SPEED:	105mph



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ROLLING IN CLOVER

Alfa's famous green Cloverleaf badge has adorned many great cars over the decades. Here are five modern Cloverleaf classics – which one would we take home?

Words by Guy Baker
Photography by Michael Ward





Quadrifoglio Verde: two words guaranteed to stir the soul of even the most cynical enthusiast. Reserved for the very fastest and most luxuriously appointed road-going Alfa Romeos, the green Cloverleaf badge – long-time symbol of the Alfa Romeo works racing teams – has adorned the bodywork of all sorts of Alfa road cars over the years.

The Cloverleaf has a rich heritage indeed, stretching right back to the 1923 Targa Florio when Alfa Romeo works driver Ugo Sivocci found a four-leafed clover by the roadside and presented it to one of his team mates for good luck. Sivocci went on to win the race in his Alfa Romeo RL, scoring the marque's first major international race victory. From that day forward, the Cloverleaf symbol always appeared on Alfa Romeo works racing cars.

Alfa Romeo's glittering tally of race success includes 11 Mille Miglia race wins, ten Targa Florios, four Le Mans 24 Hour races, two Grand Prix World Championships (at the hands of Giuseppe Farina and Juan Manuel Fangio), three Sports Car World Championships and numerous national and European Touring Car Championships. Nearly all were won by Cloverleaf cars.

What better way to celebrate that glittering Cloverleaf racing legacy than by assessing five of the most attainable cars that wore the famous green badge? Each one of these modern classics provides a tantalisingly different take on the captivating Cloverleaf theme.

145 CLOVERLEAF

First up is the 145 Cloverleaf – a classic 1990s Walter de Silva design based on the humble Fiat Tipo platform, yet boasting quick, responsive steering and enthusiastic front-drive handling. The understated lines of this simply-presented three-door hot hatch conceal a true driver's gem, with Alfa's lively 1970cc Twin Spark engine delivering not only a spirited 155hp at the top reaches of the rev band, but also a very generous 138lb ft of torque at just 3500rpm. Although the five-speed manual gearbox possesses a longish throw, gear changes can still be executed quickly and precisely. Better still, the 145's quick rack-and-pinion steering system (with just two turns lock to lock) provides keen responses and driver feedback, combining perfectly with the Cloverleaf's alert suspension to provide a highly-rewarding high-speed drive.

With the 145's 'wheel in each corner' layout and proper hot hatch suspension (MacPherson front struts and a trailing-arm rear), the 1240kg Alfa is nicely balanced both on road and track. Overall pace feels on a par with the MiTo Cloverleaf. The light and airy cabin affords excellent all-round visibility but on the down side, the seating position is a



tad awkward and the dark and angular cabin design feels pretty dated.

Style-wise the 145 may appear a relatively plain Jane compared to the latest MiTo and Giulietta, but special touches like the delightful six-hole alloys, pop-out rear side windows and, of course, that little green Cloverleaf on the sills do more than enough to enable this diminutive Alfa to hold its own in this elevated company. Sad, therefore, that it's such a rare sight these days.

164 CLOVERLEAF

The 164 feels very different to the other Cloverleafs here, as a result of it being the oldest and heaviest car of our quintet. What it lacks in handling finesse compared to the lighter hatchbacks it more than makes up for in straight-line performance, courtesy of a lusty 230hp 3.0-litre V6. Torque is substantial from low revs, with a peak of 206lb ft at 5000rpm, and performance is strong in all five gears – making overtaking a pleasure.

Penned by Pininfarina, the straight-edged 164 is a true 1980s design – the last Alfa model developed before the Fiat take-over, in fact. Not everyone likes the bodykit that adorns this version and the original 10-hole 16-inch alloys look lost compared to more modern cars but overall it's still a very well-resolved design. The neo-classic interior is a sea of black leather, hard plastics, half-moon dials and a veritable explosion of square-shaped switchgear. You could spend a couple of hours just getting to grips with the heating and ventilation controls!

Intended to rival Germanic executive saloons, the four-door 164's front-drive layout upset some Alfa purists, but the car's comfort and performance cannot be denied. And aside from a touch of torque steer and slightly weak braking by modern standards, the plush 164 Cloverleaf does a very creditable job around our test track. The steering is less direct than the smaller 145's and the handling is understandably affected by the car's 1510kg bodyweight, but a wad of torque and the growl from that throaty Busso V6 puts a smile of on your face every time you press the loud pedal.

That small Cloverleaf badge astride the boot lid tells you all you need to know about this car's true character. Well over 30 years after the first examples passed through the factory gates, the 164 Cloverleaf still feels like something very special.

GT CLOVERLEAF

Possibly the least familiar Cloverleaf model is the GT, which was a special edition made between 2008 and 2010, characterised by lowered suspension, a bodykit, 18-inch alloys and a choice of black, red or blue paint. Alfa's GT is every inch a 21st century Gran Turismo machine: gorgeous looks, strong performance and... er, an economical diesel engine. Yes,



Heart says the Busso-powered 164 is the finest car here but a few flaws are readily apparent

ALFA ROMEO CLOVERLEAF GROUP TEST



that's right – while the Cloverleaf edition was also offered in 1.8 and 2.0-litre petrol versions, we reckon the pick of the lot is the 170hp 1.9-litre JTDM diesel, since it not only develops 243lb ft of torque at just 2000rpm, but also returns an easy 45mpg.

Everything happens smoothly, leaving you unruffled and relaxed at the end of your drive. There are no histrionics, as the power is delivered with minimum fuss through the Cloverleaf's grown-up six-speed manual transmission. And although the engine is a tad noisy at higher revs, you rarely – if ever – reach this point, such is the abundance of torque at lower revs.

With its clever Q2 Torsen front differential, the front tyres never scabble for grip. But if you do wish to unsettle this accomplished cruiser, there is always the Sport button to sharpen up the driving experience. But that's not really what the GT Cloverleaf is all about. Far better to savour the delightfully cultured interior, resplendent with plump leather and lashings of aluminium, as you waft rapidly and economically to your destination.

Special touches include double-five-spoke 18-inch alloys, red brake callipers, twin exhaust pipes and Cloverleaf badges on the front wings. And although the GT is a sports coupe, it's actually extremely practical, too, with five respectably-sized seats, a huge boot and a handy hatchback. With the Alfa GT you really can have your Cloverleaf cake and eat it.



MITO QUADRIFOGLIO VERDE

Despite its cute looks, the baby of this bunch is actually the most rewarding on our test track. The MiTo Quadrifoglio Verde – Alfa had stopped anglicising the name by now – combines a punchy 170hp turbocharged MultiAir engine, low 1145kg bodyweight, Q2 front diff and active suspension to imbue the car with great pace and excellent handling. Push the DNA switch to the Dynamic position and you can have a real hoot around corners on track, although sometimes on the road the throttle response, steering and damping in Dynamic mode feel a tad frenetic.

The throaty exhaust howl, short-throw six-speed manual gearbox and strong brakes (305mm ventilated discs and 40mm pistons) complement the MiTo QV perfectly and make it a truly rewarding hot hatch to drive. Visibility is excellent, too, thanks to the lack of B-pillars. In many ways the MiTo feels like the spiritual successor to the 145 Cloverleaf, although it falls slightly short in terms of its electrically-assisted steering, which is too inert and not quite direct enough.

In QV form, the MiTo has bold triangular wing badges, lovely 17-inch five-hole alloys, rear spoiler, twin chrome sports exhaust pipes, aluminium sports dials and pedals, sports seats and leather-covered steering wheel, handbrake and gearshift. That DNA

The baby of our gathering may have 'only' 1.4 litres but it's a very entertaining hot hatch to drive



“ The most accomplished car of our quintet is the Giulietta QV. It's certainly the most powerful ”



CHRIS KNOTT INSURANCE

1995 Alfa Romeo 164
Cloverleaf 3.0 V6 24v
Est Value: £10,000

Based on 52 year old male, Architect, full NCB, living in NR6 postcode, SD&P (exc. commuting), garaged, 5000 miles pa, car club member, 2nd car for everyday use.

Premium: £95.28 inc IPT
Excess: £50
(exc. fee + legal cover)

button with active suspension is also standard. The need for everyday practicality is met with rear seats which split and fold to provide just enough boot space for everyday needs.

GIULIETTA QUADRIFOGLIO VERDE

The most accomplished all-round Cloverleaf-badged car of our quintet is the Giulietta QV. It's certainly the most powerful, with 235hp and 251lb ft, making this a true 150mph car. The direct-injection 1.75-litre turbo unit uses MultiAir variable-valve technology to deliver both impressive low-speed torque and minimal turbo lag. You need to press fairly hard on the pedal and switch to Dynamic mode to unleash the Cloverleaf's full potential, though.

The steering is more direct than the MiTo's, courtesy of a motor fitted to the rack rather than the column, which makes

for more precise cornering. Grip is impressive and the six-speed gearbox feels a tad more definite than the MiTo's, too, although the brakes have to cope with a car that's almost 200kg heavier.

The Giulietta still looks great today, with its unique rear light clusters, hidden rear door handles, tinted windows, red brake callipers, 18-inch multi-spoke alloys and front wing badges. The cabin boasts a curvaceous brushed aluminium dash replete with toggle switches, deep-set aluminium dials, part-leather trim and cruise control.

There's plenty of cabin space plus better ride quality than the MiTo QV. Stirring when you want to go fast, yet luxurious and practical when you don't, the Giulietta QV represents a superb high point in the evolution of Cloverleaf Alfas. It's only really surpassed by the current Giulia Quadrifoglio. 

TECHNICAL SPECIFICATIONS

ALFA 145 CLOVERLEAF

Engine: 1970cc 4-cyl in-line
Power: 155hp at 6400rpm
Torque: 138lb ft at 3500rpm
Transmission: 5-speed manual
Weight: 1240kg
Top Speed: 131mph
0-62mph: 8.0sec
Manufactured: 1996-2001

ALFA 164 CLOVERLEAF

Engine: 2959cc V6
Power: 230hp at 6300rpm
Torque: 206lb ft at 5000rpm
Transmission: 5-speed manual
Weight: 1510kg
Top Speed: 152mph
0-62mph: 7.5sec
Manufactured: 1993-1997

ALFA GT CLOVERLEAF

Engine: 1910cc 4-cyl in-line
Power: 170hp at 3750rpm
Torque: 243lb ft at 2000rpm
Transmission: 6-speed manual
Weight: 1365kg
Top Speed: 130mph
0-62mph: 9.6sec
Manufactured: 2008-2010

ALFA MITO QUADRIFOGLIO VERDE

Engine: 1368cc 4-cyl in-line
Power: 170hp at 5500rpm
Torque: 184lb ft at 2500rpm
Transmission: 6-speed manual
Weight: 1145kg
Top Speed: 136mph
0-62mph: 7.5sec
Manufactured: 2010-2018

ALFA GIULIETTA QUADRIFOGLIO VERDE

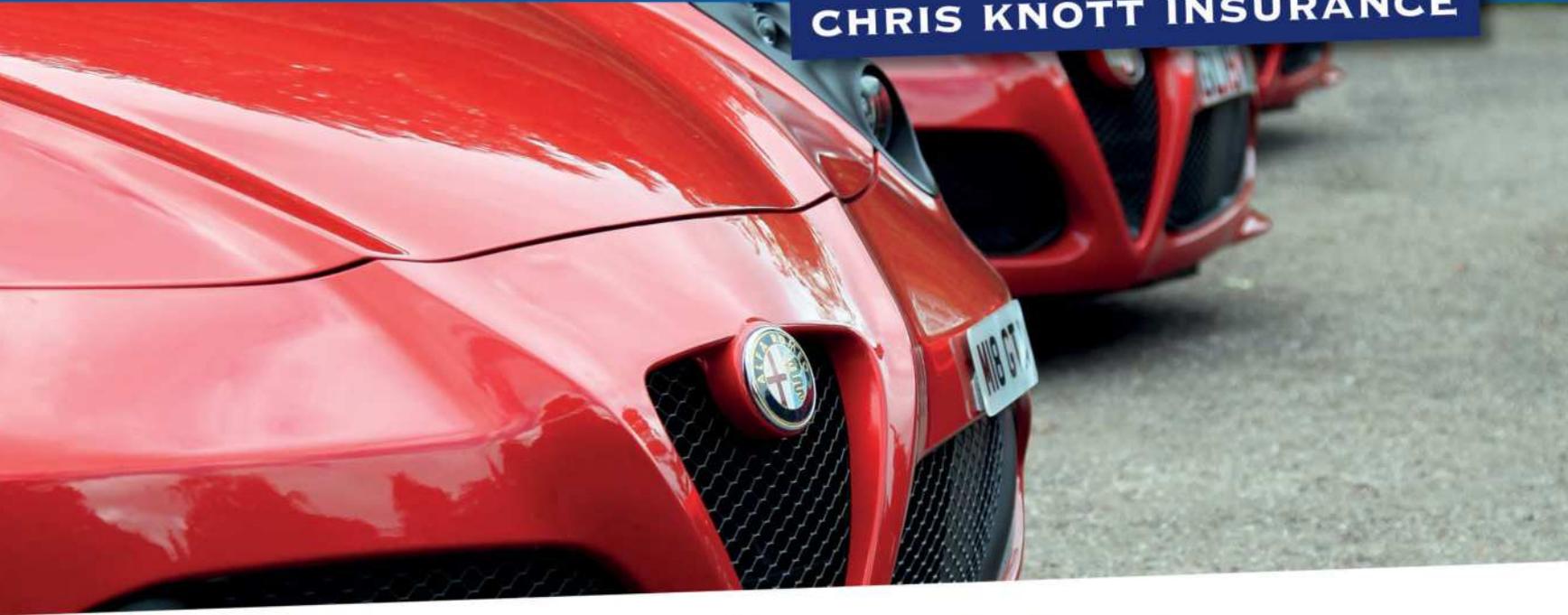
Engine: 1742cc 4-cyl in-line
Power: 235hp at 5500rpm
Torque: 251lb ft at 1900rpm
Transmission: 6-speed manual
Weight: 1320kg
Top Speed: 150mph
0-62mph: 6.8sec
Manufactured: 2010-2020



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FRONT of the GRID

With 404hp of power going through the front wheels, this AlfaWorks MiTo is a ferocious newcomer in Alfa Romeo racing. We meet its creator and try to tame it on track

Story by Chris Rees
Photography by Michael Ward

It's been lighting up Britain's circuits in the Alfa Romeo Championship. Now I'm staring down the long straight at an airfield, about to experience what 404hp of power feels like through the front wheels. My sense of anticipation about driving this new AlfaWorks MiTo racer is making itself felt through some very sweaty palms.

This mighty MiTo is now well into its racing career but it was actually originally bought by Jamie Porter of the Alfa Workshop as a development hack. The project had been begun about seven years ago by Dave Thomas, who started out with a crashed MiTo 1.4 TB Quadrifoglio Verde. When its owner retired, Jamie snapped the car up.

"I bought it because I wanted what they call a *muletto* in Italy – a mule – to test out the 2.0-litre engine we were developing for our Alfa 4C 410. Basically if we bent the MiTo during testing, it wouldn't matter as much as bending the 4C." If that AlfaWorks 4C sounds familiar, that'll be because *Auto Italia* featured it earlier this year, when the spectacular 4C 410 was our cover car in April 2021. "As its name







suggests, the 4C has 410hp," says Jamie, "but the MiTo has a little less." We'll get to that in a moment.

The MiTo was chosen by its original owner as a great basis for a racer as a salvaged car with rear three-quarter crash damage. As bought by Jamie, it already had its bespoke cage fitted. The car's spectacular look – and sophisticated aerodynamics – were created at the Alfa Workshop. An aftermarket Magneti Marelli bodykit has been much modified. For instance, the front wheelarch has been moved out to fit a cooling vent (it sits flush as standard), while the big rear arches have cooling grilles too. The front spoiler has a huge splitter added, which is hinged so that the car can physically get on and off Jamie's trailer. The car has a completely flat undertray made of plywood that's designed to be a consumable, as Jamie comments: "We've already got through two floors – it sits just 45mm off the deck."

One advantage of the MiTo's simple beam rear axle set-up is that there's plenty of space to fit an enlarged rear diffuser – and it is enormous. It's composed of two parts: an aftermarket upper section and aluminium lower part. As for the tailgate spoiler, that's another Magneti Marelli MiTo item and is adjustable for angle via a riveted base.

The roof vent provides all of the ventilation for the cabin, since the front firewall allows no air in. While the side and rear windows have been replaced with Plexiglas, the driver's window retains the original

glass because it's frameless.

Open the vented bonnet and behind the front grille you'll see a strengthening bar. This has Alfa heritage as Jamie pinched it off his Stelvio when he fitted a tow bar to his 4x4. It just happened to be a perfect fit!

Lurking under the bonnet is the party piece of the car: Alfa's 1750 TB engine that's been expanded to 2.0 litres by the Alfa Workshop. It's basically a pre-production version of the engine that AlfaWorks offers in its 4C. The 1742cc unit has been upped to 1995cc courtesy of a longer stroke. The internal changes are wide-ranging, including Omega CNC pistons and rings, Arrow con rods and uprated crank and thrust bearings. The cylinder head is gas-flowed to increase flow rate, while the camshafts are uprated but still quite mild, as the main aim of the engine set-up is to get as much air as possible into the turbocharger. That's a twin-scroll Borg Warner turbo, attached to a bespoke tubular exhaust manifold that's much freer flowing. Naturally the hosing and piping is all uprated, too, while the MiTo boasts twin radiators.

One other arena of major development is the engine management system, undertaken by an SCS Delta Motorsport ECU that's the result of huge development effort. You can choose between two different engine maps to deliver either 300hp or the full 400-plus horses. The ECU is linked to an AIM digital dash with plug-ins to control the management.

We've already mentioned that the MiTo pushes out a

“ On cold slicks I’m expecting wheelspin – just not in second, third and fourth gears ”



Beam axle allows for massive rear diffuser. Flat plywood underfloor sits just 45mm off the ground

little less power than the 410hp 4C 2.0-litre, but only a little. Its output of 404hp is 6hp less simply because the MiTo has a longer exhaust system.

“This is pretty much the most we can get out of this engine,” says Jamie. “The Bosch injectors are maxed out, the fuel pump is maxed out and the turbo is maxed out. If we want extra power, we’ll need to change all of those items. It’s possible, though – we’ve already identified a Ford Focus fuel pump that’s good for outputs up to 500hp, and there’s a new Borg Warner twin-scroll turbo that’s capable of around 500hp too.”

The gearbox is basically the same as you’ll find in a Giulietta or 4C but without the TCT robotised bits so it’s fully manual, actuated by a sintered clutch. As with the AlfaWorks 4C, there’s a Torsen differential sourced from Quaife.

Racing regulations require that the suspension type can’t be changed, so MacPherson front struts are retained, consisting of MiTo units at the top and Giulietta struts at the bottom, the lower wishbones being rose-jointed. Meanwhile the beam rear axle is reinforced to increase roll stiffness. On five-stud hubs, Team Dynamics 17-inch alloy wheels are shod with Toyo Proxes slick tyres (235/620 and 255/620).

The KW dampers are adjustable for both bump and rebound and are equipped with blow-off valves designed so that, on circuits with big kerbs for instance, they can cope with high-speed bumps. The geometry has been set up so that the roll centre is

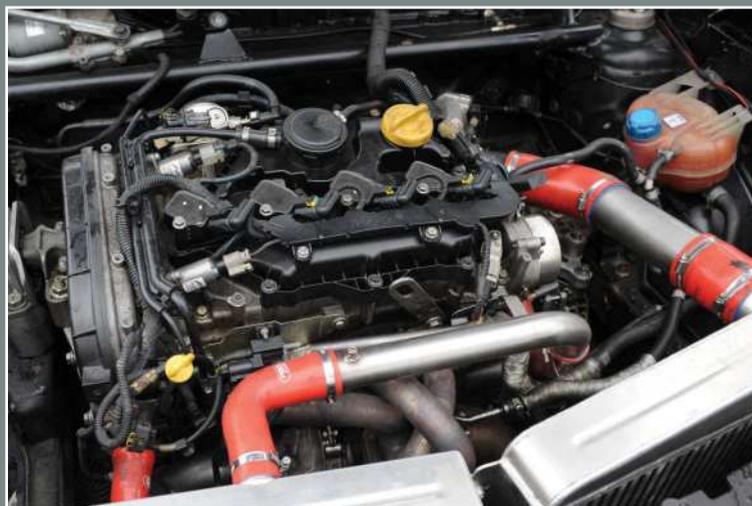
extremely low, and Jamie is also thinking of fitting anti-dive geometry at the front end.

The front brakes are essentially standard Giulietta QV road discs, merely uprated with DS3000 pads. At the rear end are Giulietta hubs and modified discs that also run DS3000 pads. It’s perhaps surprising to see that the handbrake is retained but it can prove useful, for instance on the sloping start line at Brands.

The driver can activate both the traction control and launch control systems via an ABS control unit mounted in the footwell. A whole phalanx of roof-mounted switches offer a wide range of adjustments: a rotary dial to alter traction control; launch control (also adjustable via the steering column); switchable engine mapping; turbo antilag device; and fog light.

The MiTo was first tested in August 2019, with driver Ted Pearson posting some extremely promising lap times. Unfortunately illness prevented Ted from taking up his race seat in 2020, so Ricky Losselli stepped into the breach. The MiTo competes in the Modified Class in the Alfa Romeo Championship but its first event at Snetterton was a bit of a disaster as the car suffered a fuelling issue. At its second outing at Festival Italia at Brands Hatch, the car was leading the field until a pace car was called out. In the end the MiTo finished second, followed up by a third placing in the next race.

Now it’s my turn to sample the mega-MiTo. My first challenge is fitting into it at all. As with any bespoke racer, you want to centralise the mass as much as



possible, and the seat is mounted so far back, it's almost in the boot. The pedals have been moved back 12 inches to compensate, as has the steering wheel. Even so, my 5ft 8in frame is finding life far from comfortable, with my head barely above waist-line; I feel like a teenager in a slammed *Max Power* modder.

The steering is fitted with variable electric power assistance that's manually adjustable via a little knob on the column. The strut bearing from an Alfa 164 makes the steering easier to turn, too, so manoeuvring from the off proves to be surprisingly easy – although I do have to have a 'spotter' to lead me over the pockmarked approach road to our test track to avoid bottoming out the ultra-low underside.

The engine idles in a surprisingly docile manner. Revving it to build a little temperature on our distinctly cool test day reveals that it remains civilised at higher revs, too, thanks to a very quiet exhaust system. Only a little popping on throttle-off hints at what's under the bonnet.

The long straight at our airfield test venue beckons. On cold slicks I'm expecting wheelspin, which duly occurs off the line. What I'm not expecting is wheelspin

in second, third and fourth gears, too. But then I have to remember that there are over 400 horses going through the front wheels. The engine is amazingly smooth and in many ways unlike what you'd expect of a racing lump. It's extremely torquey (with around 600Nm) and has a power curve that's not peaky in the slightest (max power arrives at a very usable 6000rpm). Turbo lag is pretty much absent and the MiTo is mind-bendingly quick in a straight line – hardly surprising with over 400hp.

The large degree of camber (about three degrees) has been chosen to achieve maximum cornering speeds. However, it also means the car feels a little nervous in a straight line, with some 'wander' in evidence. Disappointingly, our short test session didn't allow for a lot of cornering, but from the limited runs I had, it was clear that there's huge bite, with changes of direction that are lightning-fast and roll-free. Jamie reports that, if there is a grip issue, it's at the front rather than the rear. We'll hopefully be returning to this car for a track day outing at some stage, but it's already very clear that this is an extremely well sorted car with the clear potential to win. 🇮🇹

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READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

Your cars, your stories – tales of Italian car ownership in the real world

ABARTH 1000 BIALBERO RECORD MONZA

MICHAEL COSGROVE, USA

My first car was a Euro-spec Fiat 600 with suicide doors, a 633cc engine, 600D transmission, Italian-language instruments, non-sealed beam headlights (illegal in the States) and a 70mph top speed. It met its maker on New Year's Day 1969 on the front bumper of a big Buick sedan – I stopped for a red light; the Buick didn't.

I was chief engineer on a destroyer stationed in Newport, Rhode Island at the time. There were enough cars in the wardroom that I could do without wheels for 10 months. I had always dreamed of putting Abarth goodies on the 600, so when, in November 1969, I saw a classified for a 1961 Abarth 1000 Bialbero Record Monza for sale in Florida, I took the plunge. I flew down to Cape Canaveral, plunked down \$2100, and was the proud owner of a real Abarth.

It looked rather ratty. It had competition belts, a roll bar, passenger seat back welded in place, a spare wheel behind the seats, a 17-gallon fuel tank filling the entire front boot, an extension welded to the sump, and machined blocks screwed into the float bowls of the two Weber 36DCL4 carbs to prevent starvation in turns. I learned later that the car was a semi-factory entry in the 1961 Sebring 12 Hours, where it completed 110



laps but was not classified as a finisher, being 109 laps behind the winner.

I drove 1200 miles straight through in about 20 hours from balmy Florida to cold New Jersey, freezing my tail off in the unheated car. This was not the most practical car as a daily driver. The poor excuse for a muffler was loud. It spat flames out of the exhaust pipes, sometimes orange, sometimes blue. The mileage varied from 16mpg to 40mpg. 17-gallon capacity notwithstanding, the only way you knew you were out of gas was when the fuel pump hummed instead of clicked. The Fiat generator did not want to keep the battery charged, so a flat battery was common – but it could only be accessed by removing the fuel tank. When on a date, I provided ear plugs and push-starting the car was standard operating procedure.

When I received orders to another ship in Charleston, South Carolina, I tried to sell the Abarth. I had purchased a 1971 Alfa 1750 Berlina and did not need two cars. I offered at \$3000, but nobody wanted an old race car in



1971. I managed to rig a tow ball on the Alfa and towed the Abarth to New Orleans where it was stashed in my father's building. It eventually went back on the road following a move to Texas, where the Bialbero was joined by a 1959 Record Monza 750 that I bought for a relative pittance. It had the wrong engine, no seats, a broken headlight cover and was stripped to bare aluminium. But with two Abarths, a 600, an Alfa GT, a Milano Verde and an Acura, I had too many cars so I sold it to somebody in Japan for \$15,000.

Then one day in 2011, I got a cold call from somebody interested in the Record Monza. He made an offer, we bargained, and I eventually accepted 31 times what I'd paid for the car. I hate to think (and don't want to know) what it would be worth now, with Double Bubbles going for \$160,000. At the risk of sounding pompous, as Henry Manney wrote after selling his GTO, "I was sorry to see it go, largely because it represents days that will never come again, but at least I had a taste of the real thing."





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Abarths at Hatfield

The Hertfordshire Abarth Owners Club's big day out at Hatfield

Report by Tony Skipper



Hatfield House with its park and gardens is a lovely attraction in its own right but add an event there and the place begins to buzz. On a May Sunday it really came to life as the Abarth Owners Club Hertfordshire organized an event that kept you Covid safe but added a bit of fun into the mix, too.

For me it all started with a VIP invite after the club put the meeting on Facebook to see who would be interested. I must say driving down left me with that excited feeling but also a bit strange being free. At the event, marshalls directed cars through the grounds to the parking area. If you were a lucky early riser then you had the bonus of parking by the house fountain, with an

overspill on the tree-lined drive.

As we headed up the drive, walkers stopped to watch a stream of Abarths and the soundtrack that escapes from our cars. I was lucky in having a sunroof so that we could enjoy a passing old school Fiat 500 with a smiling driver, picnic basket on the back, playing Italian music. Now that gets you in the mood!

Having parked up, we walked around to meet other people. It's strange as Facebook introduces you to the world and it's as if everybody seems to know you, which is great and makes you so welcome.

The range of cars kept everybody interested, from 500 racing cars to 600 Abarths with their open engine lids and

rasping exhausts – fun or what! 595s and 695s in all forms, as well as 124 Spiders, all left their webs to be present. The event winner for best shine went to John Littlewood in his black 124 Spider.

We were encouraged to bring seats but for us a visit to the cafe was a must before having a look at the lovely gardens. I have been to a lot of events but this one was special in so many ways. Summing it all up was a staff member's words when the racing 600 started up – she just said "Bellissimo!" and smiled.

Well done to all the hard-working members of the Hertfordshire Abarth Owners Club, including the admin team of Dan, Victor, Paul, Phil and Chanel – and thanks to Johanna King for the lovely cakes.



RICHARD THORNE

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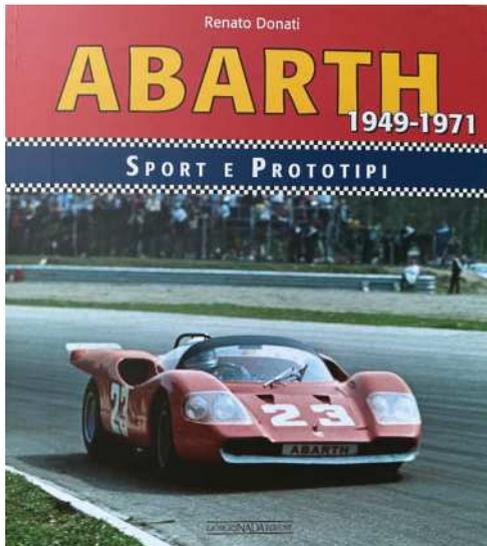
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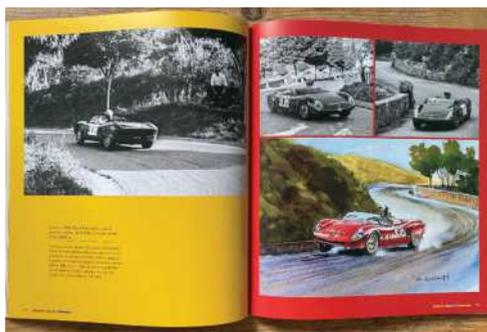


Abarth Sport & Prototipi 1949-1971
 By Renato Donati
 Giorgio Nada Editore
 €50

Coming hot on the heels of two other recent Abarth books (Renato Donati's tome on Abarth GT racing cars and Elvio Deganello's 'All the Cars' book), this new volume completes a nice series threesome by focusing on Abarth's racing sports cars and prototypes. It's once again written by Donati, a well known Abarth expert.

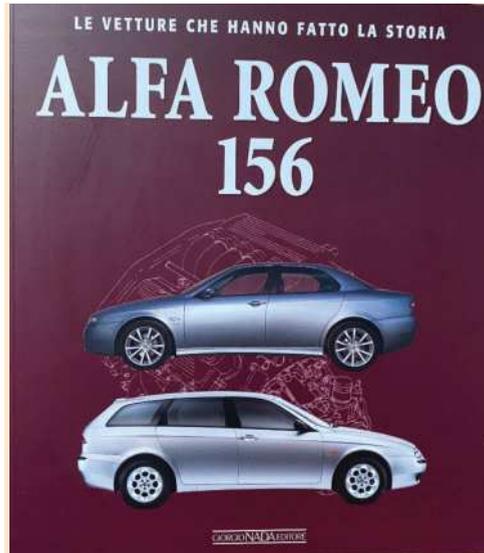
With the heart of Abarth lying in racing, there's plenty to get your teeth into. Right from the start, Abarths scored huge success in sports car and prototype racing, challenging the likes of Porsche and Ferrari in endurance races and mountain classics.

The format of the book is a model-by-model analysis of each of the Abarth



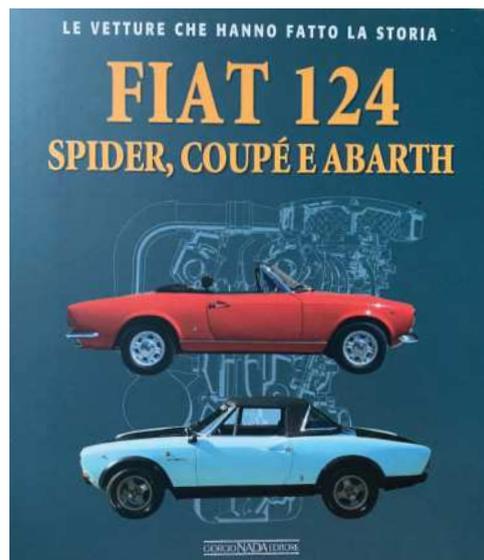
variants from 1949 to 1971, from 204 A to SE 022, which is a good way of dealing with what it is very complex subject matter. Also included are race-by-race accounts, although these tend to focus, for obvious reasons, on Italian competitions.

There are loads of great images in the book, both black-and-white and colour, quite a few of which are previously unpublished. This softbound book, which is limited to 1200 unnumbered copies, runs to 192 pages and is in Italian text only.



Alfa Romeo 156
 By Ivan Scelsa
 Giorgio Nada Editore
 €28

It's about time the Alfa 156 had a book devoted to it and who better to tackle the subject than Italian publisher, Giorgio Nada Editore, in its long-standing 'Cars That Made History' series. OK, it's only available in the



Fiat 124 Spider, Coupé & Abarth
 By Gaetano Derosa
 Giorgio Nada Editore
 €28

The second of our 'Cars That Made History' reviews is a welcome new edition of an old favourite, Gaetano Derosa's book about the Fiat 124 Sport Spider and Coupé. Once again it's in Italian only but within its 128 softbound pages you'll find plenty to entertain you, even if you don't understand the language.

First seen at the Turin Motor Show in 1966, the Pininfarina/Tjaarda-designed 124 Sport Spider immediately established itself

Italian language but this book is a rich source of detail about one of Alfa's most successful models of all time.

The successor to the Alfa 155 may have borrowed from the Fiat Group parts bin but Walter de Silva's beautifully balanced shape made it an instant hit. Let's not forget it was voted Car of the Year 1998 and magazines like *Autocar* declared it to be superior to the contemporary BMW 3 Series.

Over 126 pages and almost 400 images, this book tells the 156's whole story: its initial styling, the technology behind it, its development over the years and variants such as the 156 GTA, Sportwagon estate and Crosswagon off-roader (the latter styled by Giugiaro). More offbeat aspects such as its roles in film and television are covered, as well as police versions and its career in motorsport. There's also a big section on use and maintenance and some interviews with key people.

I have only two small quibbles. First, it would have been nice to see some coverage of alternative initial design proposals. And second, there is no mention of the 156 GTAm, the abortive road-going version of the 156 Superturismo, the prototype of which is currently housed at the Alfa Museum at Arese.



as the Italian sports car of choice. Lasting in production until 1985, over 200,000 examples of the Spider were made, about 60% more than its contemporary, the Alfa Romeo Spider. The competition story is well told, too, notably the victories of the Rally Abarth version such as the 1972 European Rally Championship.

The story of the 124 Sport Coupé, designed by Fiat's own Centro Stile, is also well told alongside the Spider. The coupe was even more popular, with 300,000 examples being sold over its 10-year career. A guide to restoration and technical aspects of the cars is another useful chapter.

This new revised version says it is "corrected", which suggests there was some misinformation in the earlier edition but we can't tell what. The new edition also includes many more colour images than the first one and has had some new photo shoots commissioned especially.

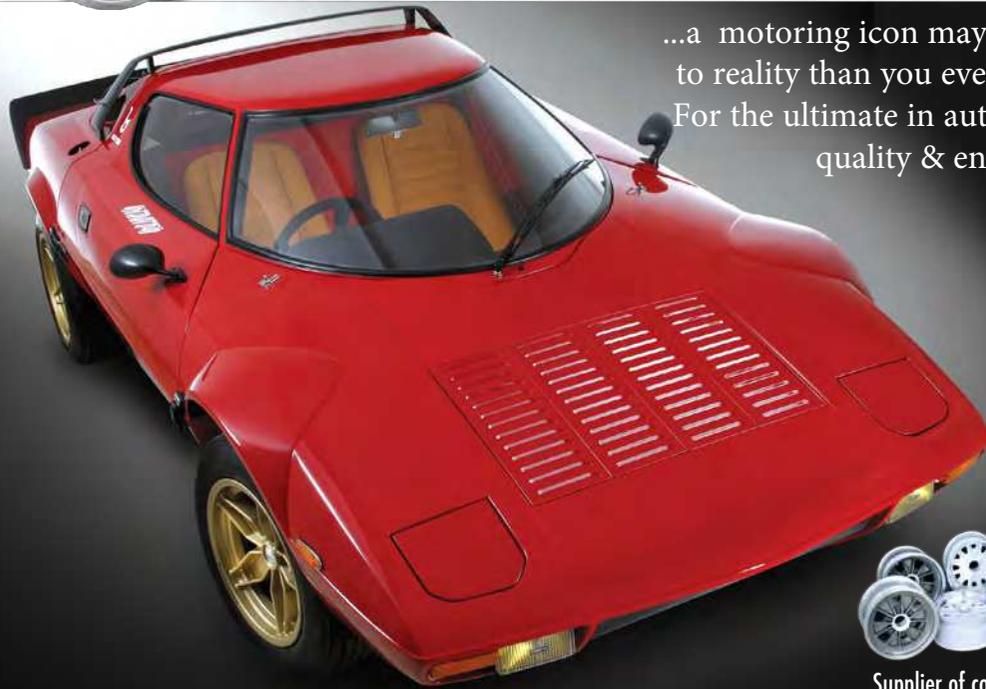


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DIARY DATES 2021



June 27

AROC National Alfa Day

Bicester Heritage, Oxon

www.aroc-uk.com

July 8-11

Goodwood Festival of Speed

Goodwood House, West Sussex

www.goodwood.com

July 10

Auto Italia Northern Italian Car Day

Raby Castle, Co Durham

www.raby.co.uk



July 8-11

Retro Classics

Messe Stuttgart, Germany

www.retro-classics.de

July 15-18

Coppa d'Oro delle Dolomiti

Dolomites, Italy

coppadorodolomiti.it

July 17-18

Classic Nostalgia

Shelsley Walsh

www.classicnostalgia.co.uk

July 18

Auto Italia Italian Car Day

Brooklands Museum

www.auto-italia.co.uk

July 23-25

Lancia Motor Club National Rally

Thame, Oxfordshire

www.lancia.myzen.co.uk

July 31 - August 1

Silverstone Classic

Silverstone Circuit,

www.silverstoneclassic.com

August 7-8

Beaulieu Supercar Weekend

National Motor Museum,

www.beaulieu.co.uk

August 19-22

British Motor Show

Farnborough International

Expo Centre

www.thebritishmotorshow.live



August 21

MITCAR Midlands Italian Car Day

British Motor Museum, Gaydon

www.mitcar.co.uk

August 27-29

Passione Engadina

St Moritz, Switzerland

www.passione-engadina.ch

September 1-4

Salon Privé

Blenheim Palace, Oxon

www.salonpriveconcours.com

September 5

Italian AutoMoto Festival

Bridgnorth, Shropshire

www.italianautomotoclub.co.uk

September 10-12

Vernasca Silver Flag

Salsomaggiore Terme (Parma)

www.vernascasilverflag.it



September 10-12

Vallelunga Classic

Autodromo Piero Taruffi, Italy

www.peterauto.fr

September 12

Italian Wheels & Wings

Cosford, Shropshire

www.italianautomotoclub.co.uk

September 12

AROC Autumn Alfa Day

Yorkshire Wildlife Park

www.aroc-uk.com

September 14-17

12in12 Cheese Rally

Spa to Bra

12in12.strikingly.com

September 16-19

Gran Premio Nuvolari

Mantova, Italy

gpnuvolari.it

September 18-19

Petrolheadonism Live at Knebworth

Knebworth, Hertfordshire

petrolheadonism.club

October 1-3

Milano AutoClassica

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www.milanoautoclassica.com

Oct 10

Autumn Motorsport Day

Brooklands Museum

www.auto-italia.co.uk

October 15-16

Rally Revival

Glyndwr University, Wrexham

www.rallyrevival.co.uk

October 16-17

Goodwood 78th Members' Meeting

Goodwood Circuit,

West Sussex

www.goodwood.com

October 21-24

Auto Moto d'Epoca

Padova, Italy

autoemotodepoca.com

November 11-13

Classic Motor Show

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www.necclassicismotorshow.com

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Some features may appear in a later issue

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ALFA ROMEO



1974 Alfa Romeo Spider Series 2. 43,400 miles, red, barn find in 2012, restored over 5 years, bills for over £21k in parts and labour. Please email mark.klawinski@gmail.com for restoration presentation and full list of all purchases broken down by section. Engine, gearbox and differential rebuilds, bare metal respray to original AR501 red. Change of circumstance now requires a sale, £25,000. Tel: 07990 563746. A305/077



1992 Alfa Romeo Spider S4. 149,500km, Broom Yellow, MOT to October 2021, RHD conversion by Bell & Colvill Ltd. Period Zender alloy wheels and Nardi wooden steering wheel, stainless steel manifold and exhaust, Harvey & Bailey handling kit, and Classic Alfa wind deflector. Breathable cover from Classic Additions. New clutch and master and slave cylinders installed May 2019; brakes overhauled and new centre silencer fitted March 2021. Car featured in Classic Cars magazine twice - August 2010 and April 2017, £14,250. Tel: Peter, 07711 035107 (SW London/NW Surrey). A305/076



Alfa Romeo 2000 Spider Veloce. Restoration project. Best restoring my Alfa for 17 years, the car is based on a S2/S3 Spider, have built car from a shell upwards and is now 85% done. I do know the car is not 100% original as I've added parts like a newer dashboard than in the S2. This car includes extra parts like another engine, gearbox, etc. For more information or questions email me at stefaneames@sky.com or call me after 8pm on 07968 347339. A305/089

Alfa Romeo Spider Series 4. Rare 1600cc carbs, 2951 built, appreciating classic, LHD, mileage 116,000 but good condition, bright yellow paintwork, MOT until August, £11,000. Tel: Chris, 07541 693627. Email: cbmorgan365@gmail.com. A305/078



1991 Alfa Romeo 75 Twin Spark LE. 62,000 miles, red. All service history and receipts, 10 mths' MOT, recent hydraulic service and battery. Magazine featured on one occasion. Tel: 07878 357043. Email: toddywils31@gmail.com. A305/075



Restored/modified Alfa Romeo 1984 GTV6. Extensively restored and modified by Alex Jupe Motorsport including full body bare metal respray in original g19 Black metallic with vinyl protection in key areas. Engine upgraded to 3 litre with Cloverleaf high compression pistons, Colombo & Bariani fast road camshafts, gas-flowed heads, CSC exhaust manifolds and ANSA rear silencer. Full refurbishment of engine bay including many new/reconditioned components. Fast-shift to gearbox with LSD. RS Racing coilover suspension and 16" Compomotive alloys/Toyo Proxes T1r tyres, upgraded front discs, new rear calipers and discs. Lightly patinated original tan velour interior with new headlining. MOT to 12/21, garaged throughout my 12 year ownership. Extensive history file and spares, previously featured on BBC Top Gear, £28,000. Email: dajhill@gmail.com (located in PO7 Hampshire). A305/088



2001 156 Sportwagon 1.8 T Spark. 59,000 miles, red, tan Momo leather. FSH plus history file, no faults, drives beautifully, very solid underneath. Maintained by Autolusso Penrith, recent suspension overhaul, exhaust, cam belt and water pump, battery, tyres etc. Currently in dry storage in Lancashire. Please apply for photographs and information to richardperegrine@btinternet.com. A305/081



2007 Alfa Romeo 159 3.2 JTS V6 Q4 ti. 146,800 miles, metallic Carbonio Black. Very rare and much loved example of this model variant, just one owner from new. 4 wheel drive, 19" recently refurbished alloys. Stainless exhaust fitted in 2019. Six speed manual gearbox. Black interior with leather sports heated electric seats, folding rear seats. FSH, two keys, no modifications. Garaged, MOT to December '21, genuine reason for sale, £5250. Tel: Nick, 07753 857029. Email: wright_nick@outlook.com (based in Suffolk). A305/082



2006 Alfa Romeo 159 Sportwagon JTDM 1.9 16v Lusso. 155,000 miles, Stromboli Grey. Spares or repair, runner but MOT failure, corrosion offside rear outer sill (weld repair estimate £320), 3xno broken coil springs, handbrake efficiency. Black leather, good alloys and tyres, Clarion CD/BT head unit. Buyer must collect from Colchester, £350, cash or BACS only. Tel: Julian, 07485 490728. A305/083



2007 Alfa Romeo 159 Turismo JTDM. 129,654 miles, black, full service history with £4500 spent in the last 5000 miles. Auto Lusso refurbished front sub frame, reconditioned gearbox, new flywheel and clutch, clutch master cylinder, reconditioned turbo and a total head overhaul, valves, tappet rollers, injectors and heater plugs. Swivel flaps removed and mapped engine. 4 good tyres and all invoices available, clean inside and out, £2000 ono. For more details please phone me on: 01544 350814. A305/084



2002 Alfa Romeo GTV 3.0 V6 Cup. 82,500 miles, red immaculate GTV Cup. Completely unmolested, garaged, scrupulously maintained and serviced, number 123, with unique matching numberplate. MOT due in August, car is SORN but will be back on the road in April, located in SW England. Car has an agreed insured value that is higher than my asking price, a beautiful, fast, fast appreciating classic that wants for nothing, £15,950, call for more details. Tel: 07584 170078. A305/087



2017 Alfa Romeo Giulia Veloce. 26,030 miles, Alfa Red, full service history, excellent condition inside and out. Harman Kardon top-range hifi, sat nav, electric and heated seats, driver convenience pack, collision warning. Recent set of tyres on brand new turbine wheels. Rear seats unused... that's why I'm selling it and buying a Spider. Contact me for more details and more photos, £18,500 ono. Tel: Stewart Duthie, 07780 954909. Email: stewartduthie1@btinternet.com (Warwickshire). A305/085



1996 Alfa Romeo 916 Spider. 128,000 miles, silver, 16 valve, 1970cc, no MOT, owned since 2008 and run until 2018. Engine top end rebuild at 124k including new timing belt and tensioner, water pump, valves and gaskets etc. Engine starts on key, brakes all free, good tyres. Great little car, selling due to restoration on my other cars. Contact for more details/view (after 6pm). Tel: 01394 282745. A305/080

CLASSIFIEDS ITALIAN CARS FOR SALE



Alfa Romeo 159 1.9 JTD-M sports saloon. 2009/59, current MOT, recent service, four new tyres, excellent alloy wheels, black/leather seats. Recent turbo comp failure/smoky exhaust! Offered below cost, to assist sorting/project, trailer away, best offer over £1195. Tel: Martin, 07566 276604. Email: airmart@hotmail.co.uk. A305/006



2007 Alfa Romeo Spider V6 Q4 Qtronic. 54,678 miles, Argento Silver, very well cared for V6 with red leather interior. Used for summer outings, SORN every winter/garaged. Everything works as it should including Pioneer head unit/GPS, hood works like new. Oil temperature a constant 90 and water 100. FSH from Alfa specialists, last three years have seen a new alternator, coil, heater fan and recent two front tyres plus a 54,000 mile service at Alfa Technico. Reluctant sale due space/age/health, 'V6 6 SPD' reg included, £13,250. Tel: 07813 037501 for further information. A305/099



1999 Alfa Romeo Spider Lusso. Immaculate concours condition 2000 Twin Spark V16 Lusso, red with black leather interior and electric hood, radio/CD player. 94,000 miles (4500 miles per year), recent MOT, kept under covers in a dehumidified garage. Private number plate NOT included in sale, original number plate (T706 XEG) will be reinstalled, £3200 onvo, please call for details. Tel: 01436 676217 (based in Helensburgh, Scotland). A305/079



Alfa Romeo Brera 3.2 V6 JTS Prodrive. Great car, great condition, garaged, 82,000 miles, full leather interior, CD player, 275bhp remap, Lifeshine, MOT April 2022, contact me for more info, £9500. Tel: Martin, 07748 826246 (Wiltshire). A305/086

FERRARI



Affordable Pirelli Ferrari Classic Racing. 1994 Ferrari Mondial T, mileage 33,000, ready to race. Over the winter the car has undergone extensive preparation, new cambelts and tensioners, new water pump and clutch. Car is road registered and MOT'd. Turns heads on the weekly shopping trip to Waitrose! 3 sets of wheels including road tyres and a set of new race tyres. Owner happy to assist with ARDS qualification. Separate neg I will run the car at events for 2021 season, £40,000. Email: simon.rossinelli@sky.com. A305/019



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. A305/013



Ferrari F355 GTS. 1996, 20,000 genuine miles with FSH, Sebring Blue, one of 2 ever made. Black leather interior with s/steel, straight through exhaust. Immaculate condition, I am the 3rd owner and have owned the car for 17 years, £98,000. If interested please email: viv@well.ox.ac.uk or call: 07894 556355. A305/090



Ferrari F355 GTS F1. UK RHD 1999 Ferrari 355 GTS F1, finished in the classic Rosso Corsa with Crema leather and Bordeaux carpets. Beautiful condition with low mileage 25,153 and has a comprehensive service history having been most recently serviced at Stratstone Ferrari Wilmslow in November 2020. Built in charging connection for its trickle charger, all books/tools. I have owned the car since May 2018 and he's been looked after beautifully with no expense spared. plate not included. Email: bm.gilbert@sky.com . A305/020

Alfa Romeo Alfetta 2.0 racecar



Ideal for HRDC, and has an HSCC identity form.

The engine was built by Peter Smart in Dorset and has only done one race meeting since being rebuilt.

It handles very well and is sold with a new set of Toyo tyres as well as wets and two sets of rims.

Also included in the sale is a four wheel tilt trailer.

Please contact Chris Snowdon for details. 07814 884272



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AUG 21

ITALIAN CARS FOR SALE CLASSIFIEDS



Ferrari 328 GTB. Rosso Corsa, tan leather, beige carpets, 77,600 miles, just been serviced including belts and MOT'd, original toolkit and spare wheel, 2 keys, extensive history file, £75,000. Email: haynes355@btinternet.com. A305/021



Ferrari 456 MGTA. 1998 in Tour de France blue metallic with natural tan leather and dark blue carpets. Bodywork, wheels and interior in excellent condition. 66,000 miles, MOT Aug '21, full Ferrari dealer service history, serviced by Italian specialist in the North West for last 5 years in my ownership. Cam and auxiliary belts changed at 61,500, full and comprehensive documentation folder, spare key, leather tool case and all manuals. Realistically priced at £45,000. Tel: Nick Green, 07780 850110. A305/014



Ferrari 360 Michelloto. Factory built 360 Challenge on the 22/12/2000, assembly no 39879, one of only 2 cars built to Carbon Michelloto specification. This particular car has had over £80,000 spent over the last few years, including a new Stradale engine (invoices on file), and lightly used since. Full Air Jack system, Ohlins fully adjustable dampers, Autotel comms, slicks and wets. This car is very well known in the UK, and has been maintained to the highest of standards, happy to p/x road car. Tel: Robert, 07802 638618. A305/011

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. A305/018

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.



Ferrari 360 Spider. 2002 360 Spider in Rosso/Crema, 28,300 miles, high spec and full service history. My car since 2015 and it has just had cam belt service (3rd in my ownership) at Bob Houghtons, full details on Bob Houghton website. Car is immaculate and ready to go, the car is on SORN at Bob Houghtons so give Russell (sales manager) a call on 01451 860794 to see or test the car. I'm happy to take calls on: 07803 964349. A305/012

Ferrari F430 manual. F430 spider, 2006, rare manual right hand drive Scuderia, red, black interior, new hood, Challenge grilles, full service history, 2 owners, immaculate, 58,000 miles, £99,950. Tel: 01279 757323 or 07836 205103. A305/022

1991 Ferrari Testarossa. UK supplied car 2FTR, 18,000 genuine miles with full Ferrari/specialist service history, lovely history file, cam belts and main service just completed. Full original Schedoni Testarossa language set, with leather bound owner's pack, set of Azev (fitted from almost new) and original set of wheels, multiple owners but in my ownership since 2011. I have loved and hated this amazing machine but it's time for me to move!! Will only sell to someone who will appreciate it!! £185,000. Email: ewtg@icloud.com. A305/010

FIAT



Fiat Barchetta. 1998, only 60K miles, 3 owners, current owner 14 years, summer use only for European holidays, regularly maintained, kept in heated garage. Cam belt done 2018, all original except for 17" wheels and luggage rack. New hood, fuel tank. A real head turner in bright yellow, LHD, long MOT. A cherished example with low mileage and complete history, £5650 ono. Tel: 07772 785927 (located Dover, Kent). A305/001

MASERATI



2004 Maserati 4.2 Cambiocorsa Coupe. Dark green metallic, 26,000 miles only with present owner from new. Full documentation and service history, appearance as new inside and out, best offer secures. For more details tel: Richard, 01453 824133 (Gloucestershire). A305/095

PARTS



Ferrari 348 rear bumper. Excellent condition, £1750, further details please contact Allen Worthington. Tel: 07771 652477. Email: allen.worthington@ntlworld.com. A305/056



Magneti Marelli ECU. Magneti Marelli ECU AEC 103A Dinoplex module. This is a used unit, and it will require remapping, offers. Email: danny@bluecatcafe.co.uk. A305/059



Ferrari 458 exhaust (Capristo). Capristo valve-controlled exhaust system for the Ferrari 458, fits to the original mountings. Grade 1.4828 stainless steel, optional Capristo remote control exhaust valve opener is available if required. Very good condition, very clean, removed by Ferrari main dealer prior to sale of car, asking: £1600, no VAT. Tel: 01223 901990. A305/053

Fiat Tipo SX TD alloy wheels. Star shape spokes, set of four, with tyres, from a 1993 model, K-registration, £160, collect from Redhill, Surrey. Email: Martin, airmart@hotmail.co.uk. A305/005

15" Borrani wheels. 2 off RW 4075 and 2 off RW4300 Borrani wheels. Original wheels refurbished by Borrani, still in Borrani boxes. New price £2700 inc VAT each, sensible offers for the four. Tel: Neil Lefley, 01604 754997. Email: bnleflay@outlook.com. A305/060



Ferrari California RH headlight. I have a UK genuine Ferrari California RH headlight for sale. It's brand new, bought for a pre-facelift California, it's no longer wanted. Brand new as in it's not even been unwrapped and taken out of the box. It was an HR OWEN part, 000240126. £3200 but open to offers. Tel: Lee, 01689 664769. A305/046



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Free CMR steel wheel rims. 5.5J x 13" PCD 4 x 98. Fit a Fiat or Alfa Sud etc. Email: senarayama@hotmail.com. A305/002



Ferrari tow hook. Emergency tow hook from tool kit, 8.5 inches long, £110, OEM. Email: mark.charles@ntlworld.com. A305/058

Portofino valved exhaust and 'stainless steel X' pipe. 2020 Capristo valved exhaust and a Kline Innovation stainless steel 'X' pipe. Will fit a Ferrari Portofino, used for 9 months (1500 miles) during 2020, car now sold with original exhaust refitted. Any sensible offer considered. Tel: Guy, 07768 511614. A305/050



18" split rims and tyres. Were fitted to my Ferrari 355 but have now returned to the originals, will of course fit other Ferrari models. Fronts are 8.5" x 18". Rears are 9.5" x 18". The wheels are in very good condition, no kerbing and come with wheel bolts. The tyres are Pirelli P Zero Trofeo Rs: 225/40 ZR18 fronts & 265/40 ZR18 rears and are pretty much brand new. Wheels £800, tyres £800, wheels and tyres £1500, buyer collects, (can send photos of tyres upon request). Tel: 07977 396357. A305/061

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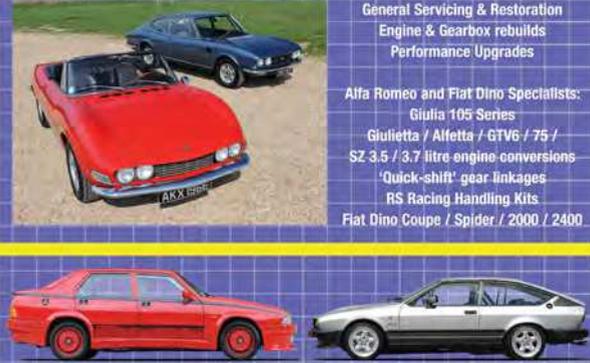


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Ferrari 355 dashboard gauge cluster. 355 dashboard gauge cluster, like new, £1500 ono, only ones available on eBay are selling for £1600 plus and are from America. Will take sensible offers, willing to post at cost or collection. Please message or call: 07501 079424. A305/040

Fiat Strada 130TC spares. Mk2 grille, tailgate, rear lenses, washer bottle, exhaust manifold + other parts. Tel: Martin, 07941 851991. A305/091

Ferrari 360 Spider ECU. I have for sale one ignition ECU. This has come off my own car, open to offers, ring with any questions. Tel: 07896 556107. A305/051

Ferrari 208 F106C engine. Very rare F106C 2 litre V8 engine and cylinder heads for sale complete with camshafts, cam covers, crankshaft. Date codes from 1975, less than 1000 of these were made I believe. There is no gearbox or diff with it, I have no idea of the condition of the internals. Very rare engine, spares or repair, does NOT run! Asking £6000. Tel: Andrew, 07375 288003 (Staffordshire). A305/045

Ferrari 458 Spider OEM floor mats. 458 Spider, OEM new driver's and passenger's black floor mats, still in Ferrari taped bubble wrap, £130 ono excluding postage. Email: Gillian, geb_40@yahoo.co.uk. A305/044

Ferrari F430 Spider carbon engine bay panels. Carbon fibre engine bay panels in immaculate unmarked condition. Only on my car for 400 miles, will fit RHD or LHD F430 Spider models, £700 ono. Email: simonlewis63@hotmail.com. A305/037

Ferrari F430 wheel bolts. Here is a set of genuine and original boxed Ferrari F430 wheel bolts x20. There is no corrosion on any of them, £250. Email: michaelcarr1965@gmail.com. A305/092

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. A305/026

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. A305/029

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. A305/031

Ferrari F40 body panels. Ferrari F40 body panels, email for details. Email: david.potter@live.com. A305/093

MISCELLANEOUS



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Registration number 'WT 55'. On retention, immediate transfer, asking price: £12,750. Tel: 07768 028400. Email: briantdavies@aol.com. A305/009

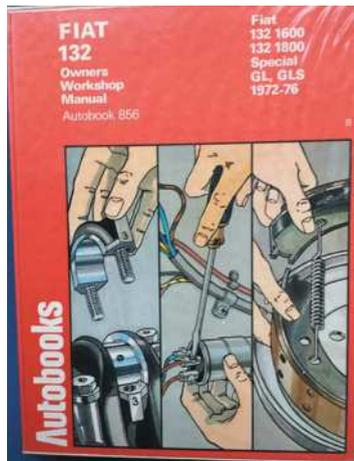


Ferrari models 1/18. Model collection from 166MM to Enzo, 1/18 scale, most with boxes. Available singly or several, message for details, price, etc. Email: mark.charles@ntlworld.com. A305/049

355 Spyder brochure. 36 full colour pages, presented in a white Ferrari folder, excellent condition, £50. Email: r19831993@aol.com. A305/054



Kyosho Ferrari F1 model collection 1:64. Very rare discontinued collection, 17 models are unopened, 4 have been made. The eagle eyed amongst you will realise that the total number of models here is 21!! The reason for this is that I already had one of the models but I can't remember which one so there will be a double of one of them. None of the unopened model boxes have a description of which model is inside, £250 plus postage. For more info and photos get in touch. Tel: 07977 396357. Email: nick@njwassociates.co.uk. A305/062



Fiat 132 owners workshop manual. Autobooks, hardback, 152 unmarked white pages, as new condition, £3.75, postage no problem. Tel: 07399 359072. A305/007

'Original Ferrari V8'. Bought this new and is still in same condition, price to be discussed. Tel: 07900 930255. Email: henryclewarth@gmail.com. (East Sussex). A305/053

Ferrari yearbooks and manuals. Ferrari Yearbooks 1999 & 2003, never opened, still in the original wrappers, £50 each. 308GT4 Workshop Manual and Spare Parts Catalogue (1979) both unused condition, Mar Part reprints, £50 each plus postage. BB512i Spare Parts Catalogue 1982 Maranello Concessionaires Reprint in unused condition, £50 plus postage. Daytona 365GTB/4 Workshop (Assembly Data and Repair Instructions) Manual in English, Angelo Wallace translation, £75 plus postage. Email: geb_40@yahoo.co.uk. A305/043



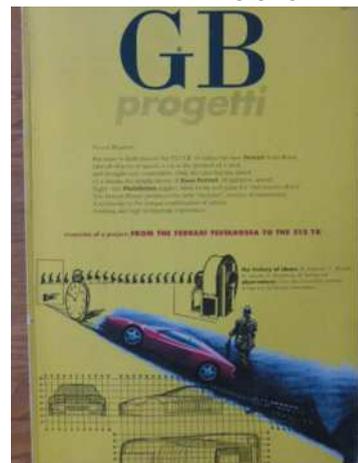
Ferrari 328 wiring diagrams. Wiring diagrams for 328GTB/GTS, £80. Email: mark.charles@ntlworld.com. A305/038



Ferrari Mondial time schedule. Mondial time schedule in blue ring binder, £100. Email: mark.charles@ntlworld.com. A305/039



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Ferrari 512 TR - GB Progetti no.10. Italian large format softback book, English edition, published Jan Feb '92. Unique publication, no.10 is dedicated to the 512TR. Chronicle of the project with masses of CAD diagrams, drawings, expanded views, photos, test results etc, from Enzo's first ideas to the 512 presentation, in superb condition, essential for 512 owners, oir £100. Tel: Tony Hodgkiss, 01364 642808. Email: tonyhodgkiss@outlook.com. A305/048

Ferrari workshop manuals. Workshop manuals for 348, 355 Vol.1, 355 Vol.2+3, 246, 308GT4. In ring binders, £150 each. Email: mark.charles@ntlworld.com. A305/042



Ferrari brochures. Genuine Testarossa brochure (1989), £30; genuine Ferrari model range brochure (1990), including price list, £15; genuine Ferrari model range brochure (1989) 328, Mondial 3.2, 412, Testarossa, F40, including price list, £15. Email: jon.leo@btinternet.com. A305/024

OBSCURATI

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Steinwinter 250

499CC ENGINE TOO BIG FOR YOU? ONE COMPANY WOULD MERRILY SWAP A 250CC LUMP INTO YOUR BABY FIAT. BUT WHY?

Story by Chris Rees

Everyone loves the Fiat 500. No bigger than it needs to be, it's the essence of basic motoring. Surely no one could ever say it was overpowered, though. For most of its life, its 499cc engine had all of 17hp, and even in final 500R guise with a 594cc engine, it only had 18hp.

But in Germany, a company found a way of shrinking the engine and making the car even slower. What on earth could be the reason? Because there remained a sizeable number of older drivers in Germany who had only ever obtained an archaic 'Class 4' driving licence, intended for vehicles with a maximum engine size of 250cc (a test the authorities had dispensed with in 1954). Such cars proliferated in early post-war years: the BMW Isetta was one, while the Goggomobil was another, the latter boasting a 245cc engine.

The 'Goggo' left production in

1969, leaving a gap in the market that Manfred Steinwinter of Stuttgart realised he could plug. He founded Steinwinter Automobile and adopted a logo that was a dead ringer for Ferrari's prancing horse badge (although he insisted it was derived from the rampant horse on the flag of Stuttgart, not Maranello's).

In 1969, the company started to install sub-250cc engines into Fiats, with the target market being that ageing 'Class 4 licence' clientele. The engine chosen for the new Steinwinter 250 was the 245cc two-stroke air-cooled unit borrowed from the old Goggomobil. Developing a claimed 15hp (in reality more like 13.6hp), it was hardly a powerhouse: a top speed of just 56mph was claimed.



The powerplant looked utterly lost in the 500's engine bay and it certainly didn't do the environment much good with its oil-burning two-stroke format. Apparently the engines were manufactured by a company that had assumed the tooling for the old Goggomobil motors.

In time, Steinwinter also performed the same conversion on Fiat 126s, with a model called the 250L or FiGo (Fiat-Goggomobil). The company also built a version of the Panda with its top speed limited by the simple expedient of locking out third and fourth gears!

Steinwinter's production was sporadic, with the very last conversions being done in around 1987. Most of its converted Fiats only did low mileages but even so, when their aging owners decided to sell, the cars were virtually worthless.

Some still exist, although many have been converted back to Fiat power.

Steinwinter also had a side-line in importing models from small Italian manufacturers. One was the Amigo, made by Auto Mirage of Bologna. This was based on a Fiat 126 platform with bodywork in glassfibre, and was offered until 1982. Another was the Steinwinter Junior, an imported Allcars Charly 50cc microcar.

As a coda to our story, we should mention that the Rome-based tuner Giannini also made a smaller-engined version of the Fiat 500 called the 350 Economy Run, achieved by reducing the 499cc engine's stroke to 46mm to obtain a capacity of 390cc. This happened in 1974, at the height of the oil crisis when fuel economy was top priority. Unsurprisingly, it didn't last long.



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