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Best news of the year for me by a country mile is that the amazing Heritage Hub in Turin is finally opening to the public for the first time. This stunning space is nothing less than the holy grail of the Italian car industry. Housed within the Mirafiori factory, it's a true 'Area 51' of prototypes, racers and amazing cars. The setting is sensational; the cars are incredible; the whole thing is inspirational. Curated by Roberto Giolito – the man who designed the Fiat Multipla and Fiat 500 – it's not far from the company's Centro Stile design HQ, and Maserati's head of design, Klaus Busse, frequent visits it to draw inspiration.

That's no surprise. Here can be found many of Italy's automotive crown jewels, squirrelled away over the last 12 decades. Entering the space for the first time is genuinely overwhelming: there are over 250 cars here, arranged in huddles by theme. As well as Fiats, you'll see rare and historic Lancias, Autobianchis, Abarths and Alfa Romeos.

Why has it taken fully *three years* to reach this point, though? I first visited the Hub for its grand opening way back in spring 2019, and the talk then was of opening it up to the public imminently. Well, I understand that legal issues have stymied access until now, to do with granting public access to what is part of a fully functioning factory.

It's impossible to pick my highlights from this incredible collection – you'll just have to go and discover it for yourself. To find out how you can book your own Heritage Hub experience, read our news report on page six and get out to Turin. You won't regret it.

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DECEMBER 2022



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# ITALIAN CAR NEWS

## HERITAGE HUB OPENS TO PUBLIC



**T**he Heritage Hub in Turin is now open to the public. The major exhibition space was created to celebrate the story of Fiat, Lancia and Abarth. Covering 15,000 square metres, it houses around 250 cars, also including Alfa Romeo, Autobianchi and Jeep models.

The site is at the former 'Officina 81' works at the Mirafiori plant in Turin. Opened in 1968, it was an active centre of

production for over 30 years, mostly making mechanical components. It was fully restored in 2019.

The heart of the exhibition consists of 64 special cars, split into themed areas such as 'Records and Races', 'Concepts and Customisations', 'Style Marks', 'Epic Journeys' and 'Rally Era'. The remainder of the collection is divided by brand, lined up in chronological order. There is also a special display of Carabinieri police cars and another

devoted to significant engines.

The Heritage Hub is now open for guided tours in Italian and English, or in other European languages on request. Two guided tours per day will be accommodated, each lasting around two hours, on Wednesdays, Fridays and Saturdays. Tickets are available online via [museoauto.vivaticket.it](https://museoauto.vivaticket.it), while bookings are also available for private and corporate events from [heritagehub@stellantis.com](mailto:heritagehub@stellantis.com)





## TECHNICAL SPEC

### PAGANI UTOPIA

ENGINE:	5980cc V12 twin-turbo
POWER:	864hp at 6000rpm
TORQUE:	1100Nm (811lb ft) at 2800rpm
TRANSMISSION:	7-speed auto or manual
WEIGHT:	1280kg (dry)
PRICE:	£2.2m



## NEW PAGANI UTOPIA

Pagani's Utopia (codenamed C10) has been revealed following a six-year development programme. It follows the Zonda and Huayra as only the third all-new model in Pagani's history. Clear design elements from previous Paganis can be seen but the Utopia has a stockier shape overall. The bodywork is machined from solid aluminium to boost strength and reduce weight, the latter helped by new composite components (dry weight is 1280kg, some 70kg less than the Huayra).

The Utopia uses the familiar 6.0-litre AMG-developed V12 twin-turbo but has 24hp more power than before – 864hp at 6000rpm – while torque is 1100Nm (811lb ft) at 2800rpm. Upgraded valves also lift the rev limit to 6700rpm, while there's a ceramic-coated titanium exhaust. Power is transmitted to the rear wheels via an upgraded seven-speed Xtrac automatic or a new seven-speed manual.

The monocoque chassis is made from carbo-titanium and carbo-triax, boosting torsional rigidity by 10.5% over the Huayra. Suspension is by double wishbones and semi-active dampers that mark a major enhancement of the Huayra R set-up.

Most of the Utopia's aerodynamic elements are hidden under the skin but a splitter at the front end boosts downforce as well as cooling, while the rear has a subtle active spoiler. Pagani claims an aerodynamic balance of 46/54 front/rear.

The forged aluminium APP Tech wheels (21in front, 22in rear) feature carbonfibre elements to cool the brakes and ease airflow, with Pirelli PZero Corsa tyres

(265/35 front, 325/30 rear). Six-piston callipers act on 410mm carbon-ceramic discs up front, while there are 390mm discs and four-piston callipers at the rear.

The cabin features many exposed metal elements, while new 'skeleton' dials reveal the movement within, and the steering wheel is machined from a solid block of aluminium. Only 99 Utopias will be built, priced from £2.2m, with production starting in 2023.



## FERRARI SP51 LIFTS LID ON 812



The SP51 is the latest in Ferrari's Special Projects series of one-offs. Designed for a Taiwan-based client by Flavio Manzoni and his Centro Stile team, the SP51 is a V12 spider based on the 812 GTS platform – but it has no roof at all. The styling is described as “powerful and harmonious, thanks to seamlessly muscular, undulating surfaces”. Bare carbonfibre is used extensively, for instance carbon bonnet trim framing twin air vents and many cabin trim items.

Unique aspects include headlights and carbon-trimmed wheels, while the rear taillights are inset below the

spoiler. Flying buttresses incorporate carbonfibre scoops, between which is a transverse carbonfibre wing concealing a rollover hoop. Rosso Passionale triple-layer paintwork was developed specifically for this car, enhanced by blue-and-white stripes inspired by a Ferrari 410 S from 1955.

The cabin features red Alcantara trim with stripes that extend through the centre tunnel and fascia. The door panels, lower dash and sides of the seats have blue Kvadrat inserts with white cross-stitching, while glossy carbonfibre trim is used throughout the interior.



## RIP AVENTADOR

The very last Lamborghini Aventador has come off the production line. With 11,465 sales, the Aventador ranks as the most successful V12 Lamborghini ever, selling more than all its previous V12 models put together. Over its 11-year lifespan, it spawned eight model derivatives and 10 one-off and limited editions. The final example was a light blue LP 780-4 Ultimae Roadster, personalised by a Swiss customer to pay homage to the 1968 Miura Roadster. The Aventador's V12 hybrid powered replacement will be unveiled soon, ahead of production starting in 2023.



## URUS EVOLVES TO 'S' SPEC

Lamborghini has replaced its Urus SUV with a new evolved model badged 'S'. Power rises by 16hp to 666hp, matching its recent Urus Performante stablemate, while peak torque is 850Nm at 2300-6000rpm. 0-62mph takes 3.5 seconds and it can reach 189mph. There's also a retuned exhaust with a more distinctive sound at start-up and a sharper note in each drive mode.

A mild facelift introduces new bumpers front and rear, matt black skidplate, carbonfibre bonnet, new twin-pipe exhaust and fresh wheels. Two new 'Bi-colour' options – Sportivo and Sophisticated – feature in the cabin, while there's an extended range of personalisation extras, too. UK prices for the Urus S are expected to start at around £190,000.



## LAMBORGHINI REKINDLES BEATLES' LAST GIG

Lamborghini has staged a recreation of a famous 1960s London scene involving The Beatles. A Lamborghini 400 GT 2+2 has been driven from Abbey Road Studios to Savile Row in tribute to the 60th anniversary of The Beatles' debut single *Love Me Do* (October 1962). When the band performed live for the last time on the roof of its Savile Row Apple Corps headquarters in January 1969, a red 400 GT was parked on the street below, visible in director Peter Jackson's recent documentary, *Get Back*. Sir Paul McCartney was reputedly a 400 GT owner in about 1968.



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## GRAN TURISMO COLLECTION

A sensational single-owner collection dubbed 'Gran Turismo' is set to be auctioned. Headlining is the Ferrari 'Big Five' – 288 GTO, F40, F50, Enzo and LaFerrari. The 1985 288 GTO on offer has 23,615km on the clock (estimate: £3.25m to £4m). The 1991 F40 is estimated at £1.4 to £1.6m, the 1997 F50 at £3.25m to £4m, the 2003 Enzo at £1.8 to £2.2m and the 2014 LaFerrari at £2m to £2.5m. Also featured is a trio of yellow open-top Ferraris (2000 550 Barchetta, 2006 Superamerica and 2011 599 SA Aperta).

A 1993 EB110 GT in Bugatti Blu paint is estimated at £1.5m to £2m, while a 1996 Super Sport sits at £2.5m to £3m. Two further iconic offerings are a 1971 Lamborghini Miura SV in Miura Verde (estimate: £1.9m to £2.2m) and a 1984 Countach LP5000 S in white (£380,000 to £500,000).

Also offered are several Group B rally legends, including an ex-works 1982 Lancia Rally 037, as driven by Markku Alén and Walter Röhrl, the latter winning the 1983 Rallye Deutschland at the wheel (estimate: £950,000 to £1.2m). An ex-works Martini-liveried 1986 Delta S4, in which Henri Toivonen won the 1986 Monte Carlo Rally, is estimated at £1.75m to £2.25m. All lots will be sold by RM Sotheby's in London on 5 November.

## OSCA MARQUE REVIVAL

The famous Italian marque, OSCA, is set to make a comeback. Founded by the Maserati brothers and active from in 1947 to 1967, the OSCA name has been sold by Fabia Maserati, daughter of the late Alfieri Maserati. The buyer is Massimo Di Risio, a former racing driver who owns DR Automobiles, which markets Chinese-built SUVs in Italy and has been the Italian importer of Saleen supercars from the USA. Fabia Maserati says that in Di Risio she sees, "The same passion and tenacity that animated the Maseratis."

There is no official statement yet about the strategy for the revived OSCA marque but it's believed to involve a new sports car, an arena in which Di Risio has previously made proposals. At the 2009 Geneva Motor Show, DR exhibited three 1:4 scale supercar models, designed by students at IED in Turin: Action, Soul and Spirit. The latter (*pictured below*) made an appearance at the 2010 Bologna Show, where it was suggested it would be powered by a mid-mounted 750hp V8 engine, but DR's plan to make 500 Sprints was never realised.



## MAT UNVEILS ALFA 33 STRADALE REPLICA

Manifattura Automobili Torino (MAT) has unveiled a new replica of the 1967 Alfa Romeo 33 Stradale. Created for a wealthy customer, the one-off was built from scratch by using original plans for Franco Scaglione's famous creation for Alfa Romeo. Three prototypes were 3D printed by MAT before the final bodywork was hand-crafted in aluminium.

Underneath, the chassis consists of an aluminium centre section with tubular frames front and rear. Power comes from an Alfa Romeo Montreal 2.6-litre V8 with four twin-barrel carburettors fitted, producing 240hp, mated to a longitudinal manual gearbox.

Many details are bespoke to the customer's requests, including a steering wheel laser-cut to a unique shape, padded seats and air conditioning. The replica took 12,000 hours to complete at a cost of £1.3 million. MAT – which is best known for its Ferrari-based New Stratos – says this is the first in a new series of upmarket one-offs dubbed 'Jewelry'.





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## OSI RETURNS

A Canadian electric vehicle specialist has acquired the rights to several defunct Italian *carrozzerie*. Toronto-based EV Technology Group (EVT) has announced its acquisition of the rights to OSI (Officine Stampaggi Industriali), Fantuzzi and Marazzi. As part of EVT's ambitious strategy of acquiring historic brands and electrifying them, EVT aims to revive all three marques with a range of new bespoke electric vehicles. OSI bodied specialist models for Ford, Alfa Romeo and Innocenti during its existence from 1960 to 1967. Fantuzzi built one-off bodies for Ferrari, De Tomaso, Maserati, Serenissima and OSCA in the 1950s and 1960s, while Marazzi originally made Lamborghinis like the 400GT, Islero and Jarama, as well as the Alfa Romeo 33 Stradale. – Gary Axon



## SCHUMACHER'S 2003 F1 CAR UP FOR AUCTION

One of the most significant Ferrari F1 cars raced by Michael Schumacher is to be sold at auction. The F2003-GA was designed by Rory Byrne and Ross Brawn to compete in the 2003 season, using a 930hp V10 engine with a rev limit of 19,000rpm.

During Schumacher's 2003 F1 season, he won five victories in chassis #229 – Spain, Austria, Canada, Italy and USA – plus two further podiums in Monaco and France. This helped Schumacher secure the drivers' title and Ferrari the constructors' title.

Chassis #229 is in track-ready condition, having recently had a shakedown at the Fiorano circuit in the hands of Michael's son, Mick Schumacher. With a full Scuderia Ferrari service record and Red Book Classiche certification, it will go under the hammer on 9 November at Sotheby's Luxury Week in Geneva.

## HOT WHEELS

Hot Wheels has released several new Italian cars in its Exotic Envy scale model collection, including Alfa Romeo 33 Stradale and Lamborghini Essenza SCV12. They form part of Hot Wheels' Car Culture series that use metal chassis, Real Rider tyres and detailed graphics. In custom packaging, they retail at £7.99 each and can be found at sales outlets such as Sainsbury's and WH Smiths.



## SCUDO IS FIRST EVER UK-BUILT FIAT

The Scudo light commercial vehicle has become the first ever Fiat-badged model to be made in Britain. It joins the Vauxhall Vivaro, Citroën Dispatch, Citroën Jumpy and Peugeot Expert in being manufactured at the Stellantis plant in Luton. Both right- and left-hand drive vehicles will be made for UK and European markets.



## ABARTH BADGING FOR FIAT FASTBACK

Fiat's new Brazilian-made Fastback SUV coupe is being offered in a high-performance Abarth version, unique to South American customers. The Fastback 'Limited Edition Powered By Abarth' has a 1.3 turbo petrol engine with 185hp and 270Nm of torque, good enough for 0-62mph in 8.1 seconds. 'Powered by Abarth' badges appear on the engine and tailgate.



## STELLANTIS SALES RISE BY 3.8%

Stellantis sales worldwide grew by 3.8% in 2021, according to research by Car Industry Analysis, although its global market share dropped slightly from 8.11% to 7.97%. Fiat was the brand that saw the biggest increase, thanks to strong results in South America, with sales up 11% to 1.25 million units. Alfa Romeo sold 52,664 units, Lancia 43,735 and Maserati 23,418. Italian supercar brands also did well: Ferrari sold 9849 cars and Lamborghini 7193.

### FCA's Best Sellers in 2021

1 Fiat/Abarth 500	189,000	14 Alfa Romeo Stelvio	31,000
2 Fiat Panda	140,000	15 Fiat 500L	25,000
3 Fiat Tipo	122,000	16 Fiat Uno	23,000
4 Fiat Strada	118,000	17 Fiat Talento	20,000
5 Fiat Ducato	117,000	18 Alfa Romeo Giulia	18,000
6 Fiat Argo	90,000	19 Fiat Grand Siena	16,000
7 Fiat Toro	76,000	20 Maserati Levante	14,000
8 Fiat Doblo	75,700	21 Maserati Ghibli	7700
9 Fiat Mobi	73,000	22 Fiat Pulse	6800
10 Fiat Cronos	66,000	23 Alfa Romeo Giulietta	4400
11 Fiat 500X	57,000	24 Maserati Quattroporte	1600
12 Fiat Fiorino	55,000	25 Fiat/Abarth 124 Spider	1000
13 Lancia Ypsilon	43,735		

Source: Car Industry Analysis

## ALL ITALIAN CAR MEET: 2023 DATES

All Italian Car Meets are returning in 2023 on 1 April, 3 June, 5 August and 7 October. These events are for Italian cars of all marques and ages, informal, free to attend and with no need to book. Starting at 9.30am and finishing at lunchtime, the venue is The Departure Lounge Cafe near Alton in Hampshire, which has a dedicated field for display cars. More info at [www.thedepartureloungecafe.co.uk](http://www.thedepartureloungecafe.co.uk)

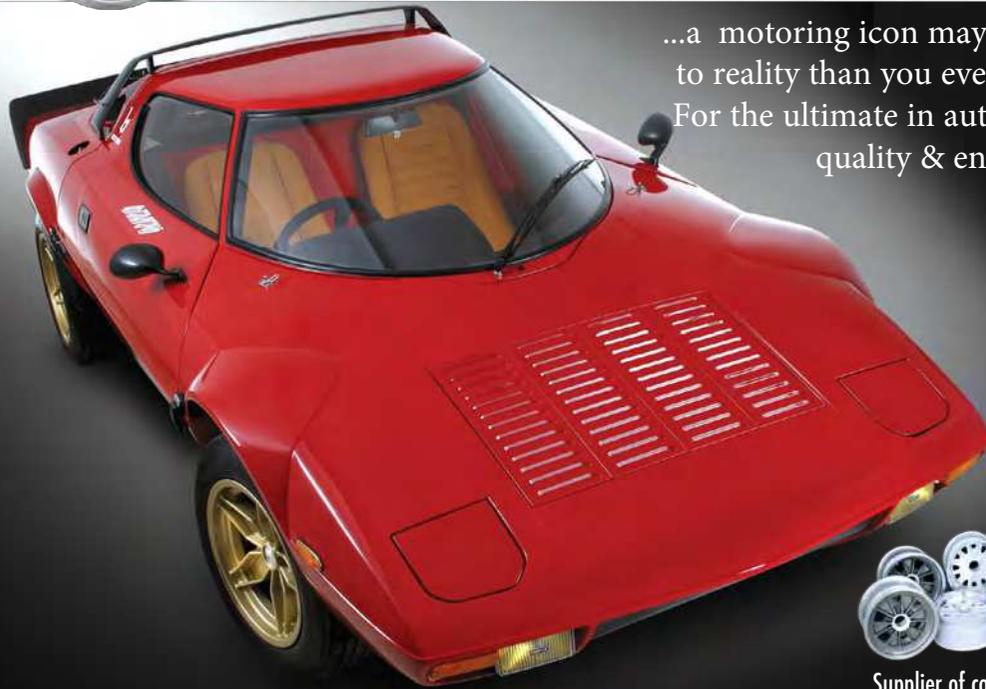


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# Alfa Tribe Days

Alfa Romeo celebrated Monza circuit's 100th anniversary – and its own 112th – in style

Story by Chris Rees



Just like Abarth has fostered its enthusiast base via the 'Scorpionship', this year Alfa Romeo created its own 'Tribe' event with a weekend of celebrations centred around the bonds between Alfa Romeo and Monza Circuit. The so-called Alfa Romeo 'Tribe Days' attracted hundreds of Alfisti from all around Europe in September, as they congregated for the Italian Formula 1 Grand Prix weekend.

The idea for Tribe Days was hatched at the

June 2022 Alfa Romeo Club Meeting at the Arese Museum, at which clubs formed the centrepiece. Some 112 cars – one for each year of Alfa Romeo's existence – were invited to attend, plus 100 Giulia GTAs. The 112 cars were sourced from official Alfa Romeo clubs from many countries around Europe, with iconic models chosen to represent the brand's history from 1910 onwards.

The 100 Giulia GTAs gathered – one for each year of Monza circuit's existence –

represented a remarkable 20% of the 500 produced in total. This was a fitting celebration of the GTA and its many sporting successes at Monza, including the Giulia GTA's debut race at the 1000km of Monza in 1965. This was followed by the 4 Hours of Monza, which De Adamich/Zeccoli's Giulia Sprint GTA dominated, with six other Giulia GTAs in its wake. Four consecutive victories were subsequently celebrated at the 4 Hours of Monza, as well as many more famous wins



at the circuit over the years.

Tribe Days kicked off on Wednesday 7 September at the Alfa Romeo Museum at Arese, where Alfa's F1 drivers, Valtteri Bottas and Zhou Guanyu, met fans and signed autographs. For those unable to be at Monza, the Grand Prix was broadcast live in the Giulia Room at the museum, while the museum's internal track was opened up on both Saturday and Sunday for public parade laps. Tribe Days also extended to owners gathering at Alfa's famous proving ground at Balocco, where there was an opportunity to take part in dynamic test drives and parades.

The culmination of Tribe Days was two spectacular parades. On Saturday 10 September, the 112 selected cars took to the historic track at Monza for a demonstration lap, celebrating the 100th anniversary of the Monza racetrack, where Alfa Romeo won the first ever Formula 1 title on 3 September 1950, with Nino Farina at the wheel of his Alfetta 158.

On Sunday, a second parade saw the same 112 historic cars, plus the 100 Giulia GTAs, depart the Arese Museum and cross the city of Milan, along the Arco della Pace, the square of Castello Sforzesco, Piazza Duomo, Piazza Della Scala, Via Montenapoleone, Piazza Cavour, Piazza Repubblica and Central Station. There was also a visit to Portello, where the first Alfa Romeo factory stood (now home to an Alfa Romeo store). Finally, the convoy headed to the Monza racetrack, where participants were given seats to watch the F1 race in a special area devoted to Alfa Romeo in the Ascari and Biassono stands.



100 new GTAs on parade; Alfa's F1 drivers; action at Arese, Balocco and Monza; classics met moderns



# METAL MYTH

Our Italian columnist, Matteo Licata, explodes the myth that Alfasuds rusted because of Russian steel



oversight. On top of that, disruptions to the flow of production caused by frequent mini-strikes meant that semi-painted bodies were left in ovens where large amounts of condensation gathered, triggering the formation of rust.

The findings of Moroni's team led to an overhaul of Alfasud production that coincided with the launch of the revised 'Series 2' Alfasud in December 1977. Parts of the bodyshell were now made from 'Zincrometal' steel (steel coated with a primer consisting of a solution of chromium, zinc and an organic bonding resin, baked at 160°C), with polyurethane foam injected in the boxed sections, and plastic sealants applied on junctions.

Even so, it would take a few more years of improved processes and better industrial relations for rust to cease being a problem. The sheer fact that I'm writing this piece a full five decades after the Alfasud's launch shows the extent of the damage it did to Alfa Romeo's image, especially outside Italy. It's unclear where the Russian steel narrative originated, but it shows how the spread of pervasive, persistent misinformation is an issue much older than we think.

Russia has deservedly been at the receiving end of some genuinely awful press over the last few months. However, if there's one thing we should definitely stop blaming Russia for, it's the Alfasud's now-legendary proclivity for terminal rust.

Popular lore would have you believe that Alfasuds somehow ended up being made out of inferior-quality steel sourced from behind the Iron Curtain; a story that, with a few variations, has found its way pretty much everywhere – even though there's a distinct lack of solid evidence for this.

In fact, the sheet metal used in the Pomigliano d'Arco factory was the same as Alfa Romeo used to make Giulias at Arese. It all came from the massive steel mills in Taranto inaugurated in 1965, which by 1970 accounted for about 40% of the total output of Italsider, the state-owned entity that controlled most of the country's steel production.

Moreover, the products used during the painting process at the Alfasud factory were the same as those in Milan, while the ovens and paint booths of the Pomigliano site (inaugurated in October of 1971) were newer than those at Arese, where production had started back in 1963 with the Giulia GT.

That's why the root cause of the Alfasud's premature corrosion issues initially proved elusive and, by the mid-to-late 1970s, rust had severely compromised the reputation of not only the Alfasud but

Alfa Romeos in general. Banishing the rust demon was essential to Alfa's reputation, so in 1977 a team of engineers, headed by Achille Moroni, conducted a thorough investigation of the quality of the products and processes, and how the various phases of production were carried out.

In an interview released in 2010, Moroni recalled having found significant discrepancies in the electrophoresis baths at the Pomigliano factory, the result of an inexperienced workforce and insufficient



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# Modena's New GT

The first ever 100% electric Maserati is also the last with a full petrol option. Here are all the secrets of the new GranTurismo

Story by Chris Rees  
Image by Maserati





**G**osh, how I loved Maserati's first-generation GranTurismo. Classically elegant looks, superlative cabin, mile-munching cruise-ability and a V8 soundtrack to die for. Tough act to follow? For sure. Now, finally, here we are: the all-new second-generation GranTurismo's secrets are bared for all to see. So what can we expect?

Well, the V8 is now history for the GranTurismo. In its place are two new powerplants: Nettuno V6 petrol or Folgore full-electric – the latter Maserati's first ever full battery electric vehicle (BEV). The five-year development programme sees a completely new architecture, designed for both electric and petrol, using lots of lightweight aluminium and magnesium – although no carbonfibre – plus steel for critical areas (over 65% of the car is aluminium). Overall weight is 1795kg in petrol guise (the lightest four-seat coupe in the luxury class) or a heftier 2260kg for the BEV model.

### UNDER THE BONNET

While the GranTurismo makes waves as the first ever full-electric Maserati, it's also historic as the last all-new Maserati with a full-petrol option. The latter uses a detuned version of the MC20's Nettuno 3.0-litre V6 twin-turbo, available in two forms: 490hp (badged Modena) and 550hp (Trofeo). The electric Folgore gets 761hp. The new GT is also the first Maserati coupe ever with all-wheel drive, whichever powertrain you choose.

The 2992cc V6 Nettuno engine has a wet sump rather than the MC20's dry one. Maserati claims it delivers both docility and ultra-high performance when required. The stats are 0-62mph in 3.9sec for the Modena and 3.5sec for the Trofeo, with top speeds of 188mph and 199mph respectively. All-wheel drive is standard, with the front differential positioned in line with the engine and allowing for a low engine installation, with benefits for centre of gravity and mass distribution.

The Folgore has triple electric motors, one up front and two at the rear. While the total 'installed power' is over 1200hp, the 'usable' figure that's delivered to the wheels is limited by the size of the batteries to 761hp. That's still enough to reach 62mph in 2.7sec

and max out at 199mph.

Specifically designed for Maserati, the motors use inverters derived from Formula E racing. The two rear motors are decoupled (i.e. there's no transmission to interconnect the wheels), which means up to 400hp can be independently directed to either side – effectively an electronic torque vectoring differential. And up to 100% of power can be directed to the rear wheels alone if required.

The battery pack has a 'T-Bone' shape through the centre tunnel, unlike most rivals whose batteries are slung under the seats. The main benefits of this are a lower seating position and mass sited tight to the roll axis, enhancing cornering agility. The battery is produced at the Mirafiori factory and has a capacity of 92.5kWh (83kWh usable). It can be recharged at up to 270kW commercially, or up to 22kW at home.

### HANDLING

Maserati is promising "best-in-class handling" thanks to a new electronic Vehicle Domain Control Module (VDCM). There are four driving modes: Comfort, GT, Sport and Corsa, plus an additional ESC-OFF option. These are selected via the steering wheel, with additional air suspension settings also selectable from here. GT is the default mode on start-up, with a "discreet" exhaust note. Comfort mode favours softer settings, while Sport beefs up the exhaust sound, sharpens the gearbox, firms up the suspension and eases off the traction control. Corsa mode quickens the responses of the engine and gearbox, and beefs up the damping. Oh, and there's a Launch Control mode, too.

In the Folgore version, Comfort mode is replaced by an energy-saving Max Range mode. The Folgore's GT mode caps power at 80%, boosted in Sport mode to 100%, while the sounds change, torque vectoring minimises understeer and the traction control is freer. In Corsa mode, the driver can adjust torque vectoring and traction control to their wishes.

### HOW WILL IT SOUND?

Maserati has always offered some of the best-sounding cars on the planet. Will the new GranTurismo live up to this billing? We've criticised the Nettuno for

## TECHNICAL SPECIFICATIONS

	MASERATI GRANTURISMO	MODENA	TROFEO	FOLGORE
ENGINE:		2992cc V6 turbo	2992cc V6 turbo	3 x 300kW electric motors
BORE x STROKE:		88mm x 82mm	88mm x 82mm	N/A
POWER:		490hp at 6500rpm	550hp at 6500rpm	761hp
TORQUE:		600Nm at 3000rpm	650Nm at 3000rpm	1350Nm
TRANSMISSION:		8-speed automatic, AWD	8-speed automatic, AWD	1-speed automatic, AWD
SUSPENSION:		Double wishbones, air springs (front), multi-link, air springs (rear)		
BRAKES:		Ventilated discs, 380x34mm (front), 350x28mm (rear)		
TYRES:		265/30 ZR20 (fr), 295/30 ZR21 (r)	265/30 ZR20 (fr), 295/30 ZR21 (r)	265/30 ZR20 (fr), 265/35 ZR20 (r)
DIMENSIONS:		4959mm (L), 2113mm (W), 1353mm (H)	4966mm (L), 2113mm (W), 1353mm (H)	4959mm (L), 2113mm (W), 1353mm (H)
BOOT CAPACITY:		310 litres	310 litres	270 litres
WEIGHT:		1795kg	1795kg	2260kg
MAX SPEED:		188mph	199mph	199mph
0-62MPH:		3.9sec	3.5sec	2.7sec
0-124MPH:		13.0sec	11.4sec	8.8sec



its rather insipid sound, but with different intake and exhaust systems, the GranTurismo should have its own distinct soundtrack.

The Folgore faces the challenge of making electric motors sound like a pukka Maserati. The natural acoustics of the electric motors have been digitally shaped to conjure “the typical sound of a Maserati V8”, the company told *Auto Italia*. The idea of an artificially synthesised soundtrack rings alarm bells for the editorial team but we’ll have to experience it ourselves before casting judgement. Encouragingly, Maserati says its speakers – up to 19 of them on the inside and three on the outside – will be high-quality.

### DESIGN

It’s surprising, perhaps, just how much the new one looks like the previous, Pininfarina-penned GranTurismo of 2007. But then, everyone loved that, and it sold very well: up to the end of production in 2019, some 40,520 were built (28,805 GranTurismos and 11,715 GranCabrios). If it ain’t broke and all... But it is entirely new – 14mm longer, 20mm wider but 24mm lower than before. The vertical headlights adopt Maserati’s latest look, while the LED taillights juggle classic ‘boomerang’ and new ‘harpoon’ shapes. Four different wheel designs are on offer, the fronts measuring 20 inches in diameter and the rears 21in, with no fewer than seven different brake calliper colour options.

Speaking of colours, six are available at launch: Bianco, Grigio Maratea, Grigio Maratea Matte, Nero Ribelle, Blu Emozione and Blu Nobile. You can also go

mad with Fuoriserie customisation options.

Aerodynamically, the figures look good: a Cd of 0.28 for the V6 and 0.26 for the Folgore. The standard air springs have ‘attitude control’ to adapt to conditions, for instance lowering the car to maximise downforce in Corsa mode. You can also raise the ride height by 25mm to clear road humps at low speeds.

### INSIDE THE CABIN

Maserati has a big reputation to maintain in terms of cabin ambience. It won’t unveil the interior until early 2023 but it says there will be two large touchscreens (a 12.3in main display and an 8.8in ‘comfort’ display), plus a 12.2in digital panel ahead of the driver. For the latter, you can select four different themes: Classic, Evolved, Relaxed and Corsa. There are no buttons in the centre tunnel at all, while the lack of a gear lever frees up extra space.

Maserati hasn’t forgotten its traditional clock, although that’s now digital with Classic, Design and Sport themes and four meter choices (compass, g-force, acceleration and stopwatch). The cabin will feature “dynamically styled” door panels and a contrasting coloured upper area above the main dash. Maserati says everything you touch – leather, wood, metal, carbonfibre – is “real”. The steering wheel incorporates a start button and drive mode controls, while brushed aluminium gearchange paddles sit behind it.

Despite the lower roof height, there’s actually 20mm more rear headroom than the old model because

*Trofeo (above and right) has full-fat V6 but full-electric Folgore has 38% more power. All-wheel drive is standard across range*

# MASERATI GRANTURISMO

passengers sit lower down. The seats are described as “sporty yet comfortable”, with built-in headrests and lightweight frames. One final word on the boot: at 310 litres, it offers 20% more space than the previous generation, although the Folgore only gets 270 litres.

## LAUNCH RANGE

The entry-level 490hp Modena has a black-and-chrome front grille and handles, chrome-plated window surrounds and exhaust tips, grey ash wood cabin trim and leather upholstery. The more performance-focused 550hp Trofeo features forged wheels, specific front splitters, carbonfibre sideskirts and rear bumper. Inside, perforated leather trim with a herringbone motif covers the dashboard and seats, with contrasting stitching in yellow, red or grey.

The 761hp Folgore is identified by its gloss black grille, splitters and handles, plus dark copper lettering and logos. There are some aerodynamic tweaks, like unique splitters, front diffusers, air inlet between bumper and wheelarch, and diamond-cut, gloss-black ‘aero’ wheels. Inside, there’s ‘Econyl’ recycled nylon fabric and a leather dashboard.

## HOW MUCH?

Exact pricing has yet to be confirmed but the V6 version will start at around £150,000 when it goes on sale in the first half of 2023. The Folgore, due in mid-2023, will be more like £200,000. As for the GranCabrio convertible, expect that to cost even more when it’s revealed in late 2023. 🇮🇹



Modena (490hp)



Folgore (761hp)

### New Maserati GranTurismo At A Glance

- Full-electric and V6 petrol versions
- 761hp for Folgore electric
- 490-550hp for V6 petrol
- All-wheel drive across the range
- Longer, wider, lower than first-gen
- 65% aluminium construction
- Modena, Trofeo and Folgore models



# Toned & Honed

Alfa's crucial new Tonale is now on UK roads in right-hand drive. We head to Yorkshire to discover just how well it drives

Story by Chris Rees  
Images by Alfa Romeo





Ever since the demise of the Giulietta and 4C, Alfa Romeo has been a two-model marque, with just Giulia and Stelvio holding the fort. For a brand with BMW-rivalling aspirations, that's frankly a shocking scenario, covering just 15% of the total market. But things are about to change, big time. The arrival of the new Tonale instantly pushes Alfa's market coverage up to 40%, while the even more compact Peugeot 2008-based B-SUV of 2024 (Alfa's first full-electric car), will raise it to 70%.

Another thing is that Alfa's principal market is currently males aged over 50. The Tonale shifts the balance to 60/40 male/female and the age range down to 30-50. Considering that just 1574 Alfas were registered in the UK last year, the fact that over 13,000 'handraisers' have expressed an interest in the Tonale in the UK is very encouraging.

British buyers have just two trim levels to choose from: Ti at £39,995 and Veloce at £42,495 (plus a limited Speciale launch edition). The entry-level Ti gets 18-inch diamond-cut alloys, gloss-black bodykit, black mirror caps, black cloth upholstery and leather steering wheel. The Veloce adds dark-coloured body details, privacy glass, 19-inch alloys, red callipers, electronic damping, aluminium pedals, gearshift paddles and Alcantara upholstery. Only six colours are on offer: white, red, black, blue, green and grey.

The encouraging level of customer interest surely has a lot to do with how superb the Tonale looks. In Yorkshire to test the right-hand drive Tonale, I can tell you it makes a great impression – very pretty by SUV standards, thanks to the plethora of traditional Alfa tropes to delight you. As well as the centre V-grille and *trilobo*, the 'GT Line' waistline curve adds a subtle nod to the 105 GT coupe, while the kinked rear screen echoes the 147. Even more striking is the SZ-inspired '3+3' triple headlight theme, cleverly duplicated at the rear. The full-LED adaptive matrix headlights have been developed in conjunction with Marelli, providing daylight running, indicators and a 'welcome and goodbye' light show.

Stepping inside, my instant reaction is delight. The impression of high quality throughout shines forth, thanks to high-end materials like soft-touch plastics and bits of real metal (including – hooray – a physical audio volume knob). There's plenty of space inside, both front and rear. The latter can fit six-footers, while large door apertures ease getting in and out; the only issue is that scratchy plastic abounds in the back, but that applies to pretty much every new car these days. The boot is generous (500 litres) and has a split-level floor, even if the load lip is a long way off the ground (par for the course for SUVs, sadly).

Behind the three-spoke steering wheel sits a twin-hooded binnacle that houses an all-digital TFT screen in place of analogue gauges. Measuring 12.3 inches across, it's the biggest screen in its class, giving you the choice of three different styles: Heritage (classic), Evolved (modern) and Relaxed (night driving). The centre of the dashboard houses a nice 10.25-inch touchscreen that's fully configurable – choose between technical gauges or sat nav, for instance, while Apple CarPlay, Android Auto and Amazon Alexa are all included.

OK, it's time to press the start button and head off



for my first drive on UK roads (I'm not going to count a quick hoof up the hill at Goodwood back in June). The only power option at launch in the UK is the Hybrid 160 (in other markets it's offered in Hybrid 130, diesel and pure petrol forms). There's a 1.5-litre turbocharged petrol engine mated to a small 48-volt electric motor (15kW of power and 55Nm of torque), providing 160hp of power in total.

If you're really gentle with the throttle, the Tonale can travel in electric-only mode, which Alfa weirdly calls 'e-Creeping'. That kind of hints at the fact that the Hybrid isn't a 'pukka' hybrid. While it's capable of travelling in electric-only mode for very short distances, in practice it only does so downhill – as soon as you hit level ground, the petrol engine kicks in.

In raw terms, performance is decent, if not exceptional (0-62mph takes 8.8 seconds). However, I'm surprised by just how sluggish the throttle response is. Even when you turn the DNA rotary dial to Dynamic mode, it doesn't feel especially sharp – almost like there's a rubber band delaying the reaction. For a hybrid whose electric motor should really be filling in torque gaps and sharpening response times, it feels like a missed opportunity.

It's the same with the gearbox. The seven-speed auto transmission is a dual-clutch unit but you'd never guess it from how long it takes to respond. Switching to manual mode does slightly improve things. By the way, you use the gear lever to change manually on the Ti, while the Veloce has aluminium paddle shifters behind the steering wheel (which feel superb, incidentally). The frantic gearbox doesn't help



## ALFA ROMEO TONALE



refinement, either. But I have no qualms about the Tonale's excellent brake-by-wire brakes with four-piston Brembo callipers.

What about the handling, which Alfa claims is best-in-class? The feel right from the off is sporty, at least by SUV standards. The steering ratio is ultra-fast and feels very direct – so much so, in fact, that some drivers might even find it a bit nervous. Me? I love its directness, even if I'd like a touch less lightness.

Body roll is very well contained, which is impressive for a platform that's now quite old (it's evolution of the Fiat 500X/Jeep Compass chassis). Thank the wide track, extra stiffness, low weight, and unique suspension, steering and electronic systems for that. You can really feel the 50/50 weight distribution, too, and the grip from the front-wheel drive chassis is excellent, even on sodden Yorkshire roads.

The ride quality depends on which model you opt for, and I think that's mostly to do with wheel/tyre specification. Alfa's traditional five-hole teledial wheel design gets a fresh look and I'm delighted to say that the look – so close to the original concept car's – is great whatever size you have (18, 19 or 20 inches). Personally, I think the Tonale works best on 18s. The difference between the Ti (235/50 R18 tyres) and the Veloce (235/45 R19) may not sound like much, but the ride feels more resolved on the Ti. Of course, that may also have something to do with the different suspension. The Veloce has variable dampers but here's the thing: even in the softer setting, ride comfort doesn't feel as good as in the Ti, which sticks with fixed-rate dampers. The Ti's handling seems to be slightly better resolved, too, so it'd be my choice.

“ The handling feels sporty right from the off, at least by SUV standards. The steering ratio is ultra-fast and feels very direct ”



## VERDICT

Whatever your view of SUVs – and personally, I'd have much preferred to be reporting on the Giulia Wagon than the Tonale – frankly Alfa Romeo has been in desperate need of a compact SUV for years. When you learn that one in four new cars sold is a medium SUV (and more like one in two for all sizes of SUV), this conclusion is both stark and inescapable. Is it a car to excite and enthuse Alfisti? Not really. But it will undoubtedly bring new buyers to the marque, just like the MiTo and Giulietta did before it. And that means a more prosperous brand that can afford to develop models that we'll love better – and Alfa is promising one new model every year for the next 10 years. Viewed in that light, the Tonale is not just to be welcomed but actively celebrated. 🇮🇹



## TECHNICAL SPECIFICATIONS

### ALFA ROMEO TONALE 160 HYBRID

ENGINE:	1469cc 4-cyl petrol hybrid
COMPRESSION RATIO:	12.5:1
POWER:	160hp at 5750rpm
TORQUE:	240Nm at 1500rpm
BATTERY CAPACITY:	0.77kWh
GEARBOX:	7-speed dual-clutch automatic, FWD
BRAKES:	330 x 28mm (front), 278 x 12mm (rear)
SUSPENSION:	MacPherson struts front and rear
DIMENSIONS:	4528mm (L), 2082mm (W), 1601mm (H)
WEIGHT:	1600kg
MAX SPEED:	130mph
0-62MPH:	8.8sec
FUEL CONSUMPTION:	45.3-49.6mpg
CO <sub>2</sub> EMISSIONS:	130-142g/km
PRICE:	£39,995 (Ti), £42,495 (Veloce)

## COMING SOON

The most exciting Tonale is yet to come. The range-topping Plug-in Hybrid (PHEV) Q4 version will offer all-wheel drive and a power output of 275hp, courtesy of a 1.3-litre MultiAir turbo engine driving the front wheels, plus an electric motor driving the rears. It'll do 0-62mph in 6.2 seconds and travel up to 37 miles in EV mode. Expect prices to start at around £50,000 when it goes on sale in 2023.





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# Blue Sky Thinking

The new open-top 296 GTS aims to deliver the same sensational driving sharpness as its fixed-roof GTB sister – but how well does it actually perform?

Story by Chris Rees  
Images by Ferrari



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**B**ang! Jeepers. Has something exploded on my 296 GTS? Blitzing along a section of *autostrada* near Bologna, a quick check of the gauges reveals nothing untoward. Then, glancing in my mirror, I witness the remains of an exploded truck tyre unravelling in the carriageway behind. Phew, so it's nothing to do with my Ferrari. Well, this is not how I expected to get my heart pounding in the new open-roof 296 – nor how I'd experience the promised “new dimensions of sound” the GTS offers.

Shock mellowing to relief, as a tunnel approaches on the *autostrada* I get a sudden frisson of elation. As we all know, the ‘tunnel test’ is the definitive way of establishing how good a car’s soundtrack is. Roof down, tunnel empty of traffic, I rifle down the gears using the paddles nestling behind the steering wheel. Blap – each downchange engages with ferocious certainty. Reading 4000rpm on the clock, I hammer the accelerator hard. What starts as a growl quickly turns into a searing scream as the digital rev counter rotates to its peak of 8500rpm. Yes! The tunnel test is a five-star pass.

More relief. You see, one of the main reasons to buy the new Ferrari 296 GTS – the open-roof sister model to the 296 GTB coupe – is the greater intimacy you feel with the engine. And Ferrari has changed quite a lot in that department in creating the GTS. The area where the retractable hard top stows is exactly where the (wonderfully named) ‘hot tube resonator’ lives in the GTB. This stethoscope-like system pipes the engine’s raw, analogue sound straight to the cabin. The GTS has different hot tube pipery and larger openings to increase the intensity of the sound. Top up, it’s every bit as engaging as the GTB, while top down, you can hear the single-exit exhaust much more clearly. And what a noise it pumps out! The V6’s engine’s slender 120-degree angle between banks allows the twin IHI turbos to sit within the vee, giving a very short, straight exit to the exhaust tailpipe. When you throttle off, it fizzes away like popcorn in a pan, but never feels too lairy.

The auditory element of my test drive had started so differently. The default mode on start-up is ‘H’ (Hybrid), which means you set off using electricity alone, and therefore in complete silence. Not that the 296 GTS



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“ The GTS has a different hot tube system and a more intense sound, the exhaust fizzing away like popcorn in a pan ”



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*Top down, GTS is a proper wind-in-the-hair spider, with a differently nuanced soundtrack to the GTB*

feels sluggish as an EV – it'll reach a peak of 84mph and accelerate nimbly thanks to 167hp of battery power – but your thumb will be twitching to change the steering wheel's eManettino button to 'Performance' mode and get that wonderful V6 singing along.

No road car engine in the world has a higher specific power output than Ferrari's 3.0-litre V6 (221hp per litre). Despite this, it never feels peaky in the way it delivers its power. The combination of two turbos and one electric motor completely fill in any torque gaps, with zero lag. It's like supercharged treacle, effortless at low engine speeds, yet wonderfully scintillating further up the rev band. Oh, and incredibly quick. You have to switch to 'Qualify' mode to squeeze every ounce of the powertrain's 830hp headline figure, but when you do, the acceleration is phenomenal. How about 0-62mph in 2.9 seconds (same as the GTB) and 0-124 in 7.6 (a mere 0.3sec slower)?

The gearbox is an eight-speed dual-clutch automated unit with shifts that are, claims Ferrari, faster than anything else on the market. I have no reason to doubt that. While the classic-look gearshift gate offers you a fully automated option, I had much more fun switching to manual mode and using the paddle shifters instead.

With the roof up, the GTS's silhouette looks very similar to the 296 GTB's, complete with its flying buttresses that reference the 1963 250 LM (except that Ferrari never made an open-roof 250 LM, of course). The profile of the wings and roof produce the same aerodynamic performance and cooling efficiency

as the 296 GTB, while the active aero rear spoiler is retained unchanged. Only the 'flying bridge' behind the passengers is significantly different.

Folding the two-piece aluminium roof takes 14 seconds, which you can do at any speed up to 27mph. It stows neatly above the front half of the engine (there's a neat smoked glass window behind that lets you see the V6, by the way). Top down, it feels like a proper open-roof experience: much better than a 'targa' top, with full wind-in-the-hair fun. There are a lot of aero mods – new trims, new headrests, modified windscreen – that combine to keep buffeting down (unless you open the side windows, that is, when it gets very blustery). Overall, it's a very refined experience and I was perfectly happy to travel virtually the whole of my 90-mile test drive from Maranello to Forte dei Marmi near Pisa with the roof down. The cabin is every bit as comfortable as the GTB's, with the same generous space and excellent seats. By the way, you probably don't need the optional 'air scarf' that blows hot air around your neck – it's just fine without.

One word on the glass rear screen behind you. Unlike the fixed pane in the GTB, the GTS's screen can be raised and lowered via a button. It may be tiny but its position makes a huge difference to the experience. Not only does lowering it maximise auditory thrills, it also – weirdly – minimises buffeting. Another downside of having it raised is worse visibility, since the demisting element is so obtrusive.

Many convertibles suffer in terms of rigidity, and the 296 GTS is no exception, despite the chassis being



## TECHNICAL SPECIFICATIONS

### FERRARI 296 GTS

ENGINE:	2992cc V6 hybrid
BORE X STROKE:	88mm x 82mm
COMPRESSION RATIO:	9.4:1
POWER:	830hp at 8000rpm
TORQUE:	740Nm at 6250rpm
BATTERY CAPACITY:	7.45kWh
DIMENSIONS:	4565mm (L), 1958mm (W), 1191mm (H)
WEIGHT:	1540kg (dry)
TYRES:	245/35 ZR20 (f), 305/35 ZR20 (r)
BRAKES:	398 x 38mm (front), 360 x 32mm (rear)
TRANSMISSION:	8-speed dual-clutch automatic
MAX SPEED:	205mph
0-62MPH:	2.9sec
PRICE:	£278,893



heavily reinforced in the sills and A- and B-pillars. Once you fold the roof down, the difference is discernible in some scuttle shake, but rigidity is much better than it was in the old F8 Spider. The roof mechanism adds about 70kg to overall weight, by the way.

Thankfully, the cornering experience is sublime. The 296's short wheelbase and low centre of gravity – 10mm tighter to the ground than the old F8 – make it feel supremely darty, with a nimbleness and an alacrity for directional changes that are simply sensational. The sense of connection through the steering wheel is brilliant, while the front end turns into corners with an almost psychic sharpness. Even on the poor road surfaces on the Futa and Raticosa passes in Tuscany, the 296 GTS proved brilliantly predictable and reactive, becoming even better resolved on more sweeping roads. There's also epic grip: on the dry roads of my test, it proved very difficult to unstick the back end, even with the traction control turned off. Bumpy roads don't faze it, either, since there's a 'bumpy road' damper setting.

The SFgo Stradale-derived brakes are

### OPEN TRACK: 296 GTS ASSETTO FIORANO

An optional track-focused Assetto Fiorano package is available, consisting of race-derived Multimatic adjustable dampers; carbonfibre front bumper add-ons that deliver an extra 10kg of front downforce; and more use of lightweight materials inside and out (saving 8kg in all). Two further options are exclusive to the AF package: a striped livery inspired by the 250 Le Mans (not entirely aesthetically resolved in our opinion) and Michelin Cup2R semi-slick tyres. The Assetto Fiorano pack costs £25,920 and Ferrari reckons about one third of 296 GTS buyers will go for it.



astonishingly good. One curious sensation is how the hybrid system regenerates the batteries under deceleration. Even when you don't use the brake pedal, you can hear the callipers gripping the brakes.

If you're wondering about the 296 GTS name, incidentally, it comes from the displacement (2.9 litres), cylinder number (six) and the Gran Turismo Spider acronym. Another factoid for you: this is the first ever six-cylinder road-going spider to wear the Prancing Horse badge (the 246 GTS of the 1970s was only ever a Dino).

It's a joy to report that, overall, the GTS succeeds in its mission to drive as much like the superb GTB as possible. This shouldn't be too surprising considering that both cars were developed alongside each other. Yes, scuttle shake and extra weight do have a very slight negative impact on how it derives, but the benefits of open-air motoring will swing the deal for many (and Ferrari reckons about half of all 296 customers will buy the spider). At almost £280,000, the GTS costs about £35k more than the GTB. The bad news, if you want one – and you should – is that the waiting list is already over two years long. 🇮🇹

*Silhouette looks very similar to GTB, roof up or down. Weight is up by 70kg, rigidity not overly affected*





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# Family A-Flair

Advanced engineering and design sophistication came as standard in Italy in the 1970s – even for family cars. But in this Fiat 128 versus Alfasud face-off, which one do we prefer five decades on?

Story by Simon Hucknall  
Images by Michael Ward



**F**iat and Alfa Romeo: five decades ago, they were arch rivals vying to out-innovate one another. But today, they sit within the same omnipotent Stellantis empire, destined in future to share platforms, powertrains and architectures, along with other historic brands under the same umbrella. A case of how the mighty have fallen – or perhaps the prospect of revitalisation for two iconic names that may otherwise have floundered? In truth, it's probably a bit of both.

One thing is for sure, though, the legacy from each brand's mainstream glory years is laid bare before you on these pages: the Fiat 128 and Alfasud. In a sea of 1970s predictability, championed by safe but dull

models from Vauxhall, Ford *et al*, the 128 and 'Sud bristled with novel engineering solutions and intelligent design cues that left their rivals in the shade. They were revelatory offerings and would certainly have appealed to buyers brave enough not to accept the home-spun status quo.

And it was the more prosaic-looking 128 that got there first, and effectively became the template for not just every future front-wheel drive Fiat, but for pretty much every popular front-driver you can buy today. Launched in 1969, the 128 was the brainchild of Fiat's legendary engineering director, Dante Giacosa, who during a 40-plus-year career at Turin had been responsible for a string of significant models, with the 128

being his swansong before retiring in 1970.

Like many other companies, Fiat had been wedded to rear-wheel drive platforms since the dawn of time, but Giacosa had recognised the packaging benefits of a transverse front-wheel drive layout many years before. However, his solution was no mere copy/paste of the system that Sir Alec Issigonis had popularised with the Mini. Instead, Giacosa positioned the gearbox at the end of the engine, rather than below it, as in the Mini. This did away with both components sharing a common oil sump to the benefit of outright power, durability, ease of maintenance and gearshift quality. It also enabled a front-mounted radiator (the Mini's ran off the crank at the side of



its engine) with a more efficient electric thermo-controlled fan.

The engineering innovation didn't stop there, either. In his mission to liberate 80% of space for occupants and their luggage within the 128's diminutive 3.8 metre length and 1.6 metre width, Giacosa employed independent suspension all round, using MacPherson struts and lower wishbones, with large transverse springs across the rear doubling as an effective anti-roll bar.

But perhaps the 128's crowning glory was its all-new, 1116cc overhead cam

inline 'four', designed by none other than Aurelio Lampredi, the mastermind behind some of Ferrari's greatest competition engines. High-revving and over-square, the compact unit provided the 128 with the kind of zesty performance that didn't compute with its boxy lines.

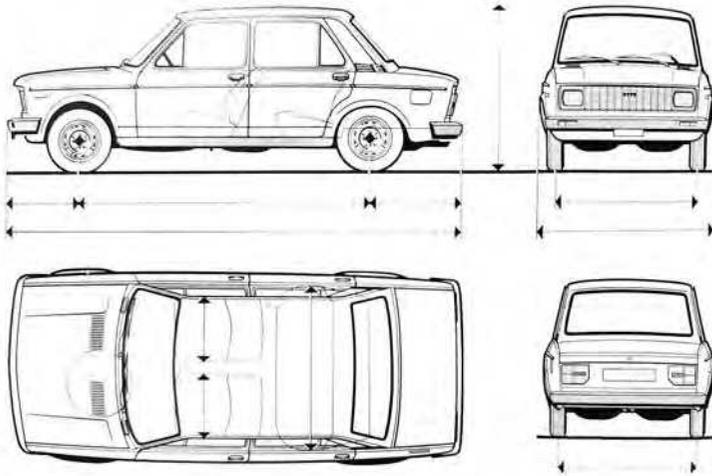
Boxy lines? Fiat's chief designer Paolo Boano shaped the 128 and in an interview with *Car* magazine in March 1970 he defended its less than stylish form: "I was forbidden to exceed the existing exterior dimensions, and at the same time I had to

seek the largest possible interior dimensions. It's comparable in these respects to the Mini, in that the dimensions dictated the shape."

Nevertheless, the 128 was an immediate hit and in 1970 was awarded European Car of the Year. Built at a bespoke plant in Rivalta near Turin, it arrived on UK shores in 1970, and spawned variants like the sporty Rallye, Coupé and Familiare estate in Series One guise, and 3P coupe after the saloon was facelifted in 1976 (as seen here). The 128 was gradually phased out in the UK after the launch of its successor, the Strada, in 1979.



*With just 6000 miles from new, this 128 feels super-taut, with an eagerness that belies its 60hp output*



## TECHNICAL SPECIFICATIONS

### FIAT 128 1300 CL (1977)

ENGINE:	1290cc 4-cyl inline
BORE X STROKE:	86mm x 55mm
COMPRESSION RATIO:	9.2:1
POWER:	60hp at 6000rpm
TORQUE:	97Nm (72lb ft) at 3000rpm
TRANSMISSION:	4-speed manual, FWD
SUSPENSION:	MacPherson struts, coil springs, anti-roll bar (front), MacPherson struts, transverse leaf spring (rear)
BRAKES:	Discs (front), drums (rear)
TYRES:	145/70 x 13
DIMENSIONS:	3777mm (L), 1563mm (W), 1398mm (H)
LUGGAGE CAPACITY:	368 litres
WEIGHT:	822kg
MAX SPEED:	90mph
0-62MPH:	14.6sec
PRICE WHEN NEW:	£2687 (1979)
VALUE NOW:	£8000

Seeing the 1977 Pippin Red 128 1300 CL today parked next to Glenn Moffatt's immaculate 1979 Alfasud Super 1.3 brings back some poignant memories. For full disclosure, the Fiat belongs to me and was bought new by my dad when I was just 12. But before he signed on the line for the car at Trinity Motors in Leicester, he road-tested a new 'Sud and rather liked it (as did I). But for reasons now lost in the annals of time, the Fiat – his second 128 – won the day. And do you know what? I don't think I've been in a 'Sud since that test 45 years ago.

We'll come back to how these 1970s jewels

compare on the road shortly, but in the meantime, why did Alfa Romeo launch the 'Sud? The simple answer is that it needed to tap into the mainstream market to sustain its business, and while the idea of a small Alfa

manufacturing costs – and therefore that of the end product – the 'Sud was to be produced in a new plant on the site of a former wartime engine plant in Campania, near Naples, in the south of Italy (hence

'Sud'), where the largely agrarian population equalled lower labour costs.

But when it came to the

**“ My dad bought the Fiat new when I was just 12. He tested a 'Sud but, for reasons now lost in time, the 128 won the day ”**

Alfasud's engineering and design, the need to cap costs merely drove greater innovation. Like the 128, it was imperative that the 'Sud be superbly packaged, but unlike the Fiat, its styling needed to retain the Milanese flair written into Alfa's DNA. Giorgetto Giugiaro's Italdesign was tasked

had percolated for many years, a gentleman's agreement with Fiat had precluded the company advancing such a project. By the late 1960s, though, it could hold off no longer and work started on a small, well-packaged, affordable saloon, yet one that wouldn't taint the lustre of the Alfa badge. Key to reducing





with drawing the 'Sud's lines, and by doing so it became the design house's first mass-market success. The four-door, two-box body created ample space for four adults inside, offering those in the rear more legroom than a short-wheelbase Jaguar XJ6, while keeping all occupants safe thanks to built-in crumple zones. The sizeable boot could accommodate a full set of suitcases but – again, like the Fiat – the 'Sud remained hatch-less until near the end of its production.

Of course, the 'Sud's key differentiator was its remarkable horizontally-opposed four-cylinder engine, engineered specifically for the car by Rudolf Hruska. The 1186cc boxer unit's inherent smoothness and flexibility would be unique in the class (although the Citroën GS's air-cooled boxer would run it close). It also allowed for a low nose, contributing to an impressive Cd figure of 0.30, and relative refinement thanks to belt-driven camshafts. Front-driven, like the 128, the 'Sud also employed MacPherson struts up front, but with a beam axle at the rear, which

– like the Fiat's transverse leaf spring – doubled as an anti-roll bar.

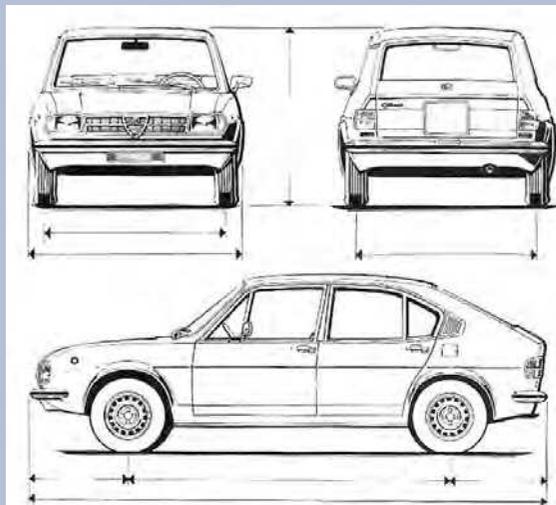
Launched at the 1971 Turin Motor Show, with production starting the following year, the Alfasud remained on the market long after the 128. Initially available as a four-door only, by 1973 the ti model arrived, bringing with it a sportier-looking three-door body, five-speed gearbox and quad headlights. The rakish Alfasud Sprint coupe was added in 1976, and the following year came the 1286cc ti and Super. In 1984, the Alfasud was finally replaced by the Nissan-based Arna, although the Sprint soldiered on until 1989.

Interestingly, in contemporary road tests the 128 or Alfasud seemed not to be compared directly, despite the abundance of technical similarities and being in the same market sector. This was undoubtedly down to price: in 1979, a Fiat 128 1300 CL cost £2687, whereas the Alfasud Super 1.3 came in at £3100. Frankly, you see can see why. Passing the Fiat's more utilitarian appearance and absence of brightwork, as soon as you drop into its cord cloth-

trimmed seat, you're faced with – well, not very much. The 1976 facelift ditched the earlier vinyl seats and introduced (rather scratchy) carpets in place of plastic floor covers. But only two dials – speed and temperature/fuel – fill the squared-off instrument binnacle, which is framed by four rocker switches covering the basic functions. All controls fall to hand nicely, and the facia's lack of fussiness adds to the sense of spaciousness.

Drive just a few yards, and the 128 feels as eager to please as a baby Jack Russell. Throttle response is crisp, and as you work the 1290cc engine through the slick but long-throw four-speed gearshift, it always feels zestier than its meagre 60hp output suggests. The Lampredi 'four' loves to rev, but you'd never call it refined, sounding quite coarse in its upper reaches.

That chassis, though... This 128 is highly original and has only covered 6000 miles from new, so it still feels remarkably taut, with everything performing to spec. In the dry, grip is impressive, even on its period-



## TECHNICAL SPECIFICATIONS

### ALFA ROMEO ALFASUD SUPER 1.3 (1979)

ENGINE:	1286cc 4-cyl boxer
BORE X STROKE:	80mm x 64mm
COMPRESSION RATIO:	9.0:1
POWER:	68hp at 6000rpm
TORQUE:	100Nm (74lb ft) at 3500rpm
TRANSMISSION:	5-speed manual, FWD
SUSPENSION:	MacPherson struts, coil springs (front) Beam axle, coil springs, trailing arms (rear)
BRAKES:	Discs all round
TYRES:	165/70 x 13
DIMENSIONS:	3978mm (L), 1590mm (W), 1369mm (H)
LUGGAGE CAPACITY:	419 litres
WEIGHT:	870kg
MAX SPEED:	96mph
0-62MPH:	12.2sec
PRICE WHEN NEW:	£3100 (1979)
VALUE NOW:	£10,000





*Beautiful Pino Verde Alfasud drives superbly, with sweet, smooth flat-four and pin-sharp handling*

correct 145-section Pirelli Cinturatos. But it's the direct rack-and-pinion steering, engaging and full of feedback, that gives you so much confidence to press on. And when you do, the car's light weight (822kg) and sophisticated chassis elicit the sort of body control that could show British sports cars of the day a clean pair of heels.

Glenn Moffatt's 1979 Alfasud Super 1.3 (one model down from the ti, with a four-door body) is a rare survivor in this condition, but is still highly original after 54,000 miles, having had just a partial respray in its Pino

Verde in recent years, plus some restorative metalwork around the inner front wings. Lower and more sporting than the Fiat, the 'Sud is aesthetically the more sophisticated here, a theme which continues when you enter the cabin. From the dished, leather-wrapped, three-spoke steering wheel to the attractively designed instrument nacelle, this would have been the mainstreamer offering solace to enthusiasts forced to downgrade from an Alfetta during 1978's 'winter of discontent'.

They may have balked at the driving

position, though, which is far more 'Italianate' than the Fiat's. You stretch to grip the steering wheel; the offset pedals are set very close together; and the long brake pedal travel makes heel-and-toeing tricky. But start the boxer engine and accelerate down the road, and all ergonomic niggles fade away. The Alfa's five-speed shift also has a long throw, and feels even notchier than the Fiat's, but what counts is one of the smoothest, sweetest four-cylinder engines ever made. Its aural refinement belies what you see on the tachometer, and while you'd





expect it to be faster than the Turinese car with slightly more power, its civility is what leaves you slightly agog.

That translates to the 'Sud's dynamics, too. With lower-g geared yet linear and tactile steering, the handling feels less kart-like than the 128's. It also has a more relaxed gait, with superior rolling refinement and perhaps a tad more body movement through bends, commensurate with a slightly more pliant ride overall.

### VERDICT

There is no clear winner here. The Fiat 128 and Alfasud – albeit at different price points in the same class – provided a level of engineering and design spice that was largely absent from their competitors. That they both moved the front-wheel drive game on substantially is testament to the brilliance and vision of their creators, whose cost constraints caused them to innovate, rather than compromise. But

each company's end game was well defined: for Fiat, the 128 was born out of a pragmatic view that front-wheel drive was the future, and that the packaging advantages it wrought should be fully embraced – and hang the styling (though not the driver appeal). In contrast, for the Alfa Romeo, it needed the material and design panache of its forebears. Let's be thankful that both missions succeeded. 🇮🇹





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# Racer Reborn

Bizzarrini is back, with a British-built revival inspired by the car won its class at Le Mans in 1965

Story by Tim Pitt  
Images by Sam Chick



Old Italian car brands never die, they just go into hibernation. De Tomaso, Iso and ATS are among the famous names roused in recent years – not forgetting Abarth, of course. Now, 53 years after the original company was declared bankrupt, Bizzarrini is back. What chance a second shot at success?

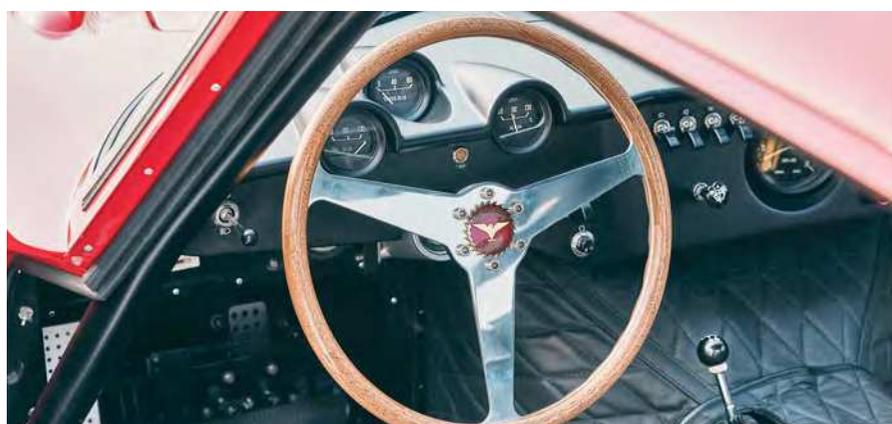
The revived Bizzarrini – now under the wing of Kuwaiti-owned Pegasus Brands – is celebrating its past before looking to the future. Its first car, the 5300 GT Corsa Revival, is an exacting recreation of the racer that won its class at Le Mans in 1965. Only 24 will be made, priced at £1.65 million each.

Before priming the fuel pump and firing up the

Revival's all-American V8, it's worth a brief recap of how we got here – in particular, the story of Giotto Bizzarrini himself. Still alive today at 96, this engineering genius made his mark on many of Italy's most revered cars, including the Ferrari 250 GTO.

The first car built by Bizzarrini, then studying at the University of Pisa in 1953, was rather less exotic. The Macchinetta Berlinetta was a one-off project based on a Fiat 500 Topolino, with an aerodynamic aluminium body and twin-carb engine. It served as his graduation thesis and showcased his talents. Legend has it he drove the pretty coupe to a job interview with Enzo Ferrari, who hired him on the spot.

Still in his thirties, the ambitious Giotto quickly rose



through the ranks to become chief engineer at Ferrari, overseeing the development of legendary 250-series models such as the Testa Rossa, SWB and GTO. Like Enzo, his real passion was for racing, and the Scuderia flourished under his tenure, winning Le Mans and the World Sportscar Championship multiple times.

Sadly, this purple patch came to a sudden end with the 'palace coup' of 1961, when Bizzarrini and four fellow engineers were summarily dismissed for protesting about the growing influence of Enzo's wife. For Ferrari, this wasn't a business decision. It was personal.

Thankfully, Bizzarrini's brilliance wouldn't go to waste. With Piero Drogo at Count Volpi's privateer race team, he developed the famous Ferrari 250 GT 'Breadvan'. He designed a V12 engine for Ferruccio Lamborghini that served from the first 350 GT of 1964 until the final Murciélago SV of 2010. And he founded his own car company: Automobili Turismo e Sport, which raced – albeit briefly – in Formula One and built

the beautiful, mid-engined ATS 2500 GT.

Bizzarrini also teamed up with Renzo Rivolta in 1962 to work on a new Chevrolet V8-powered GT car for Iso, which became the Iso Rivolta. Bizzarrini was keen to make an even sportier model, resulting in the Iso Grifo, which appeared at the 1963 Turin Show in two distinct versions: road-going A3/L and racing A3/C. The latter had its V8 engine sited further back in the chassis and unique bodywork designed by Giorgetto Giugiaro. Bizzarrini and Rivolta eventually fell out in 1965, leading to a gentleman's agreement that Bizzarrini could produce the A3/C under his own name as the 5300 GT Strada. This was powered by the same 5.4-litre small-block Chevrolet V8 as the original (C1) Corvette but using Weber carbs and a four-speed manual 'box.

The racing 'Corsa' iteration is what has inspired today's comeback – specifically chassis number 0222, as driven by Régis Fraissinet and Jean de Mortemart at Le Mans, which beat the odds (and the Ford GT40s) to win its class in 1965 and finish ninth overall.

## BIZZARRINI 5300 GT CORSA REVIVAL

Stage one of the Revival project was to painstakingly laser-scan chassis 0222, which survives today as part of Bruce Meyer's collection at the Petersen Automotive Museum in Los Angeles. The team also had access to hundreds of period technical drawings and photos, supplied in boxes when Pegasus Brands bought the company (a Bizzarrini-liveried classic car transporter and Fiat 238 van were part of the deal, too).

While the original 5300 GT was assembled in Livorno, near Pisa, the Revival is made in Britain by RML of Wellingborough, Northamptonshire. Founded by racing driver Ray Mallock, the company has a long history of building specialist, low-volume cars, such as the Saleen S7 and road-legal versions of the Aston Martin Vulcan. It also launched its own-brand supercar, the RML Short

In most other regards, though, the Revival is a faithful recreation of the car that raced at Le Mans in '65. Spot the yellow 'prototipi' roundels on both front wings, the unique upright door handles, the tiny lights to illuminate each race number and the dished magnesium wheels. "They're shod with Dunlop cross-ply tyres, so there isn't a lot of grip," says Bizzarrini test driver Tommy Erdos, as I pull on a crash helmet and clamber clumsily through the rollcage.

My first laps are in the passenger seat, with Erdos – a former Le Mans winner himself – showing me what the car is capable of. The Chevy V8 sounds totally different to the Colombo V12 of many contemporary Ferraris. It rumbles menacingly like a muscle car at idle, then takes on a harsher, more metallic timbre as the

“ The engine feels brim-full of muscular torque as the wall of noise fills the cabin ”

Wheelbase, earlier this year, inspired by the Ferrari 250 GT SWB. The tie-up with Bizzarrini thus seems very apt.

I meet the Bizzarrini team at Millbrook proving ground in Bedfordshire. Other 'traffic' pounding the test tracks today includes the Gordon Murray T.50 and Mercedes-AMG One hypercars, yet the 5300 GT Corsa Revival, resplendent in 'Rosso Corsa Bizzarrini' paint, still stands out. It looks dramatically long and low, with flat sides and a chopped Kamm tail – both designed to boost stability at speed. The 1965 version could theoretically touch 189mph – perhaps on the Mulsanne straight – but shorter gearing limits this car to 165mph.

The most significant difference versus chassis 0222 is a carbonfibre body, which helps towards a dry weight of just 1230kg. However, period-correct glassfibre (used only for the 5300 GT Corsa – the roadgoing Strada was clothed in aluminium) is available if you want to compete in historic motorsport. Further concessions to modernity – and indeed safety – include an FIA-spec fuel cell instead of sill-mounted tanks, glassfibre bucket seats with five-point harnesses and a second windscreen wiper.

revs rise. Officially, I'm told, the furious snarl from the twin exhausts breaks Millbrook's decibel limit, but nobody here is complaining – least of all me.

As the tyres warm up, Erdos starts to slide the car around, pitching it into the kind of graceful four-wheel drifts that look familiar to anyone who's watched classic sports car racing (or attended the Goodwood Revival). He makes it seem easy but assures me it was a huge adjustment after driving modern cars with slick tyres and downforce. Now it's my turn.

From the driver's seat, the Bizzarrini hardly puts you at ease. It demands the long arms/short legs driving position of Italian car cliché, while the gauges are blunderbussed across the simple dashboard. Want to check the oil pressure or water temperature? No problem, look straight ahead. Need to check your speed or engine revs? The dials are in front of the passenger, and require taking your eyes off the track. The Roman numerals on the gear knob are another carryover from chassis 0222.

Despite its ergonomic eccentricities, though, the 5300 GT Corsa Revival proves quite easy to drive. Its

*Revived 5300 GT has carbonfibre bodywork for strength and low weight. Car is built in Northants*

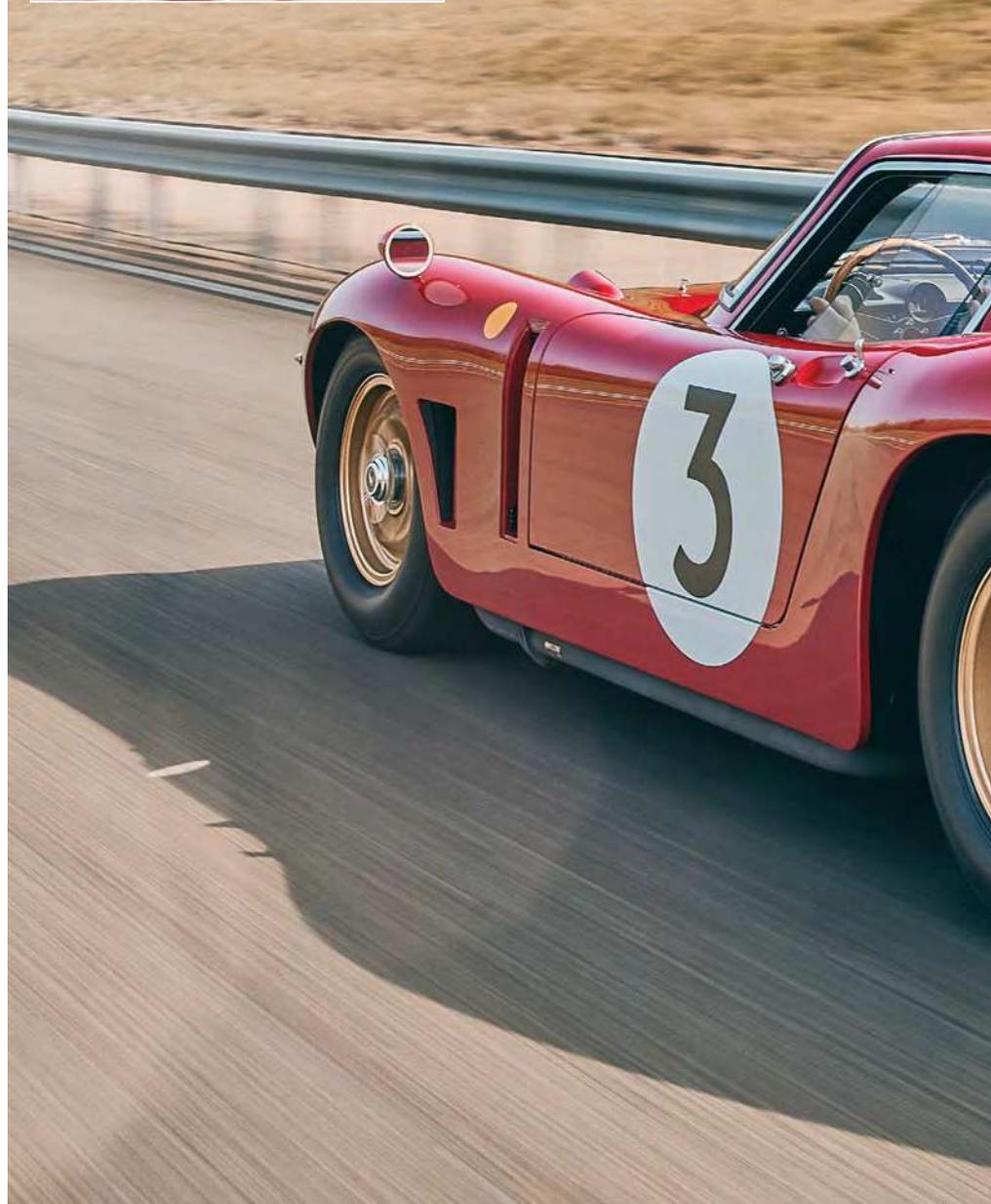


engine feels brim-full of muscular torque, so you can tackle most of Millbrook's tightly coiled handling circuit in third gear. And the wall of noise filling the cabin means you can rely on your ears when it comes to timing each upshift. Dare I suggest this American V8 will be more robust than a classic Italian V12, too? It will certainly be cheaper to maintain.

The Revival's steering box isn't as direct or accurate as modern systems and there's always a sense of mid-corner movement from its tall tyre sidewalls. What shines through most, though, is the progressive chassis and finely judged balance: a result of independent rear suspension (also unique to the Corsa – the 5300 GT Strada used a de Dion tube) and the front-mid-engine layout, which provides perfect 50/50 weight distribution. When it came to building race cars, Giotto Bizzarrini clearly didn't compromise.

Indeed, the engine is mounted so far back it almost bursts into the cabin. Work it hard and the heat-soak through the bulbous bulkhead feels intense. After even a couple of laps at Millbrook, I've already broken sweat; doing this for 24 hours at Le Mans must have been exhausting.

I suspect that the majority of the 24 Bizzarrinis to be built will be tucked away in private collections, rarely glimpsing the light of day. If so, that'd be a real shame, because driving the Revival is a visceral and life-affirming experience – and racing one would be even better. Bizzarrini has big plans, including a new hypercar coming soon. But what a way to wake up. 🇮🇹



# BIZZARRINI 5300 GT CORSA REVIVAL



## HYPERCAR ON THE HORIZON

Once all 24 examples of the 5300 GT Corsa Revival have been completed, Bizzarrini's next project is a clean-sheet modern hypercar. Powered by a naturally aspirated V12 developing "in the region of 1000hp", marketing chief Simon Busby says the as-yet-unnamed new Bizzarrini will be "a car for connoisseurs... with a focus on comfort". Not forgetting outrageous performance, we might add.

Like its classic forebear, the latest car is styled by Giugiaro. The man named Car Designer of the Century in 1999 was a friend of Giotto Bizzarrini and also designed the Grifo/5300 GT. "Giugiaro still recalls standing with Steve McQueen at Le Mans in 1965," explains Busby. "He said they were both listening for the Bizzarrini to come into the pit lane – its unsilenced V8 was so loud."

The desire to "make a great noise" ruled out an electric powertrain for the 21st century Bizzarrini, we're told. The source of its free-breathing V12 hasn't been revealed, but it's unlikely to be an in-house effort. Further into the future, Busby says the company is contemplating a plug-in hybrid system to satisfy emissions rules – or potentially a combustion engine fuelled by hydrogen.

We'll see the teaser photos of the Bizzarrini hypercar in November, then the finished article early in 2023. Expect curvaceous, feminine styling, along with a luxurious interior "designed with women in mind", says Busby. The plan is to build 50 cars a year, split between coupe and spider versions, with a price tag that will likely stretch to seven figures, putting it up against the likes of the Pininfarina Battista and Pagani Utopia. Choices, choices...



# Second Wind

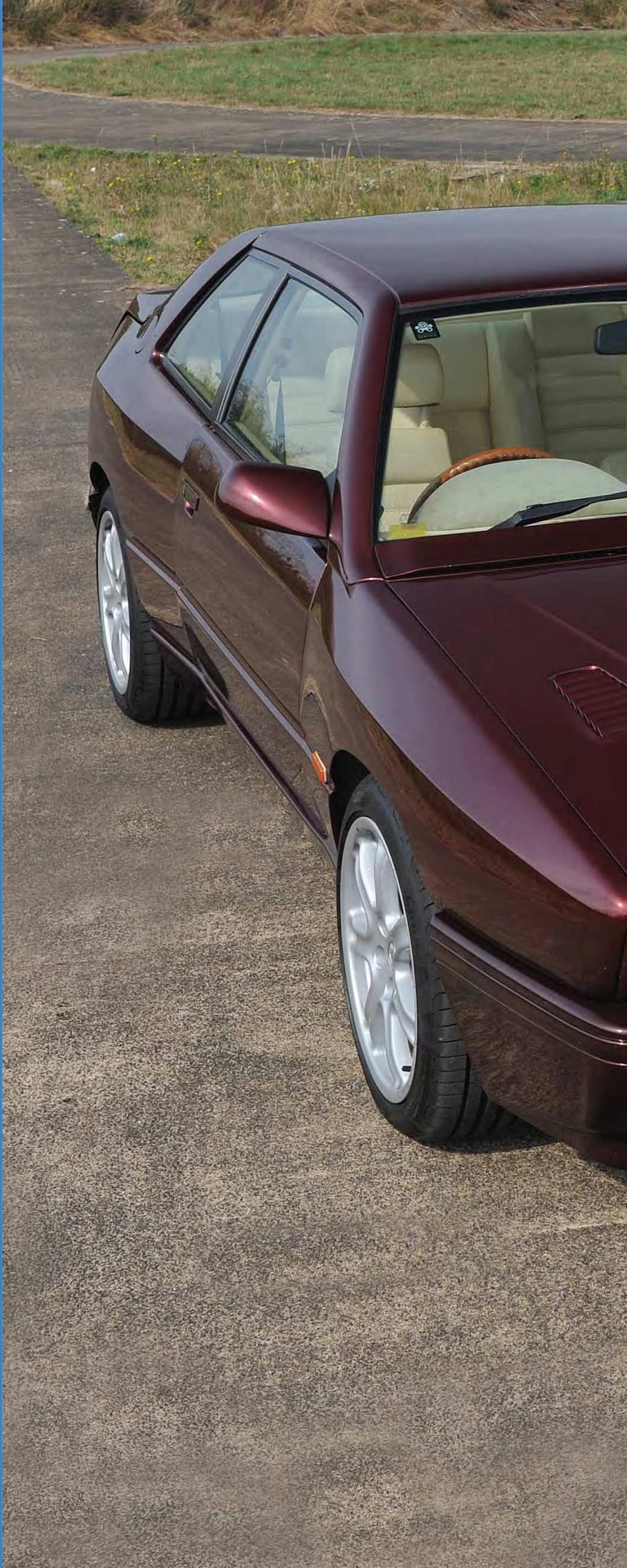
The final iteration of the Biturbo family – the Ghibli II – was launched 30 years ago. While it blew through the 1990s with plenty of praise, it breezed over most people’s heads. Today, we investigate how it’s going down a storm with a new generation of enthusiasts

Story by Nathan Chadwick  
Images by Michael Ward

**A**lbert Einstein once said, “In the middle of difficulty, lies opportunity”. This phrase could easily be applied to Maserati at the dawn of the 1990s – it had made a V8 GT car to take on the USA (the Shamal) but found itself priced out by prohibitive import legislation. Then the Asian economy collapsed and the demand for expensive cars dwindled to the point when even Ferrari had to discount its Testarossa by up to 30 per cent to empty the factory stable.

In the midst of this, the Ghibli II, launched in 1992, was a spark of good news. Although its development budget wasn’t huge – it was basically an evolution of the long-established Biturbo – designer Marcello Gandini cleaned up and smoothed the body for a more athletic look. The engines were potent developments of Maserati’s 222 4v and Italian-market Racing, and quality standards were notably improved, even if ergonomics would remain a familiar bugbear for anyone not of Italian proportions.

Thirty years on from the car’s launch, and 28 since it first came to the UK, the Ghibli II is seeing a renaissance of interest, fed by a love of square-edged designs like the Lancia Delta and Alfa Romeo SZ. To celebrate its anniversary, we’ve brought together a UK market 2.8 GT, a Cup and an Open Cup racing car, fresh from restoration. It’s time to wind up the boost.





## GHIBLI 2.8 GT

The Ghibli II was launched at the Turin Motor Show in April 1992 in 2.0-litre guise, with a distributor and fuel injection system similar to that of the outgoing 2.24 and 222 4v, but this only lasted a year before being upgraded to a new system. Just like the Biturbos that came before the Ghibli II, the UK-market car was significantly different. Instead of the 2.0-litre V6 engine, most export markets – including the UK – got a 2.8-litre engine that traded top-end punch for meatier mid-range thump. In contrast to the 2.0-litre unit's aluminium cylinder liners, the 2.8-litre engine had iron. Early cars did without anti-lock brakes and transmitted power to the road via a five-speed Getrag manual gearbox or four-speed ZF automatic, plus a Ranger rear limited-slip differential.

The next stage came in 1994, which didn't turn up in the UK until a year later – the key change being new Bosch ABS. For 1995, came a new Kit Sportivo option, consisting of thicker anti-roll bars, lower suspension and 17in OZ Futura alloy wheels. A 1996 upgrade and new GT badging included a six-speed manual gearbox, 17in alloy wheels, Ferrari 456-derived rear axle and diff, and tubular lower wishbones instead of pressed steel rear suspension.

It's a GT that we have to play with today, courtesy of Ghibli II enthusiast, Ian Roberts. He owns two Ghibli IIs – his other is a similarly-hued left-hand drive 2.0-litre car. If you've never sat in a Maserati of this era, it's quite the sensory experience. Nothing smells quite like it, even if the Connolly leather is shared with British luxury marques. The leather feels soft, warm, inviting, boosted by lovely wood inserts and visible stitching. Compared to the funereal cockpits of most luxury cars on sale today, the Maserati feels very special, and higher quality than earlier Biturbos. Well, mostly. The indicator stalks feel as if they're about to come off in your hand and the selector for the Koni four-stage dampers looks like a reject from an old Maplin catalogue.

It's all about the driving, however, and the Ghibli II doesn't disappoint. It's not the most sonorous of engines – you can thank the twin turbos for that – but there's a nice deep burble that turns into a growl once you start to extend the V6. What's surprising is just how connected the steering feels – this may be the slightly softer, GT version of the car, but there's a connectedness to the front wheels that comes through the steering wheel that's revelatory compared to more recent Maseratis, which can feel remote at

*2.8 auto cruiser may not be the enthusiasts' choice but the GT feels surprisingly keen to drive*

“ This may be the softer GT but the connectedness to the front wheels through the steering wheel is revelatory ”





times. This is very much a car set up for fast cruising, but there's plenty of confidence-boosting information summoned up through the steering wheel.

The 17-inch wheels have plenty of sidewall, which means the ride is smooth even with the adaptive damping in its harder settings. The only fly in the ointment is the automatic gearbox, which, like every slushbox of this era, feels very old-school compared to modern self-shifters. But compared to its contemporaries, say a Porsche 993 Tiptronic, the

Ghibli's superior torque makes operation much smoother and enjoyable. However, it's easy to see how sudden kickdown and 414Nm of torque might make busy T-junctions somewhat perilous. The manual is the one to have for keen drivers, but these are vanishingly rare – harder to come by than even a Cup. The 2.8 GT is a surprise package: it might not be quite as sporty as its Cup brethren, but its dynamic abilities will surprise you – even with an automatic gearbox.



## TECHNICAL SPECIFICATIONS MASERATI GIBLI 2.8 GT AUTO

ENGINE:	2790cc V6 twin-turbo DOHC 24v
COMPRESSION RATIO:	7.4:1
POWER:	284hp at 6000rpm
TORQUE:	414Nm at 3500rpm
TRANSMISSION:	4-speed automatic, RWD
WEIGHT:	1365kg
MAX SPEED:	161mph
0-62MPH:	5.7sec



## GHIBLI OPEN CUP

The Ghibli II really did have its work cut out for it – not only was it developed with the sort of budget that Mercedes-Benz devotes to wing mirrors, but it was also launched into a global recession. Worse still, Maserati was teetering on the brink of collapse. Owner Alejandro De Tomaso concocted the Ghibli II-engined Barchetta, but this would only last two years and was soon culled after De Tomaso sold Maserati to Fiat. However, it sowed the seeds of a one-make series in the minds of those close to Maserati at the time.

Sales of the new Ghibli II were disappointing and something needed to be done. The answer came via Adolfo Orsi, a member of the family that once owned Maserati. He proposed a one-make series, with his company *Historica Selecta* handling the organisation, logistics and marketing, while Maserati – via Alfa Corse – handled car preparation.

Based on the 2.0-litre version of the Ghibli II, power was upped from 306hp to 320hp thanks to new roller

bearing turbos, freer-flowing exhausts shorn of their catalysts and upgrades to the fuel and ignition mapping. The suspension was beefed up, too, particularly at the rear – tubular rear trailing arms were used rather than the pressed steel items then on the road cars. There was extensive safety kit, including a rollcage and Sparco race seats, but the road car's dashboard and clock remained.

Would-be racers had to part with £48,000 for the car and a further £9000 to race in 1995's eight-round series, which largely followed the DTM/ITC Touring Car series across Europe. The likes of Paul Radisich, Tiff Needell and Miki Biasion got behind the wheel. In the end, rookie Denny Zardo took the championship.

Improvements for 1996 included a more extreme bodykit and much-needed improvements to the front brakes, plus an extra 10hp. The new Evo looked great, but after just two races the plug was pulled. Infighting between the bosses of Fiat and Maserati were reaching a head, leading to Ferrari being placed in charge of the



*320hp 2.0 engine feels very torquey and very loud. Suspension is surprisingly compliant for a track car*

Modena brand in 1997. Ferrari was a bit miffed at Maserati's one-make operation, especially as the Ghibli Open Cup was capable of lapping faster than a 348 Challenge, and the series was culled. Maserati bought back the cars at huge cost and set about converting them for road use. The precise number of cars produced is unknown – perhaps as many as 36.

The car before you is a 1996 Evo factory test car that belongs to Doug Blair. When he found it, it was in road-going specification and was fitted with a Shamal interior. Over the past few years, Emblem Sports Cars of Poole has painstakingly returned the car to race specification, although it's still road legal. It's been prepared to 1995 rules – the Evo bodykit would barely get over painted lines, let alone potholes – and it made its post-restoration debut at *Auto Italia's* Brooklands Italian Car Day earlier this year.

Our test track was a little too small to explore the outer limits of the Open Cup's potential, so our driving

experience was limited to a brief excursion on public roads. It's as loud and visceral as you'd expect from a racing car with number plates, but what's surprising is just how compliant the suspension feels on pockmarked public roads. The engine, too, feels different, hitting peak torque quicker than you might imagine, with the power coming in lower down, too. One to investigate on a track in the summer, methinks.

## TECHNICAL SPECIFICATIONS

### MASERATI GIBLI OPEN CUP

ENGINE:	1996cc V6 twin-turbo DOHC 24v
COMPRESSION RATIO:	7.6:1
POWER:	320-330hp at 6500rpm
TORQUE:	371Nm at 4250rpm
TRANSMISSION:	6-speed manual, RWD
WEIGHT:	1270kg
MAX SPEED:	167mph
0-62MPH:	4.1sec





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## GHIBLI CUP

Even though the racing series had ended sooner than planned, Maserati still saw the benefit of producing a roadgoing version of its racing car – the Cup. According to Maserati, the engine produced 330hp, more than the racing car in the first year. However, one owner who picked up his Ghibli Cup from the factory was told that it was actually far more than that – perhaps 340hp to 360hp. Apparently Maserati didn't want to affect sales of its far more expensive – and less powerful – Shamal.

The base was the 2.0-litre V6, but with similar upgrades to the GT and Open Cup. A set of 17in Speedline alloy wheels housed stiffer Eibach springs and upgraded Brembo brakes. The specification came together to create something extraordinary, the likes of which we haven't seen from Maserati since. A cursory look at the spec sheet might not be that impressive compared to today's modern hyper-hatches, but at the time, it had the highest output per litre of

any road car (165hp per litre), which would take more than a decade to be topped. It also had rear-wheel drive, no traction control, weighed very little and sat on relatively skinny 245/40 rear tyres.

Maserati refused to import the 2.0-litre Cup to the UK. Various reasons have been mooted for this: it would have cost too much to homologate, and the UK importer believed nobody would pay nigh-on £46,000 for a 2.0-litre car. But the persistence of a couple of Maserati aficionados – Harry Metcalfe (of *Evo* magazine fame) and Drummond Bone – opened the doors for 26 UK cars to be built.

It is the ex-Drummond Bone car that you see before you, now owned by McGrath Maserati's Andy Heywood. The eagle-eyed among you will notice the lack of Ghibli Cup badging – Drummond specified this for a more discreet look... on a bright yellow car!

Step inside and the changes are subtle – a lovely thick Momo steering wheel and carbonfibre trim to

*Power steering delivers fine feeling for the road. Everywhere from 4000 to 7000rpm feels wonderful*



replace the wood – but it doesn't take long to appreciate the vast differences over the GT. The Cup chunters along on idle, much like an air-cooled Porsche 911 might. However, as 2500rpm whips into view and the 'natural' torque of the V6 starts to wake up, the power smoothly comes in and then, at around 4000rpm, the IHI roller-bearing turbos burst on to the scene with eyepopping force.

So is this an unruly brute, a TVR with Armani trimming and forced-induction steroids? In the wet, you certainly have to be awake – it has a relatively short wheelbase, after all. Provoke things with your right foot and it'll wiggle its rear end. However, drive it with delicacy and it's almost as compliant point-to-point as a Delta integrale, despite having fewer driven wheels.

It has everything to do with what's coming through the Momo steering wheel. It's easy to forget now, but a sports car with power steering was a relatively new concept in 1995. The idea didn't always come off – Ferrari's F355 wasn't perfect, for example – but the Ghibli Cup feels as if your frontal lobe has a USB connection to the wheels. Yes,

there's more bounce through the steering than the GT over rough roads, but that helps you read the bitumen more clearly. Add in the peaky engine, which revs to 7000rpm, and suddenly this is no longer a GT car, it's pure motorised adrenaline.

There are downsides – the driving position isn't great, there's no room for your clutch foot on RHD cars and you really do have to rev the engine to get the best out of it. But all this fades away once you get past 4000rpm. It's not just me eulogising – in 1997, *Autocar* magazine plastered a Ghibli II on the cover, saying it left the BMW M3 E36 gasping. Have that, Munich.

## TECHNICAL SPECIFICATIONS

### MASERATI GHIBLI II CUP

ENGINE:	1996cc V6 twin-turbo DOHC 24v
COMPRESSION RATIO:	7.6:1
POWER:	330hp at 6750rpm
TORQUE:	371Nm at 4500rpm
TRANSMISSION:	6-speed manual, RWD
WEIGHT:	1365kg
MAX SPEED:	168mph
0-62MPH:	5.6sec

“ Provoke things and it'll wiggle its rear end. However, drive with delicacy and it's almost as compliant point-to-point as a Delta integrale ”



## VERDICT

The Ghibli II GT auto cost £48,662 in 1996 – that's just over £87,000 in today's money – and as such, you have to treat it as an exotic car, with suitably exotic running costs. The good news is that classic values have yet to reach exotic levels. You might be tempted by the Ghibli's successor, the similarly priced Maserati 3200, with its more classically beautiful styling and an extra two cylinders, but it's even more difficult to look after, and drives in an entirely different way. Even the sharpest 3200 – the Assetto Corsa – has steering that feels far more remote than the Ghibli II 2.8, which is overall more nimble, biddable and engaging.

In Cup form, the Ghibli II not only takes the battle to the Porsche 911 but surpasses it. What the Cup lacks in terms of the GT's ease of use, it pays back with an up-and-at-'em driving technique. It remains one of the most invigorating driving experiences you can have. It's just a pity that so few Cups were built, with just a handful remaining in running condition. Even in automatic form, the Ghibli whips up a storm of emotions – just like a proper Maserati should. 🇮🇹

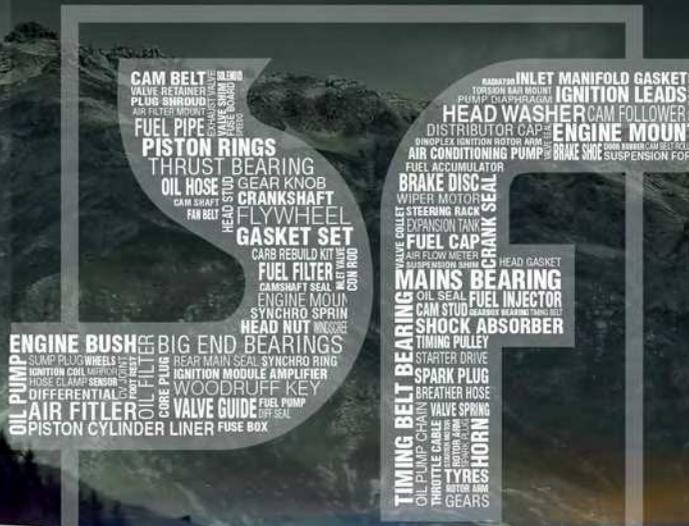


## PRIMATIST

In 1996, Bruno Abbate and Guido Capellini built the Primatist, a speedboat powered by a tuned 370hp Maserati Ghibli Cup engine – and duly set a world record for the flying kilometre. Maserati celebrated this feat with a special edition Ghibli road car called the Primatist in 1997 (above). It used a standard Italian-market 306hp 2.0-litre engine, but with special Ultramarine Blue exterior paint, two-tone blue-and-turquoise leather, and a burr walnut dashboard, side panels, gearknob and steering wheel. Just 34 examples were made.



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# Made In Italy

Renowned photographer Piotr Degler has produced our book of the year: *Made In Italy*. He reveals some of his imagery and tells us about a 12-year labour of love

Interview by Chris Rees  
Images by Degler Studio



Piotr Degler is one of world's top car photographers who has spent the last 12 years creating what is our book of the year so far: *Made In Italy*. Its subject matter is 100 iconic cars that represent the best of Italian car design. Photography very much takes centre-stage but there are also 11 interviews with Italian car maestros such as Marcello Gandini, Giorgetto Giugiaro, Paolo Martin and Ercole Spada. We spoke with Piotr from his base in Italy about this extremely ambitious project.



MARTINI





**AI: How did *Made In Italy* come about?**

PD: I was born in 1985 into a family of musicians and architects. I wanted to be a car designer and thought, what better place to go than Italy? I got a job at Bertone in an era when Jason Castriota was in charge. It wasn't like the glory days of the 1970s, though – I was mostly designing projects for Chinese companies – but I loved going to the basement where all the great Bertone concept cars of the past were stored. Our boss, Emanuele Bomboi, once brought up the Lancia Stratos Zero to inspire us, placing it in front of our desks for two months.

At Bertone, I had the idea of exploring my passion for photography. There are so many interesting, exceptional cars in Italy, why not do a book on 100 concept cars?

I shot some of Bertone's cars but very quickly I decided to expand the idea – not just concept cars but also iconic production cars like the F40, Miura and Stratos; not just in studio settings but also outdoors; and not just the same monotonous view but also looking at details. The idea was to make it a visual experience, to create visual pleasure through quality and exclusive photography.

**AI: What guided your choice of subjects?**

PD: It was very personal. Some cars I knew I really wanted, others came by chance. Getting access to some cars was very difficult. I could easily have done another 100 but I had to draw a line somewhere. 80% of the photographs have never been seen before.





TOP LEFT: "I was asked to shoot James Glickenhaus's 1947 Ferrari 159 S 002 before it left Italy, where it was meticulously restored. The location was Valentino Castle early in the morning to get a nice sunrise and avoid crowds"

ABOVE: "This is believed to be the first Lancia Delta S4 produced, shot in a garage at night with the engine bay open. In the foreground is the wheelarch of another rally legend, a Fiat 131 Abarth Rally"

FAR LEFT: A different and unusual point of view of the iconic Ferrari F40

LEFT: One of 11 interviews with Italian maestros



**AI: What are your favourite cars in the book? And do you have a favourite image?**

PD: The happiest cars for me are from the 1970s. My number one car is the Bertone Stratos Zero, closely followed by the Pininfarina Ferrari Modulo. As for a favourite image, I worked hard on all of them and I like them all. It was emotional to shoot the Bugatti EB110 SS in the old abandoned factory because it was the last EB110 that left the production line, and we used fog to create a very special ambience.

**AI: Did you already know what you wanted from each subject?**

PD: About half the cars I knew in advance how I would shoot them, but for the rest it depended on how the surfacing reacted to the light. Some details are very characteristic. Of course, I had more time with some cars than others – sometimes I only had time to take only one image, while with others I took many more.

**AI: We love the contributions from maestros of Italian design. How did these come about?**

PD: This was one of the last tasks for the book, and it wasn't easy in post-Covid times, especially as many of the maestros are now aged over 80. As I've been in Italy for 17 years, I know most of them, and they were all very generous with their time, as well as open and positive. To have them approve of what I'm doing is fantastic.

**AI: Did you ever have doubts about such a huge project?**

PD: It was a huge effort to gain access to all 100 cars and scout locations. Some I decided to reshoot because camera technology has advanced so much in 12 years. But this book is something I've wanted to do for a long time, always with the highest possible quality in mind. I knew I would accomplish it because I am very determined. It's like a resumé of my life and work in Italy, sharing what Italy has contributed. 🇮🇹

*ABOVE: Pininfarina's  
Zuettottanta tribute to  
the Alfa Romeo Duetto*

*BELOW: Maserati 420M  
Eldorado – first use of  
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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

## LANCIA APRILIA GRAN SPORT

BRIAN HAWKE

**B**rian Hawke lives in Sydney, Australia, and is a car man through and through. He started as an apprentice panel beater at the age of 16, then became a teacher of bodywork repairs. He loves restoring classic vehicles, among them Maseratis and this superb – and ultra-rare – coachbuilt Lancia Aprilia.

He tells us: “I recently purchased an issue of *Auto Italia* magazine here in Australia and I thought you might be interested in seeing my 1947 Lancia Aprilia Gran Sport with bodywork by Ghia. It's one of only three made, of which two in the world are known to survive. This is chassis number one, the other one that still exists (chassis number three) is in England.

“In 1985, this car belonged to a doctor in Melbourne. I restored it for him, doing the all the bodywork, repairing all the parts that needed attention and then painting it in acrylic. The paintwork has lasted all that time since because it's been so well looked after. When the owner wanted to sell it a couple of years later to buy another Lancia, I purchased it from him because I knew how much work had gone into it, since I'd done it!

“It's such a beautiful car and I was very lucky and proud to be asked to work on it. I still can't work out how the Italians built such pretty cars. The main body is in steel, while the bonnet and bootlid are aluminium. Because it was hand-built by craftsmen, there are certain things that are different one side to the other.

“In 2017 I took it to Motor Classica in Melbourne and displayed it, where it attracted a lot of attention. It has been to many car events and won awards in New South Wales, Victoria and Queensland.”

Even at the ripe old age of 85, Brian has no intention of hanging his hat up on restoring classic cars, as he says: “Why retire when you do something you love?”



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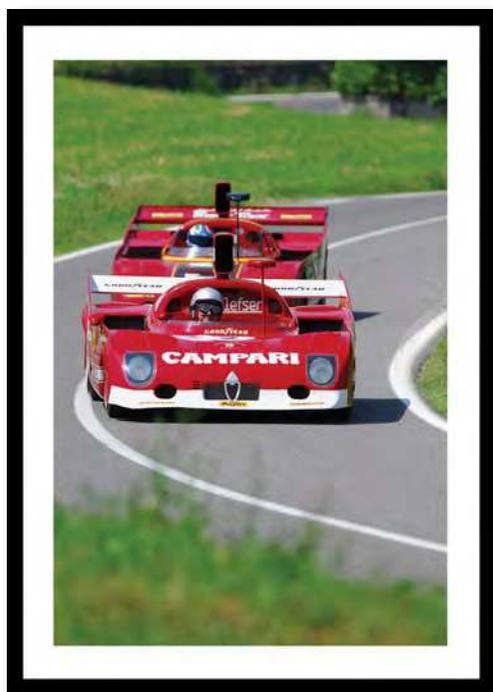
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# Beta Judgement

UK fans celebrated half a century of Lancia's most notorious yet misunderstood model

Story by Andy Collins  
Images by Tony Harrison



The weekend of 9-11 September 2022 saw the UK celebration of the 50th Anniversary of the launch of the amazing Lancia Beta range. The Milton Hill House Hotel near Abingdon in Oxfordshire was the location chosen by the organisers to host the event. The weekend package offered informal Friday evening dining and a formal gala dinner on Saturday. Friday night guests were treated to a light-hearted, good spirited quiz and after the Saturday gala dinner, the guests were treated to a trip down memory lane by the guest speaker, Mike Sparks, who

not only owned a Lancia dealership from 1971 to 1991, but also took part in the original launch of the Beta in Turin. Some 38 rooms were booked for the weekend (with guests receiving a superb goodie bag provided by one of our sponsors, Betaboyz – Lancia Beta Parts), and over 80 guests dined on Saturday night along with another of our sponsors, *Auto Italia* magazine) – a truly rewarding number. Guests attended not only from all regions of the UK, but also from the Netherlands, France, Belgium and Guernsey. To see so many international Betas was heart-

warming, and the organisers were immensely grateful to our foreign guests for taking the trouble to attend. On Saturday daytime, over 40 Betas set out for a road trip around Oxfordshire with a pre-arranged coffee stop and then onwards for the majority to glorious Blenheim Palace. Sunday morning commenced with a presentation on the Beta range, given by organiser/guru, Andy Collins, which filled the available meeting room and was warmly received. Following the presentation, the day visitors began arriving, with some fabulous



Lancia Betas on display. A total of 64 Betas attended on the Sunday – a number that the organisers could only have dreamed of when the event was in its planning stages. From Series 1 Coupes to the late Volumex cars, everything was represented: Berlina, Coupe, HPE, Spyder and Montecarlo – and even a Lancia 037 Rally. Drone coverage was arranged to catch all the cars from above on the hotel's lawn in glorious sunshine.

There was a buzz in the air all day: owners meeting other owners, catching up with friends, making new friends,

comparing notes and admiring each other's cars. The favourites of each model were chosen by the attendees, plus our sponsors also chose their particular favourites of the day.

Overall, this was a superb event that exceeded every expectation on all levels of the organisers. The weekend could not have happened without the organisational expertise of Amanda Dodge, Tony Harrison and Andy Collins, plus the support of our sponsors – Mark Wastnidge at Betaboyz and Michael and Claire Ward of *Auto Italia* magazine.



Many prizes were handed out, including some by Michael Ward from Auto Italia magazine



# LANCIA BETA 50TH ANNIVERSARY



## LANCIA BETA AT 50: A TRIBUTE

There can't be many cars more maligned than Lancia's Beta. The 50-year-old model is too often seen as the black sheep of classic cars, even among Lancia aficionados, but by rights, we should be celebrating the Beta as one of the greatest everyday classics of all time.

When Lancia was snapped up by Fiat in 1969, a crack team of key Lancia engineers, headed by Sergio Camuffo, was assembled to develop an all-new car for sale by 1972. Lancia was given free rein to develop the Beta, but with such a tight deadline, power had to come from an existing Fiat engine, albeit in repackaged form. Fiat's brilliant twin-cam unit from the 132 was duly modified with a different cylinder head, manifolds and carburettors.

A sophisticated specification included rack-and-pinion steering (a first for Lancia), independent suspension by MacPherson struts all round and disc brakes front and rear. Safety was to the fore, too, with a collapsible steering column, crumple zones front and rear and a very rigid bodyshell.

Lancia met its deadline and the Beta went into production in 1972, although it

didn't arrive in the UK until the following year. At first there was a saloon only, but in 1974 the Beta Coupe arrived, followed by the practical HPE, or High Performance Estate. Perhaps the best-looking and most desirable of the Beta range was the Pininfarina-styled Beta Spider of 1974, constructed by Zagato on a cut-down Coupe floorpan. The final major variant was the Beta Montecarlo, introduced in 1975 and originally intended as a Fiat 'super X1/g', which was designed and built by Pininfarina.

As well as these five different body styles, there were numerous evolutions of each along the way. Engine options came and went, and various facelifts and revisions kept the Beta relevant. Finally, there was a radical restyling of the saloon late in its life to become the three-box Trevi.

Lancia scored big sales successes with the Beta – which was perceived as a quality car to rival BMW et al – but then came a headline in the *Daily Mirror* on 9 April 1980: 'Luxury Cars in Rust Riddle'. This was quickly followed by BBC1's *That's Life* show that also stuck the knife in. Word got out that

Lancia was buying back corroded Betas and scrapping them quietly. Lancia put its hands up and pleaded guilty, which only made things worse – the tabloid press had a field day, ignoring the fact that many of the Beta's contemporaries were every bit as susceptible to rust.

The problem was that the engine and gearbox were carried by a subframe mounted to the Beta's monocoque. Once the floorpan corroded, the subframe was prone to movement and stories circulated of engines falling out – very unlikely because the warning signs were present long before. Lancia redesigned the affected area on Series 2 cars, rustproofed everything much better and introduced a six-year anti-corrosion warranty. But the damage had already been done, and Lancia culled models from the range soon after. First to go was the saloon in 1981, the Montecarlo following soon after; the Spider died in 1982; while the Coupe, HPE and Trevi struggled on until 1984. By the time production ended, some 195,462 Beta saloons had been produced, plus 111,801 Coupes, 71,258 HPEs, 9390 Spiders and 7798 Montecarlos. 🇮🇹





Alfa Romeo



# Salon Privé 2022

Blenheim Palace welcomed dozens of very special Ferraris – and more – to its lawns this year

Report by Chris Rees  
Images by Leigh Jones & Richard Betts



The cream of international concours returned to Blenheim Palace this year's Salon Privé, with a strongly themed 'Tribute to 75 Years of Ferrari' at its heart and special 75th Anniversary concours classes. A splendid timeline of Ferraris from 1947 to date saw over 100 Ferraris roll on to the Blenheim's lawn, with the most special cars given pride of place on the croquet pitch.

Ferrari's factory 125 S replica, representing the first production Ferrari produced made a very rare appearance outside Italy and was a real treat in the flesh. Two further Ferraris stirred our soul: one of only two aluminium-bodied 275 GTB/4 S NART Spiders, and a 365 P works prototype. The NART Spider was Luigi Chinetti's idea to create an open-top version of the 275 GTB/4 for US customers. The 1967 example on show (chassis 09751) was the very car from the 1967 New York Show.

The Ferrari 365 P was originally built in 1965 as a 275 P2 works car (chassis 0828). On its first outing at the 1000km of Monza in April 1965, John Surtees and Ludovico Scarfiotti scored second place in it, followed by famous wins at the Targa Florio (Nino Vaccarella and Lorenzo Bandini) and the 1000km Nürburgring (Surtees/Scarfiotti). It also raced at Le Mans in 1965. Once owned by the creator of the Asterix cartoons, Alberto Uderzo, it's recently

been restored by the Ferrari factory in Ecurie Francorchamps racing colours.

The 365 P won two prizes at the Salon: the Duke of Marlborough award and the Ferrari 75th Anniversary Race Class award. Runner up to the 365 P was a very special 250 GTO: chassis 3387 GT, a 1962 example that was used as a factory test and development vehicle. Originally delivered to Luigi Chinetti, it was raced by Phil Hill and Olivier Gendebien to finish second overall in the 1962 Sebring 12 Hours, followed by sixth overall in that year's Le Mans 24 Hours. It's currently presented in its Sebring specification after a restoration by Joe Macari and Ferrari Classiche.

Also causing waves was a 1961 Ferrari 250 GT SWB SEFAC 'hot rod'. Chassis 2973 GT was purchased by Ecurie Garage Francorchamps in 1961 and driven to victory by Willy Mairesse and Georges Berger in the Tour de France race. Further delectable Ferraris included a RHD 1961 250 GT SWB California Spider (chassis 2591 GT) – one of only 37 with a covered-headlamp nose – a 1966 275 GTB/C (chassis 09041) – one of 12 competition versions built (only four in RHD) – a rare RHD 1967 365 California Spider (chassis 09985) and a 1968 Dino 206 GT (chassis 0204).

It was, fittingly, a Ferrari that took the overall Best of Show prize this year. The 1956 250 GT TdF Berlinetta Zagato impressed the judges – and us –





Ferrari 250 GT TdF Zagato



Alfa Romeo Giulia SS



Alfa Romeo 6C 2300 B MM



Ferrari 330 GTC



Chrysler Coupé Speciale by Boano



Ian Barkaway's Ferrari 308 GTS



De Tomaso P72



Dallara Stradale

## CONCOURS WINNERS: MADE IN ITALY

Best in Show - 1956 Ferrari 250 GT TdF Berlinetta Zagato  
 Duke of Marlborough Award - 1965 Ferrari 365 P  
 Chairman's Award - 1962 250 Ferrari GTO  
 Class C Pre-war Open - 1938 Alfa Romeo 6C 2300 B Mille Miglia Cabriolet Graber  
 Class E Post War Closed - 1955 Fiat 8V Berlinetta Vignale  
 Class H Ferrari 75th I - 1956 Ferrari 250 GT TdF Berlinetta Zagato  
 Class I Ferrari 75th II - 1966 Ferrari 330 GTC  
 Class J Ferrari 75th Race - 1966 Ferrari 275 GTB/C  
 Class K Style Setters - 1953 Chrysler GS-1 Special Coupé Ghia  
 Class Q Supercar Icons Post '90s - 2005 Maserati MC12  
 Spirit Award/Margaret Bagley Trophy - 1972 Ferrari 365 GTB/4 'Daytona'  
 Most Elegant - 1961 Ferrari 250 GT SWB California Spider  
 Most Iconic - 1962 Ferrari 250 GTO



with its superbly elegant lines, trademark double-bubble roof and stunning condition. It's one of only five 250 GT long-wheelbase chassis bodied by Zagato. Salon Privé Chairman, Andrew Bagley, commented: "As we mark Ferrari's 75th anniversary, it's extra special that our overall winner should be a Maranello product, and one that took our collective breaths away. David and Ginny Sydorick's 250 GT TdF perfectly embodied the style and emotion behind the Ferrari brand, and was impeccably presented, too."

Runner-up in the main concours (as well as taking first prize in the Pre-War Open Class) was Matthias Metz's 1938 Alfa Romeo 6C 2300 B Mille Miglia with Graber bodywork. Chassis 815045 is unique in being the sole survivor of four 6C 2300 B convertibles made by Graber.

Taking top spot in the Post-war Closed Class was a beautiful 1955 Fiat 8V Berlinetta (chassis 0066) with Vignale bodywork, designed especially for the Mille Miglia event and completed just three weeks before the race. Having ignominiously been fitted with a Chevrolet four-cylinder unit while in the US, the original Fiat V8 has now been reunited with the car, which has undergone a complete restoration.

Bell Sport & Classic picked up a class victory in the Ferrari 75th Class 2 category with a Verde Chiaro Metallizzato 1966 Ferrari 330 GTC – its first public appearance post-restoration – while Ian Barkaway's own spectacular Ferrari 308 GTS took the Club Trophy.

Poignantly celebrating the Queen's 70th Jubilee was a specially curated Platinum Collection display of exclusively silver-painted cars, including the very first production Bugatti EB110 Super Sport (as ordered new by the Brunei royal family) and the one and only official Ferrari Testarossa Spider, a custom order in 1986 for Fiat's chairman, Gianni Agnelli. Other Italian highlights for us included two 1950s Chrysler show cars (one by Ghia and the other by Boano), two Maserati MC12s and a stunning Alfa Giulia SS.

As ever, Salon Privé remains a showcase for brand new exotica. Joe Macari is the UK dealer for two Italian marques: De Tomaso and Dallara. The De Tomaso P72 was our star of the new cars on show, looking sublime in dark blue. Only 72 cars will be built – all pre-sold – with the first customer cars due for delivery in early 2023. Meanwhile the Dallara Stradale impressed us with its carbonfibre construction and ultra-focused lightweight specification.

The new Deus Vayanne electric hypercar may be Austrian-built but it was designed in Italy by Italdesign and is claimed to break power records with fully 2200hp at its disposal. Even more bonkers was Engler Desat's Superquad, a sit-on tandem two-seater powered by a Lamborghini 5.2-litre V10 engine with a power output of up to 1100hp (gulp). Perhaps the prettiest newcomer for us was the Pininfarina-penned Viritech hydrogen hypercar.

The final day was designated Classic & Supercar day, the lawns opening up to classics and supercars owned by the public. Drivers Union celebrated its 10th anniversary with a display of more than 150 cars – part of a 1000-strong display of cars including Ferrari, Bugatti, Lamborghini and Pagani. Also making a return this year was 'Live on the Drive' – short dynamic runs within palace grounds – including a parade to mark Ferrari's 75th anniversary. 🇮🇹

# All Italian BBQ

An Abarth BBQ that welcomed a wide variety of other Italian cars

Report by Dawn Williams

Images by Liam Oldcroft/Simon Johnson



**A**t the end of July, BAD Abarth South Coast hosted an all-Italian BBQ event at Laycock Cider Farm. Nestled away in a quiet village on the outskirts of Sherborne in Dorset, the Cider Farm offered a pleasantly tranquil setting, perfect for strolling around the vast array of cars and bikes on display, whilst enjoying some award-winning Laycock cider and apple juice.

Over 100 Italian cars attended the event, from classic Fiat 500s to modern Alfa Romeos, and from Ferraris to a gaggle of Fiat Panda 100HPs and an impressive

selection of Abarths. Some rather special individual cars included a Fiat 128 3P, Lamborghini Huracán, Lancia Beta and Maserati Ghibli.

With the sun shining and a slight breeze, the atmosphere was relaxed yet filled with excitement. The BBQ proved popular and the ice cream van had a steady queue. As well as the 100 or so Italian cars on site, there were an additional 50 cars in the general parking area, and over 300 people attended in total.

Supporters of the BBQ included sponsor, Purdue Performance, and official partner,

August Motors, an Abarth dealership based in Salisbury. Another focal point of the event was the big raffle to raise money for the Forest Holme Hospice in Poole. Prizes were kindly donated by 39 companies, and thanks to everyone's generosity and support, a total of £214 was raised.

BAD Abarth South Coast was founded in February 2021, starting with only 10 members, and has grown at an impressive rate to exceed 700 members at the latest count. It offers fun events for members across Dorset, Hampshire and surrounding areas.



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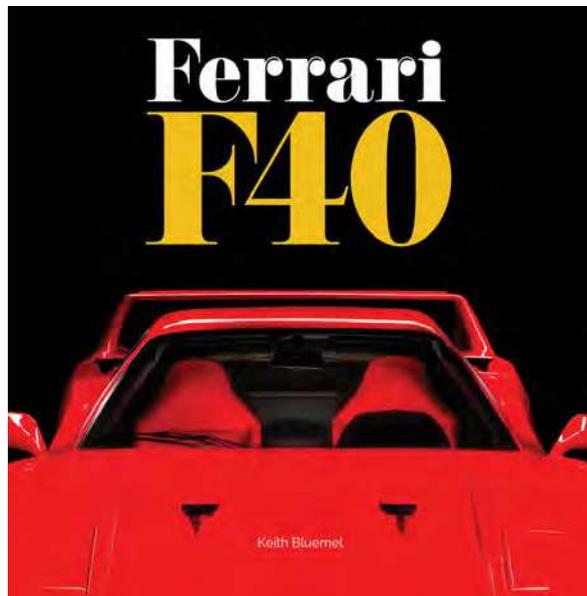
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**Ferrari F40**  
 By Keith Bluemel  
 Porter Press  
 International  
 £69

Our first thought on receiving this new arrival was, does the world need another book on the Ferrari F40? The answer, though, is yes. The author – occasional *Auto Italia* contributor, UK-based Keith Bluemel – is well known in Ferrari concours judging circles, and as you'd expect of such an authority, his book is both in-depth and well researched. It feels classy as soon as you pick it up: large-format, very high quality and packed with over 400 beautifully reproduced images.

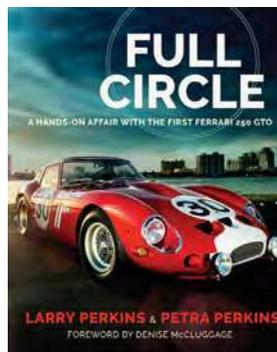
Ferrari's F40 needs no introduction to *Auto Italia* readers but there will still be nuggets of novelty for almost everyone. The views of Dario Benuzzi,

the F40 development driver, are fascinating, while the interview with Nicola Materazzi, the father of the F40, is particularly poignant because he passed away just before publication. Sadly, though, there are no interviews with any of Pininfarina's F40 designers.

This is a fact-heavy book with tons of detail. We especially like the profusely illustrated 'under the skin' chapter, but perhaps the most interesting images are those of the factory production line. Also intriguing are the stories of the eight Brunei F40s with their alternative colour schemes, from green to black; Gianni Agnelli's no-clutch-pedal car; and Clay Regazzoni's full hand-control F40. We also enjoyed the views of Nick Mason and John Reaks on ownership.



The racing story takes up a large chunk of the book, rightly, with so much top-level racing activity from 1989 to 1996, including Le Mans. There's a comprehensive racing record in one appendix, alongside production data and specifications. One small gripe is some misspellings of names from the very first page.



**Full Circle: A Hands-On Affair with the First Ferrari 250 GTO**  
 By Larry & Petra Perkins  
 Fullcircleferrarigto.com  
 \$45

Personal biographies of lives spent around Ferraris are becoming a trend, it seems. We recently reviewed Ed Niles' fascinating *Adventures in Ferrari Land*, and now we have another American autobiography from Larry

and Petra Perkins. This surrounds Larry's 'affair' with Ferrari 250 GTO, chassis 3223GT. This was "the first GTO" – the very chassis unveiled by Enzo at the launch press event on 24 February 1962.

After some success in races at Brigdehampton, Nassau, Daytona and Sebring, 'Sophia' – a nickname inspired by the Italian actress, Sophia Loren – was sold to Larry Perkins in 1964. Having raced 3223GT with some accomplishment, the

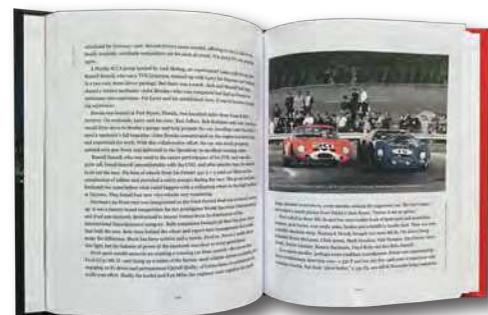
pair were separated and reunited on more than one occasion. Here's some measure of how undervalued racing cars used to be: the GTO was bought for \$10,000 in 1964 and sold on two years later for a mere \$3600.

Larry turns out to be a fascinating character: not only a privateer car racer of some note but also a rocket scientist (he worked on the Apollo programme to put a man on the moon). He even taught early astronauts how to race cars, and became a sculptor later in life. He's a very likable man whose story is full of anecdotes, and the text is very well written.

However, this book is not for the coffee table. It's a more down-to-earth tome, with production standards that betray its



self-published status. But it's more than just a book for 250 GTO completists, with genuinely charming storytelling and some surprising twists and turns on the way. Priced at \$45 in the US, we found sellers in the UK offering it at around the £30 mark.



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## PLASTICA FANTASTICA

Thanks for your enlightening piece on plastic-bodied Italian cars (October 2022). Your entry point was the Ferrari 308 Vetrorosina but I have to take issue with your statement that the first Ferrari to use glassfibre was the 365 GTB4 Daytona. I believe the first Ferrari with plastic bodywork was actually the 250 GT Pinin Farina of 1958, a handful of which were fitted with glassfibre bootlids. And while the 275 GTB/C of 1966 had aluminium bodywork, this was so fragile that the rear section had to be reinforced with glassfibre to prevent it from flexing. And the 'regular' 275 GTB long-nose of 1966 also adopted glassfibre floor panels to save weight.

Plastic floors then graced many other Ferraris, including the 330 GTC, 365 GT 2+2, Dino 246 and Mondial, as well as the Daytona that you mentioned. The Lamborghini Countach also had glassfibre floor panels.  
**Gregory Sinclair**

## FERRARI FOURS

I'm not sure what to think about Ferrari's new Purosangue. I detest SUVs and was ready to dismiss Ferrari's effort out of hand, but on seeing pictures of it, at least Maranello's SUV looks better than I had feared. It certainly softens the blow to know that Enzo Ferrari did, as you point out, consider making the Pinin four-door in 1980. I enclose a couple of pics of other four-door Ferraris, one a long-



wheelbase version of the 400 GT built in Britain by Robert Jankel (of Panther fame) and the other a four-door estate version of the 456 GT built by Pininfarina for the Brunei royal family, called the Venice. I think they also made a Venice four-door saloon, too.

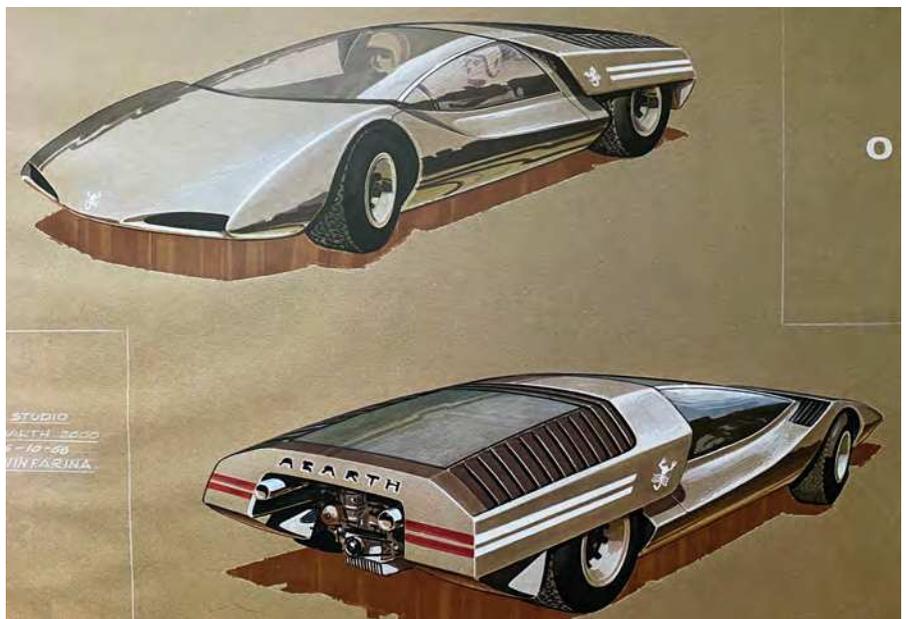
## Giuseppe Marotti

*Many thanks for the images – and yes, there was a four-door saloon version of the Venice as well. You may be interested to read more about the Venice in a story we did on special-bodied Ferrari estate cars in the February 2019*

issue. – Ed

## SCORPIONE SKETCH

I was fascinated to see your feature on the Abarth 2000 Scorpione built in 1969 (June 2022 issue) and the amazing discovery that it very nearly made an appearance in Stanley Kubrick's film, *A Clockwork Orange*. I thought you might like to see a sketch of the Scorpione, dated October 1968, which I took from a book on Pininfarina. Perhaps it is by the car's designer, Filippo Sapino?



## DIARY DATES 2022-2023



**November 10-13**

### Fiat 123rd Anniversary Rally

Bendigo, Australia  
fiatcentral.victoria@gmail.com

**Nov 11-13**

### Classic Motor Show

NEC, Birmingham  
www.necclassicmotorshow.com

**November 18-20**

### Milano AutoClassica

Fiera Milano Rho, Italy  
www.milanoautoclassica.com



**February 1-5 2023**

### Rétromobile

Paris, France  
www.retromobile.com

**February 24-26**

### Race Retro

Stoneleigh Park  
www.raceretro.com

**March 9-10**

### Rally Revival Cymru

Mold, North Wales  
www.rallyrevival.co.uk



**March 31 - April 2**

### Mugello Classic

Autodromo del Mugello  
www.peterauto.fr

**April 1**

### All Italian Car Meet

Departure Lounge Café, Alton  
thedeptureloungecafe.co.uk

**April 15-16**

### Both Members' Meeting

Goodwood Circuit, Sussex  
www.goodwood.com

**April 20-23**

### Salon Privé London

Royal Hospital Chelsea  
www.salonpriveconcours.com

**April 29**

### Auto Italia Italian Car Day

Brooklands Museum, Surrey  
www.auto-italia.co.uk

**May 13**

### Prescott Italia with Auto Italia

Prescott Hillclimb GL52 9RD  
www.prescotthillclimb.co.uk

**August 25-27**

### Silverstone Classic

Silverstone Circuit, Northants  
www.silverstone.co.uk

**April 21-23**

### Lancia Motor Club Great

### Northern Weekend

Kelso, Scotland  
www.lancia.myzen.co.uk

**June 3**

### All Italian Car Meet

Departure Lounge Café, Alton  
thedeptureloungecafe.co.uk

**June 29 - July 2**

### Le Mans Classic

Le Mans Circuit, France  
www.lemansclassic.com



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

#### Alfa Romeo Association of California

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

#### Alfa Romeo Club Quadrifoglio

**Belgium**  
[clubquadrifoglio.be](http://clubquadrifoglio.be)

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

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(Victoria Division) [alfaclubvic.org.au](http://alfaclubvic.org.au)

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

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

#### Fiat Club Africa

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

#### Fiat Club of New South Wales

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

#### Fiat Club of Victoria

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

#### Fiat & Lancia Club of Western Australia

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

#### Fiat 500 Club

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

#### Fiat 500 Enthusiasts Club GB

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

#### Fiat Barchetta UK Owners' Club

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



#### Fiat Register

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

#### Fiat Forum

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



#### Fiat Club America

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

#### Fiat America

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

#### Fiat Cinquecento & Seicento

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

#### Fiat X1/9 Owners' Club

[x1-9ownersclub.org.uk](http://x1-9ownersclub.org.uk)

#### Fiat 131 Mirafiori Forum

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

#### Fiat Coupe Club UK

[fiatcoupeclub.org](http://fiatcoupeclub.org)

#### The Other Dino (Fiat)

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



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#### Club LanciaSport

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

#### Lancia Gamma Consortium

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

#### Lancia Montecarlo Consortium

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

#### Lancia Motor Club GB

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

#### International Association of Lancia Clubs

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

#### Stratos Enthusiasts Club

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

#### Maserati Club

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

#### Sports Maserati Club

Matthew Yates

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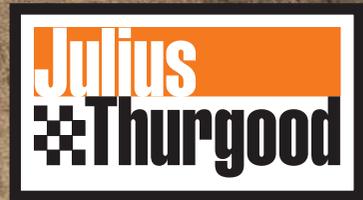
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Some features may appear in a later issue



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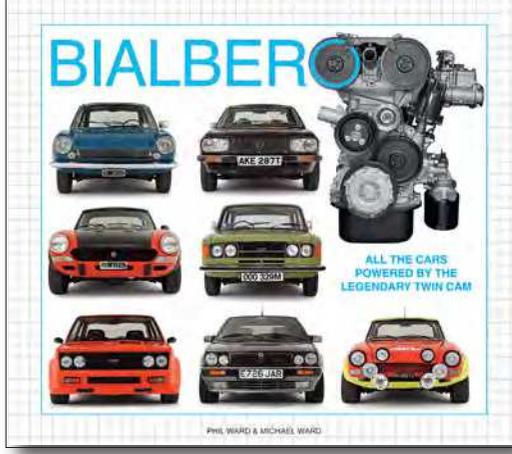
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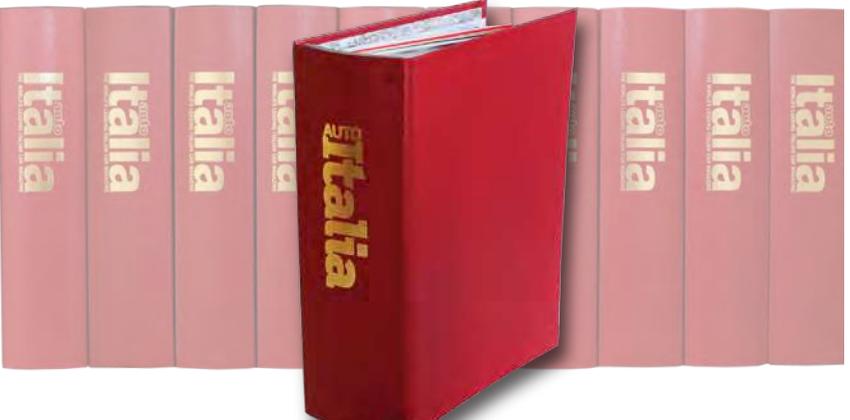
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## ALFA ROMEO



**1992 Alfa Romeo Spider S4.** 180,507 miles, red, very tidy and rust-free S4 Spider with a 2L engine. Mechanically faultless, starts easily and drives beautifully, properly maintained and garaged, new convertible top, door panels, seat foam. To do list: tyres showing age, coil springs replacement. Selling due to low usage, contact to arrange viewing, £10,499. Tel: Darren Sullivan Vince, +44 7426 903970. Email: darren.sullivan@gmail.com (Anglesey, Wales). A322/055



**Alfa Romeo 145 Cloverleaf.** 123,000 miles, Tropical Green, MOTs from 2002, 15/08/2019 very substantial service history by Alfa specialist Alfa Aid, Brunswick automotive etc. Very sought after, the Cloverleaf is hard to find in RHD, also factory fitted electric sunroof, very rare. Viewing recommend, open to offers. Tel: Colin Wing, 07973 362615. A322/060



**2007 Alfa Romeo 147 GTA.** 90,955 miles, Rosso Corsa, very rare factory colour. Comprehensive service history (13 stamps) and lots of documentation. Just had full cambelt service and handbrake cables replaced, MOT until end of October 2022. New suspension, front brake calipers and hoses replaced in 2020, Selespeed gearbox. Comes with 2 keys, service book and manual, imported from Europe from new, converted to mph speedo at the time, 3 owners including me. Stone chips on front of car otherwise good condition throughout, £12,995. Tel: Paul, 07810 753952 (Hook, Hampshire). A322/058



**2000 Alfa Romeo 145 2.0 Cloverleaf.** 24,700 miles, metallic silver, original condition with black leather upholstery. Impeccable provenance, fully documented history including purchase invoice, receipts and paperwork for all work carried out since new. Reluctant sale owing to lack of garage space, any trial, £5150. Tel: David, 07799 417607 (located in Sussex). A322/051



**2000 Alfa Romeo 146 TI.** 110,000 miles, red, leather interior. Has MOT but is currently SORN, rear spoiler in boot, runs very well, £1100, AROC club member. Tel: 07748 276780. A322/059



**2005 Alfa Romeo 156 JTS.** 121,000 miles, silver, black full leather interior, last MOT no advisories, a fresh MOT will be provided. Runs very well, good condition, £850, AROC club member. Tel: 07748 276780. A322/057



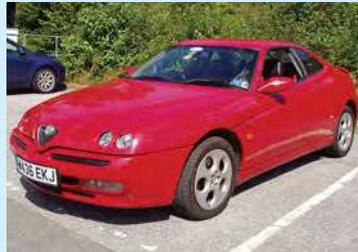
**2004 Alfa Romeo 916 GTV (Phase 3) 2.0 JTS Lusso.** 94,200 miles, Cobalt Blue, excellent condition inside and out. Owned by same family since 2011 at 47,000 miles, 3 owners previously. Light use since 2016 at 88,000 miles. Regularly serviced and maintained by Black and White, Newbury; Alltechnique, Salisbury; WAD, Wolverhampton. MOT (no advisories) until March 2023, all keys and owner's handbook available. Instruments, air con, lights etc in working order, rear reversing sensors, £5500. Tel: Alan Burns, 01694 328618. A322/054



**2003 Alfa Romeo 156 GTA.** 92,000 miles, light blue, originally a press car, owned by Alfa enthusiasts, serviced by Alfa specialists, excellent condition. 330mm front discs, recent brand new suspension (Konis & Eibachs), new Delta Motorsport ECU giving 'plug & play' capability; cambelt, water pump, bottom pulley and air con re-gas in Aug '22. Sadly ill health forces sale, genuinely good car, needs good home, £11,250 ono. Tel: Jeremy, 01327 340101 or 07850 567250 / Peter, 07866 541623. Email: peter@primafoods.co.uk. A322/050



**2000 Alfa Romeo 166 2.0 Twin Spark.** 146,000 miles, red, same owner since 2004. Extensive service history, new battery fitted, MOT until June 2023. Car registered as Cat C, came up following removal of private plate and transfer back to original registration despite no accident during 18 years of ownership. DVLA will not remove it therefore legally have to sell as a Cat C, reflected in price, £550. Tel: Richard, 07968 773705 (Northamptonshire). A322/063



**Alfa Romeo GTV Twin Spark.** In red, W 2000 reg Series 2 with black leather upholstery. MOT'd until July 2023, just serviced with new belts, oils etc, undersealed Oct '22 before last winter. I have owned the car since 2014, mileage 116,000. The car has been in the Cornish section of the AROC club for over ten years. Reluctant sale due to my old age not the car's, £3250 ono. Tel: 01872 862640. A322/061



**2011 Alfa Romeo 159 2.0 JTDM 16V 170bhp Lusso.** 19,500 miles, black. A rare opportunity to purchase a genuine one owner, low mileage 159 with full service history. Late model with more powerful 2.0 litre engine, unmarked black leather interior. Full service history, service/oil and filter change every year by Alfa specialist with all invoices and MOTs. New Michelin tyres within last couple of hundred miles, refurbished 17-inch multi-spoke design alloy wheels. Interior absolutely as new, original Alfa Romeo carpet overmats. Only one owner - AROC UK secretary, £9250. Original 17-inch multi-spoke design alloy wheels available, require refurbishment, no kerbing or damage, just paint peeling. Tel: 07572 427129. Email: 159Alfasale@gmail.com (Scotland). A322/049



**1999 Alfa Romeo 916 2.0 Itr GTV Lusso.** 80,000 miles, red. A unique opportunity to own a well looked after GTV with a number plate to match (A11LFA). I have owned the vehicle since 2007 and only driven on dry periods for 6 months in any year, fully garaged and covered. I have polybushed the rear suspension unit, replaced the radiator, water pump, variator, belts and added Evans inert coolant. There is a recent replaced catalytic converter with a Powerflow stainless steel exhaust system. Original handbook, all keys including master MOT to 4th May 2023. Full tan leather interior in very good condition, good Bridgestone tyres on 17" alloys. The car was registered and exhibited at the 'Alfa Romeo Centenario' in 2010, one of only a handful of GTVs from the UK. Price £3750 without plate or £5000 with plate. Tel: Peter, 07818 400921 (Staffordshire Moorlands). A322/066

**2008 Alfa Romeo Brera 2.4 JTDM Q-Tronic.** 33,000 miles, metallic black. This diesel auto can be driven in full automatic or manual mode, and has steering wheel paddles and sport and winter settings. This fine machine has been owned by me since day 1 but now needs a new owner to enjoy driving it. It has the glass (Sky View) roof option and heated leather seats, 11 months' MOT, £6500. Email: peterresides@gmail.com (North Devon). A322/067



**2005 '55' Alfa Romeo GT 3.2 V6.** 270bhp Busso 6spd manual, 110K miles, 3 owners, mine since 2013. Full MOT (no advisories), very well looked after incl recent top end head refresh and cambelt at Autolusso South. Quaife diff, CF2 manifolds, KW V2 coilovers and polybushed. New Alfa Rosso paintwork with contrasting tan leather, 2 keys. 18" Cloverleaf alloys with matching Pirelli PZero Rosso tyres. Excellent condition all round and a match for any GTA, £11,500 ono. Tel: 07966 913388. Email: mrzollo@hotmail.com (Southampton). A322/062



**2001 Alfa Romeo 916 Spider V6.** Green, black hood only fitted last year. New timing and cambelt + tensioners, new MOT, £11,250. Tel: Andrew, 01503 240748 or 07784 25108. A322/065



**2001 Alfa Romeo Spider 3L V6 24V.** 71,000 miles, silver, this V6 is in immaculate condition and a regular show car. Bonnet 100% chip and scratch free, fully electric hood, new back windscreen fitted 2021. V6 Busso engine. Gazzella racing strut brace. Dry stored garaged. Red Momo interior in perfect condition, red Brembo brakes, new pads fitted, unique chrome roll bars, teledial wheels. Unique registration plate 'V6 OFT' included in the sale, MOT August 2023, £13,995. Tel: Eric, 07967 699395 (Glasgow). A322/056



**Alfa Romeo GT 3.2 V6.** 2005, Nuvola Blue, very rare. Electric sunroof, Q2 LSD, SS quad exhaust, full leather, 12 months' MOT. Recent: suspension, cylinder head, timing belt, water pump, clutch, shock absorbers. Many upgrades, extensive service history, £8995. Tel: 07972 325905 (M25 J28 Essex). A322/042



**2014 Alfa Romeo MiTo QV TCT.** Matte Grey, bought new by me from PDH in Hassocks and serviced by them since, only 37,000 miles! Black cloth interior with Alfa logo embossed on front seats. Small parking scratches front and rear, and alloys are a bit kerbed (could be refurbished). Start/stop function has ceased working (possibly battery?) otherwise faultless to drive. Fun and economical too (average 37mpg mixed driving), loads photos available, £8500 ono. Tel: Ian Ellis, 01273 890008. Email: ellisbid@dialstart.net. A322/064



**2006 Alfa Romeo 916 Spider 3.2 V6.** 66,800 miles, red, final version, very good condition. Black leather interior, owned last 11 years, MOT June 2023. Belts and water pump replaced at 63,800, body colour factory hard top included, £12,000. Tel: Mike Jones, 07787 428160. Email: mikejonesbds@googlegmail.com (Lake District). A322/052



**Alfa Romeo Spider 939 3.2 V6 Q4.** Red, low mileage 37,000, passed recent NCT/MOT with flying colours, excellent car, only two owners, a future classic car. Electronically operated roof, folding side mirrors, adjustable Xenon headlights, foglights, rear parking sensors, space saver spare wheel, aluminium interior inlays, trip computer, electric windows, £13,500. Tel: +353 87 1228714. Email: nevbrian@gmail.com (based in Ireland). A322/053

**Alfa Romeo GT Lusso.** 88,687 miles, Nero Carbonio, red leather interior. Since 19/04/22 £2K spent on new MOT, fuel injector, custom s/s exhaust, handbrake cables, cambelt, auxiliary belt and water pump, sill repair. Interior in good condition but driver's seat bolster needs restitching, exterior paint in good condition with a few inevitable stone chips. Refurbished alloy wheels, almost new Pirelli PZero tyres, and a rust free chassis. Two keys, handbook, radio code, factory tool kit and relevant paperwork from 2010. Been well maintained by independent Alfa specialists during my ownership for the last four years. In addition, supplied spare parts include new front and rear brake discs and pads. Ready to be driven away with no mechanical faults or OBD codes, £3250. Email: evanss@mac.com. A322/068

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**Ferrari 412 Auto.** UK supplied, delivered new to HR Owen (UK) on 29/04/1988. Chassis number: ZFFYD244C000076658, 105,594 miles. One of only 85 cars produced in RHD, seven previous owners. Chiaro blue with Cream interior and blue carpets. All books and original jack and bag, £39,995 ono, welcome to any test or inspection. Tel: Anthony, 07779 726845. Email: prsche@msn.com. A322/011



**Ferrari 458 Italia.** 2011, Rosso Corsa with Crema interior and Rosso carpets, (14 months' Ferrari warranty). Yellow brake calipers, Scuderia shields, front and rear parking sensors, 20" forged painted rims, Pirelli tyres, electric seats, central tunnel in Crema leather, iPod connection, carbon fibre wheel with LED, radio navi system with b-tooth, Navtrack Tracker. Yellow rev counter, leather door cards, Rosso stitching. Full Ferrari history, 20,500 miles, 4 owners, £145,000 ono. Email: bjames1440@gmail.com. A322/007



**Ferrari manual 412 in unique spec.** One of 24 right-hand drive cars built, it started life as Maranello's demonstrator, spec'd in metallic black with a blue interior by MD, the late Sean Bealey. Since 1987 this car has had a further five owners, including DJ Chris Evans. I have owned the car since 2012, in which time the car has been featured in both the FOC magazine and Classic Motoring. The history file is as comprehensive as you'll ever see and for the last decade it has been maintained by John Pogson's Italia Autosport. Email: peterv@warnersgroup.co.uk. A322/010



**Ferrari 550 Maranello.** 2001, Nero Daytona/Crema interior with black piping, stitching and carpets. Alcantara binnacle, Cavallino embossed headrests and black embroidered on the passenger airbag. Factory Scuderia wing shields, red brake calipers. Full dealer and specialist service history with detailed invoices file. All original (3) keys, tools, spares and books. 74,500 miles, 4 owners from new and I have owned the car for the past 13.5 years, £75,000 ono. Tel: Dominic, 07860 283848. Email: dominic.benoist@icloud.com. A322/070



**Ferrari 355 Spider.** 1996, 27,000 miles, Le Mans Blue with tan, owned by me for last 7 years. Capristo stage 1 fitted, will also come with original stock exhaust. Just been serviced inc belts, full service history, everything works as it should, would consider part ex plus cash my way for an interesting car, £100K ono. Email: ajcleeds@gmail.com. A322/009

**Ferrari 612 F1.** Black interior and exterior, black alloys, 2005 plate, automatic gearbox with paddle shifters. 2 owners, 2 keys, 39,580 miles (at the time of posting this ad), 5.5 litre V12. Well looked after model with service history included, drives superbly with no faults or issues at all. Deserves an owner that will love it just as much as our family did! Please contact for images, £68,895. Tel: 07821 280742. Email: daziz\_g8@outlook.com. A322/008

**Ferrari 412 GT.** Manual gearbox and RHD, 1989 and one of the very last made. 63,000 miles and in A1 condition, Rosso Corsa with tan. Maintained regardless of cost by Keys Motorsport of Silverstone, £80,000 which reflects the fantastic condition the car is in. Tel: Jerry, 07851 565945. Email: jerry\_pinna@hotmail.com. A322/006

FIAT



**Fiat 1900A 1952.** Right hand drive, very rare car. Original bodywork and very low mileage. Been in the family for 25 years. This car was featured in *Auto Italia* in November 1999 by Phil Ward. Very good condition and lots of spares included, offers in the region of £10,000 ono. Tel: 07925 904194. Email: miller221245@gmail.com. A322/048

**Fiat Strada Abarth 130 TC.** 1988, black, in very good original order, exterior and interior. Currently MOT'd and taxed, lightly Waxoiled, £16,000. Tel: 01606 889475. Email: michaelfroza@icloud.com (located near Oulton Park, Cheshire). A322/046

MASERATI



**1996 Maserati Ghibli GT 2.8 Twin Turbo auto.** 73,000 miles, Tundra Verde (dark green), in excellent condition. I have owned the car for 12 years, always garaged and serviced by a top specialist (lots of history). Just had a service, new cambelts, plugs, fluids, interior is in beautiful condition, with Momo wheel (from a Ghibli Cup) plus new amp and Alpine header unit/handsfree etc. It's a 25 year old Italian car so there are some things on the list to do to keep it tip top, £21,000. Tel: 07979 240297. Email: rpovey@hotmail.com. A322/071

MOTORCYCLES



**1983 Moto Guzzi V50 III.** 493cc V Twin, with only 15,200 miles and two previous owners to myself from June 2016, registered on 23 February 1983 so soon tax exempt. New battery, serviced with new plugs and carbs cleaned at 14,935 miles and MOT'd until 23rd June 2023. Honest, reliable and now increasingly rare, £6000, contact Richard for more details. Tel: 07771 912500. Email: pottspeelplace@hotmail.co.uk (Shrewsbury). A322/003

PARTS



**Window regulator.** I've got a window regulator for sale, I'm unsure of what vehicle it fits as I only have a partial part number as shown, £10, contact Dan for more info or photos. Tel: 07340 017359. Email: dannyuno123@hotmail.com. A322/069



**Ferrari 250 GTE bodyshell.** Following the 10 year restoration of our 250GTE, we now have for sale the remaining parts of a second bodyshell that we needed for our project. This is a private sale of the remaining parts of the donor bodyshell as seen which includes both sills, both rear wings, boot lid, and rear panels. We also have front wings, bonnet and other parts. Please contact me for further information and more photos. Email: ben@moblely.uk. A322/028



**Powerflex bushes for 1998 Alfa Romeo Spider 916.** There are one from each box, there are no part no's on the boxes so I'm not sure exactly what they fit, one is definitely rear suspension pan, £25 including postage. Email: vivolsen@yahoo.co.uk. A322/001

**Alfa Romeo spares.** Alfa Romeo 75 complete engine 1600cc/1800cc? Turns, never been opened up, £900. Alfa Romeo 1600 SS bonnet (just needs repainting) and roof, £1,400. Alfa Romeo 1600 SS rear lights, complete, two, round orange, £280. Alfa Romeo 1600 GTV/GTA seats in excellent as new original condition, tan colour, £1,900, also includes rear seat and back also, slight tear in back seat otherwise perfect. Tel: 01606 889475. Email: michaelfroza@icloud.com. A322/047



**Alfa Romeo 156 rear boot spoiler in grey primer.** Never fitted but needs painting to colour. Part of Sports Pack 3 on 156 saloon 1997 - 2002, £120. For more images or details contact Richard. Tel: 07771 912500. Email: pottspeelplace@hotmail.co.uk (Shrewsbury). A322/004

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**For sale.** Fiat 124 Special T 4-speed gearbox (41,000 miles), £100. Fiat 124 Spider/Coupe 5 speed gearbox for spares, £50. Fiat 2.0 lightened flywheel, £150. Tel: 07789 967128. Email: mpward128@hotmail.com. A322/044



**2007 F430 Spider exhaust tail pipes.** O/side and n/s, complete with working bypass valves and flange gaskets. N/side a little rattly, both have had some welding to correct this issue, o/side ok, over £1K each from Eurospares, open to sensible offers, buyer collects. Tel: Mario, 07979 378078. A322/076



**Mk1 Punto rear side window seals.** 2x Mk1 Punto rear side window seals, now unobtainable new and these are the nearest you will get, £15 each + p&p. Tel: Dan, 07340 017359. Email: dannyuno123@hotmail.com. A322/072



**F40 spoiler trim, genuine Ferrari part.** Brand new, part number 62470700. Genuine F40 spoiler trim supplied by Maranello, still with plastic delivery bag with labels etc. Brand new, never used, price £290 plus delivery. Tel: Richard, 07785 224930. A322/021



**Fiat spare wheel cover.** For sale a new old stock Fiat X1/g spare wheel cover in black, £100 + p&p. Tel: 07340 017359. Email: dannyuno123@hotmail.com. A322/073



**Ferrari 612 front bumper, used.** Bumper will require a respray, good condition, £2595, happy to send more photos. Tel: Paul, 07734 111654. Email: paulhf12@gmail.com. A322/030



**Ferrari 458 Italia/Spider rear silencer system.** I have a brand new 458 Sports exhaust system for sale made for me by a UK engineering company that also makes this and other systems for the German supercar parts specialist 'Cargraphic', it offers a free flowing, great sounding, stunning performance gain, advantage over standard. Fitted with valves so as to be 'comfortable' around built up areas. Retail for around £2500 but I would take £1700 with free delivery to UK mainland. Please contact me by email: trwadman@outlook.com for more info. A322/023

**Capristo stage 1 exhaust for 355.** I've had on my Spider for 7 years, in that time covered about 1500 miles with it all in the dry. I'm going to sell the car so am putting the stock exhaust back on so this one available for sale, sounds great, £2100. Email: ajcleeds@gmail.com. A322/014



**Fiat X1/g plug leads.** A set of used but excellent condition Fiat X1/g Hotwires high performance plug leads, £10 + p&p. Tel: Dan, 07340 017359. Email: dannyuno123@hotmail.com. A322/074



**Fiat 130 V6 3.2 auto job lot.** All mechanicals as shown including dash and centre console, £1500 ovno. Tel: Glenn, 07772 261561 (Sutton, Surrey). A322/075

**Ferrari 458 Challenge tyres.** Full set of new and unused Pirelli DH slicks for 458 Challenge race car. New around £1700 +VAT, these are a bargain at £1250 inc VAT, buyer to pay carriage or arrange to collect. Two new and unused rear Pirelli wet tyres for 458 Challenge race car. New around £1000 +VAT, these are a bargain at £750 inc VAT, buyer to pay carriage or arrange to collect. Email: jimlittle777@gmail.com. A322/026

**Ferrari 812/F12 cover set.** OEM genuine original Ferrari 812 or F12, red soft indoor car cover set with logos. Used and in good condition with Ferrari storage bag (zip broken on bag). Car cover set includes, 1x bag, 1x s/wheel cover, 2x seat covers (all with Prancing Horse logo). Part number F152VS-M. COD.088139600, £595 including free recorded delivery, or welcome for collection in Farnham Royal Berkshire. Email: rav@drb.team. A322/036

**Original Ferrari toolkits for sale.** I've been collecting early Ferrari tools and toolkits for the past 20 years and it is time dispose of them. From 250, 275, 330 Daytona and Dino, original toolkits, jack kits and a few odd tools, parts and lots of original literature. Ranging from excellent to 'needing work' condition. Please email with any requirements and I can show you what I have available. Email: leonard@leonardgreen.co.uk. A322/039



**Original Testarossa 328 tool kit.** Complete, original tool kit for any Ferrari Testarossa or 328. Comes with the complete set of Chrom Vanadium tools and original pouch. Includes: 4 screwdrivers (2x Philips, 2x flathead); 8 wrenches (22/20, 19/18, 17/16, 15/14, 13/12, 11/10, 9/8, 7/6); branding Chrom Vanadium Kram on one side, Ferrari on the other (only 22/20 with Chrom Vanadium on both sides); 1 pliers with Ferrari branding on the handle; original tool pouch with no wear or damage. Asking £2100 but open for offers. Email: julian.sprossmann@t-online.de. A322/040



**Ferrari F430 Daytona style seats.** I have a pair of F430 Daytona style seats in black leather with red contrast stitching, manual adjustment. They are in superb condition with virtually no evidence of wear and no marks or damage whatsoever. Tel: Jonathan, 07703 169213. Email: jcw749@gmail.com (based near Moreton in Marsh, Cotswolds). A322/031

**Ferrari 328 GTS/B rear roof spoiler.** Smooth, Rosso Corsa (FER300/g), excellent condition. Recently removed from my 328 as I have returned it to its original factory specification (roof spoiler was added in circa 2011 by a previous owner), £600 ono. Email: jackbar328@icloud.com. A322/033



**OEM 812 Superfast racing wheels set with tyres.** Set of 4x 20" wheels, only £4995. RSFR Matte Black forged racing wheels with Pirelli P Zero tyres (275/35/20 on the front and 315/35/20 on the rear). The alloys alone cost over £8000 new without tyres so a bargain at the asking price. Collection only, due to the size, or arrange your own courier, payment needs to be prior. Bank transfer or cash on collection please. Please email me for more info on: rav@drb.team (based in Farnham Royal, Berkshire). A322/020



**Unused Ferrari 599 toolbox.** Have parted with my 599. Have an unused spare toolbox, the other being with the car, in perfect condition, £500. Tel: Chris, 07787 242449. A322/019



# OBSCURATI

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## FIBROCAR ALFA ROMEO 1900 S

NO IT'S NOT A CORVETTE - IT'S A UNIQUE ALFA ROMEO 1900 REBODIED IN BELGIUM

Story by Jan Wintein

Images by Vincent Arpons



This car is the result of a rather different interpretation of what is usually called Italo-American. The Fibrocar might easily be mistaken for a Chevrolet Corvette C1, but few people would guess that the bodywork hides the mechanicals of an Alfa Romeo 1900 Super.

Its story starts in Belgium in the 1950s, where brothers Wim and Tom Sol owned Garage Roodebeek in the Brussels area. Both brothers raced (Tom would even go on to campaign an Alfa Romeo TZ in hillclimbs in the 1960s) and their reputation was particularly strong as specialists in maintaining and repairing Corvettes, serving customers from Belgium and France as well as American soldiers stationed in Germany. Their expertise was so valued that General Motors signed a

cooperation agreement with them for repairing Corvettes whose bodywork had been damaged.

The Sol brothers also wanted to build their own glassfibre-bodied car. Initially they created two such cars, one using a Renault Frégate as a donor car, the other built on a Porsche platform. Their third and final effort was the Fibrocar 1900 Super, as featured here, which was presented in 1959. It used an Alfa Romeo 1900 S chassis (number 13857), strengthened with a custom-built tubular frame over which a Corvette-style two-seater convertible body was grafted (plus removable hardtop).

The Corvette-like look belied the fact that it was quite a lot smaller than the original 'Vette. In fact, the only original Corvette parts used were the taillights. The engine

and dashboard instruments were taken from the Alfa Romeo 1900 S, while the windscreen was a rear screen from an Opel, probably a Kapitän. A close look at the car immediately reveals the very high standard of build quality and overall finish.

This car may well be the sole survivor of a

series of five cars that the Sol brother built in total. It was the subject of a ground-up restoration in 2012, after which it appeared at the Spettacolo Sportivo Alfa Romeo event at Zandvoort in the Netherlands. It has received a new detachable hardtop, a tonneau cover with Alfa Romeo lettering and twin

Weber carbs fitted in place of the original single carb.

Wim Sol went on to import Devin glassfibre car shells from the USA, as well as making such glassfibre items as swimming pools and bathrooms. Wim passed away some time ago, his brother Tom surviving him.



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