

ABARTH • ALFA ROMEO • FERRARI • FIAT • LANCIA • MASERATI

# AUTO **Italia**

Issue 312 February 2022 £4.99

## COUPE CONTEST

ALFA GTV 6 V LANCIA GAMMA



**FERRARI SP3**  
All-new Daytona  
**BANDINI**  
Master of Light  
**CIZETA MORODER**  
V16T story in full



**FIAT 124 SPORT COUPE: THE RALLY CAR THAT NEVER WAS**





### ALFA STELVIO TB VELOCE

Alfa red, black leather upholstery. Spec inc convenience pack, lane assist, adaptive cruise control + wireless phone charging pad. 20" dark alloy wheels, climate controlled air con, E/W + door mirrors, steering wheel paddles, keyless entry and start, touch screen infotainment system complete with rear camera and sat nav. This one has the limited slip differential as an option. Price £49,995



### ALFA STELVIO V6 BITURBO QUADRIFOGLIO NING #83/108

20" dark alloy wheels, red brake calipers, carbon ceramic brake disks, Carbonshell sport seats, red lower dashboard, door panels and stitching. Leather/alcantara steering wheel with carbon fibre insert matches & gear stick insert. Active cruise control. One owner car has a full Alfa Romeo service history and an extremely low mileage..... Price: £73,995



### ALFA ROMEO GIULIA TB VELOCE

Vulcano black + red leather upholstery. Spec inc. convenience pack, lane keep assist, adaptive cruise control and wireless phone charging pad. Also features, climate controlled air con, electric windows + door mirrors, steering wheel paddles, keyless entry and start, touch screen Infotainment system complete with reversing camera and sat nav. Price: £36,995 Was £41,295



### ALFA GIULIETTA TBI QUADRIFOGLIO VERDE TCT

This beautiful low mileage Giulietta has the updated 1.75-litre, turbo four-cylinder engine from the Alfa Romeo 4C. This one owner car has a full Alfa Romeo service history and is in exceptional condition. It features optional Xenon headlights, Teledial wheels, Touchscreen sat nav, 8c paint and Bose hi-fi making it a very special example.. Price: £18,900



### FIAT 500e LA PRIMA

Available now to view. Offered with a choice of power outputs and specs. The interior and exterior design are instantly recognisable and takes the car to a whole new level. The motor provides effortless and very quick acceleration with great performance with extremely low running costs. Price: £30,995



### ABARTH 595

Circuit grey with black cloth sports seats. Having only covered 12000 miles. In exceptional condition. Featuring Alloy wheels, Air conditioning, Bluetooth with steering wheel controls, Electric door mirrors, Electric windows, Infotainment system, Remote central locking and Abarth mats. Price £13,350



### FIAT 500 LOUNGE

21,365 miles. Volare blue + grey cloth upholstery+ ivory ambience interior pack. Alloy wheels, air conditioning, electric windows, electric mirrors, infotainment system with multi-function steering wheel, Panoramic glass roof, Rear parking sensors and Remote central locking. Price: £8,995



### FIAT PANDA TWINAIR DUALOGIC

3,248 miles. 1 owner, Full service history. Genuinely low mileage for a great price. Red with grey cloth upholstery. The specification includes alloy wheels, air conditioning, electric windows, infotainment system with bluetooth and steering wheel controls, remote central locking and roof rails. Price: £11,975



### Fiat 500 DOLCEVITA

10 miles. Pasodoble red. The all new mild hybrid 500 is available to test drive now at Monzasport. We can supply your perfect 500 at a great saving. Call to discuss your perfect spec and availability for all Fiat models. Price: £13,995



### FIAT 500 LOUNGE

The all new mild hybrid 500 is available to test drive now at Monza. We can supply your perfect 500 at a great saving. Please call us for a quote Price: £12,995



### ABARTH 500 595

Now available for test drive. Call or email us to discuss your specification and availability for all Abarth models. Monza can supply your own specification of Abarth at a great saving. Price: £16,995



### ABARTH 595C TURISMO

1 owner. FSH. Metallic blue + black leather. Just had service and MOT. Spec inc climate controlled AC, E/W + door mirrors, Infotainment system with steering wheel controls, Rear parking sensors. Price: £15,595



## Officially No.1 in the UK\* (again & again)

- \* No 1 out of 180 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. Oct-Dec 2018
- \* No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. July-Sep 2018
- \* No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. April-June 2018
- \* No 1 out of 165 Fiat, Alfa Romeo and Chrysler Jeep dealers for customer satisfaction in the UK. Jan-Mar 2018



**London Road Ashington West Sussex RH20 3DD**  
**Tel: +44 (0) 1903 893052 monzasport.com**





www.auto-italia.co.uk

**Editor** Chris Rees

chris@auto-italia.co.uk

**Photographic Editor** Michael Ward

michael@auto-italia.co.uk

**Events Director** Phil Ward

phil@auto-italia.co.uk

**Editor at Large** Peter Collins

**Contributors** Peter Collins, Richard Heseltine, Andy Heywood, Simon Park, Matteo Grazia, Simon Charlesworth, Tim Pitt, Richard Dredge, Bryan McCarthy, Phil Ward, Richard Aucock, Mike Rysiecki, Nathan Chadwick, Matteo Licata

**Art Editor** Michael Ward Tel: 01462 811115

**Back Issues** Tel: 01462 811115

**Subscriptions** www.auto-italia.co.uk  
claire@auto-italia.co.uk

**Managing Director** Michael Ward

**General Manager** Claire Prior

**Advertisement Managers**

Robert Dubery

Rob.Dubery@tickomedia.co.uk

+44 (0)7929 427862

Charlie Wise

charlie.wise@tickomedia.co.uk

+44 (0)1398 310250

**Classifieds** email liz.solo@ntlworld.com

**Printed in England**

The MANSON Group Limited, Hertfordshire.

**Worldwide Retail Distribution**

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT

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

While every effort is made to ensure the accuracy of this publication Ginger Beer Promotions Ltd cannot accept liability for any statement or error contained herein.  
Advertising: Acceptance of an advertisement for *Auto Italia* does not imply endorsement of the product or service by Ginger Beer Promotions Ltd.

All rights reserved. Reproduction in whole or part, without written permission, is prohibited.  
© Ginger Beer Promotions Ltd, 2022



It has been a delight this month to renew our acquaintance with Roberto Giolito, the iconoclastic designer who famously created the Fiat 500 and Multipla, and who now heads up the FCA Heritage division. While in lockdown in 2020, he decided to use his time wisely and revisit a fascinating 'lost' project that he created back in 2009: the Abarth 1000 SP (pictured above at its public unveiling at the 2021 Padova classic car show).

Many readers will already know that the Alfa Romeo 4C was originally conceived as this very Abarth project, and that FCA's boss, Sergio Marchionne, intervened to repurpose it as an Alfa. Well, following positive public reaction to the 'recreated' Abarth, it seems that the circle is finally being closed, as Roberto Giolito revealed to *Auto Italia* that Abarth Classiche is putting the Abarth 1000 SP into production, based on a 'donor' Alfa 4C.

It is fascinating to hear how the project was conceived as a one-make race series, evolved and was then shelved. It's tremendously heartening that it has now been revived as a 'live' production vehicle – the first ever to wear Abarth Classiche badging.

Only five examples are to be made, as you can read in our news story on page 6. The relatively low price point for what is an extremely limited production model shows that it's not about the money; it's about the passion.

And that's the best part of this extraordinary story. The passion and enthusiasm of the team behind the 1000 SP shines very brightly. Not only is this car the best thing I've heard to come out of Covid, it's also a genuine beacon of light for anyone concerned that the future must necessarily be all about electric cars. There are even hints that additional 'lost' projects from the Abarth/Alfa/Fiat back catalogue could find themselves being revived. Hallelujah – more of this please!

**Chris Rees**  
Editor

chris@auto-italia.co.uk

## CONTRIBUTORS

*Auto Italia* is brought to you by a group of journalists and photographers united by a passion for Italian cars.  
Contributors to this issue include:



Chris Rees



Michael Ward



Claire Prior



Phil Ward



Tim Pitt



Simon Charlesworth



Peter Collins



Matteo Grazia



Mike Rysiecki



Nathan Chadwick



Richard Heseltine

# GIULIA

ALFA ROMEO GIULIA

## CARBON FIBRE MIRROR COVERS

Enhance the sporting appeal of your Alfa Romeo Giulia with these beautifully sculpted carbon fibre mirror covers

AUTO ITALIA SPECIAL OFFER

**£525** inc. fitting & VAT

AUTHENTIC  
ACCESSORIES

Visit your local Retailer now with this edition of Auto Italia in hand to benefit from the exclusive in store 10% discount off selected Genuine Fiat, Alfa Romeo, Jeep, Abarth and Fiat Professional accessories. (Cannot be used in conjunction with the Carbon Fibre Mirror Covers offer above)

**BUMPER**

0% finance available

**3 MONTH OPTION**  
3 equal payments of £175\*

OR

**6 MONTH OPTION**  
25% deposit of £131.25 + 5 payments of £78.75\*

Mopar® is the Official Service, Parts and Customer Care global provider for FCA brand vehicles. We offer authentic Parts, Accessories and Services. To see the full accessory range and download an electronic brochure, please visit the accessories section of your chosen FCA brand website. Or visit us at [www.moparstore.co.uk](http://www.moparstore.co.uk)

\*Terms & conditions apply



At your service



# ISSUE 312

FEBRUARY 2022



14



22



30



38



46



54

## FEATURES

- 14 FERRARI DAYTONA SP3**  
Maranello's stunning new LaFerrari-based icon
- 20 FERRARI TESTA ROSSA J**  
Testing the miniature electric 250 TR
- 22 MASERATI MC20**  
We take the new Trident on a Tuscan test drive
- 30 LANCIA GAMMA COUPÉ V ALFETTA GTV 6**  
1980s coupe pair go back to back
- 38 BANDINI**  
Remembering the magician of lightness
- 46 CIZETA MORODER V16T**  
Extraordinary 16-cylinder supercar: full story
- 54 FERRARI 195 INTER**  
The mysteries of a very early road Ferrari
- 64 FIAT 124 SPORT COUPÉ**  
In the hot seat of a classic rally car tribute
- 70 BRITISH GT CHAMPIONSHIP**  
Lamborghinis smash the season finale
- 72 AUTO E MOTO D'EPOCA**  
Perfection in Padova's pavilions
- 76 VERNASCA SILVER FLAG**  
Hillclimb action in Italy
- 80 POLTU QUATU CONCOURS**  
Beach classics take centre stage

DON'T MISS AN ISSUE  
SUBSCRIBE TODAY

SEE PAGE 62 FOR DETAILS

## REGULARS

- 06 NEWS**  
Abarth's new 1000 SP gets the green light
- 82 BOOK REVIEWS**  
All the latest books about Italian cars
- 84 READERS' CARS**  
Rare Abarth Monomille
- 92 CLASSIFIEDS**  
Find your perfect Italian car here
- 98 OBSCURATI**  
1965 Mustang reimagined by OSI



64



# ITALIAN CAR NEWS

## EXCLUSIVE



## Abarth 1000 SP is go!

Five examples of Abarth's proto-Alfa 4C are to be built

**A**barth Classiche is building a very limited number of a new mid-engined sports car called the 1000 SP. The project dates back to 2009, when Abarth was earmarked to launch a new sports car to line up alongside its Punto and 500 models. FCA decided instead to repurpose the project, redesign it and launch it as the Alfa Romeo 4C, which debuted in concept form in 2011.

A reproduction of the original, never-before-seen 2009 Abarth 1000 SP prototype was unveiled in October 2021 at the Auto e Moto d'Epoca show in Padova, where it was shown on the Abarth Classiche stand. The company collected expressions of interest from potential

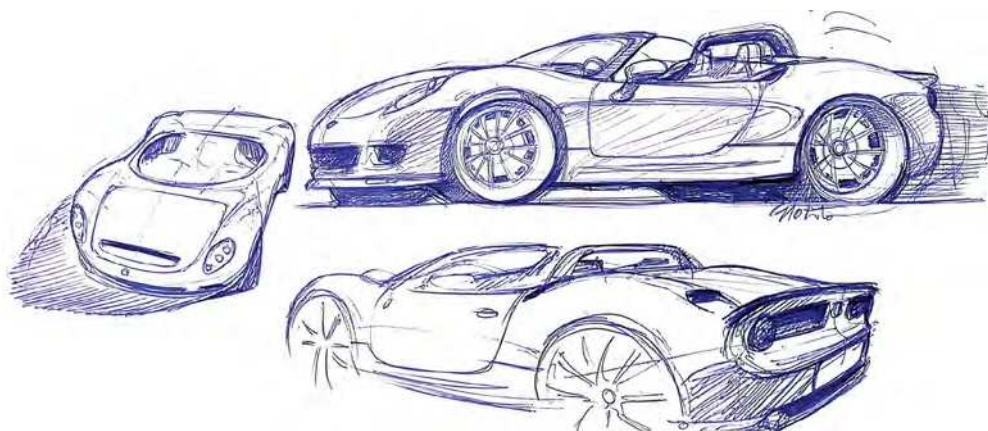
customers at the show, and has now decided to go ahead with a production run.

The new 1000 SP is the first true Scorpion-badged sports model since the Abarth 124 Spider left production in 2020. The new-for-2022 1000 SP revives the style

and spirit of the 1966 Abarth 1000 Sport Prototipo (SEo 4), designed by ex-Alfa Romeo engineer, Mario Colucci, with a tubular chassis and mid-mounted engine. Designed to compete in endurance races and hillclimbs, it enjoyed considerable







Roberto Giolito



success, for instance winning the Nürburgring 500km.

The new design was created by Roberto Giolito and his team at FCA Centro Stile. Like the original 1000 SP, the homage to the 1960s racer uses a mid-mounted engine and has open barchetta bodywork. Dimensionally the new car is much larger but features many tributes to the original design, including cockpit glass with a very distinctive stepped shape and an exposed roll-over bar with central supports behind the seats. The rear end also reflects the original, with its distinctive air vents, centre-exit exhaust and sinuous lines. The lighting also recalls the historic 1000 SP, with very small headlamps and Alfa MiTo circular taillights. The 17-inch wheels are the same 'flower' design that featured on the Abarth 500. The whole rear body section opens up backwards and is located with clasps, as per the 1966 car.

The interior is essentially shared with the Alfa 4C. There's a flat-bottomed steering wheel to ease entry and exit, while the finish has much more exposed carbon than the 4C and the rear bulkhead is in body colour.

The new 1000 SP is based on the Alfa Romeo 4C, complete with its carbonfibre main tub, aluminium subframes and 240hp 1.75-litre turbocharged four-cylinder engine. All the bodywork is realised in carbonfibre, following the original plans of 2009. Along with the lack of a roof and the use of lightweight parts, this makes the 1000 SP notably lighter than the 4C. Abarth Classiche will supply the Alfa 4C donor parts itself.

The new 1000 SP is the first model to be badged as an Abarth Classiche. Only five road-legal examples will be manufactured during 2022 and 2023. This will take place at the heritage works in Turin, with the collaboration of approved outside partners. Since the UK is the world's largest market for Abarth, it "would not be surprising", an Abarth spokesman told *Auto Italia*, if "one or two" 1000 SP cars went to British customers. The price, *Auto Italia* has been told, is below 200,000 euros.

### Roberto Giolito, Head of FCA Heritage on the Abarth 1000 SP

In an exclusive *Auto Italia* interview, the designer of the new car, Roberto Giolito, told us: "You can say I was 'punctured' by the Scorpion long ago, having owned an Autobianchi A112 Abarth and a Fiat-Abarth 131 Stradale. My real interest is in pre-Fiat Abarths, though. The 1000 SP project dates back to 2009, when we were launching the original Abarth 500. The operations chief at Abarth at the time, Antonino Labate, asked me to design a new sports car with the idea of building it for a one-make race series, like Maserati did with the Barchetta in the 1990s. The plan was to make 1000 units.

"A small team at Centro Stile worked on the project. I've always been fascinated by organic shapes and vintage cars, and for me the 1966 1000 SP was the ultimate Abarth design, especially the rear vents and louvres. The idea was to design something coherent to the original 1960s car but in a modern form. We decided to evaluate a carbonfibre chassis, which was created always with the idea of reflecting the shape of the 1966 car. We used the Lotus Elise as our benchmark for dynamics.

"Sergio Marchionne and Harald Wester decided to go ahead with the project but repurposed it as an Alfa Romeo, not a Fiat-Abarth. So after a redesign, it emerged as the

Alfa 4C concept at the Geneva Show in 2011. We prepared an Abarth version of the 4C as an alternative but this idea was shelved.

"But the original Abarth concept remained in my heart. During the 2020 lockdown, I looked back at the project and recreated a styling model from our original 3D data, suitably altered and resized to suit the production 4C chassis.

"It's a slim barchetta, of course much bigger than the 1966 car, which was so small, but it is in correct proportion to the current Abarth 500, as the original was to the 1960s Abarth 500. There are many differences over the 4C, including the exposed rollover bar, no soft-top, polycarbonate side repeaters and Hella-sourced front lights. The aerodynamics are also better than the 4C, thanks to the very long tail and wing shape.

"The 1000 SP is my 'letter' to Abarth enthusiasts. It is a 'lost' car that collectors will truly appreciate. A key part of the concept is that this car represents the start point of what became the Alfa 4C. It is not an after-the-event conversion, not a restomod, but the original project.

"We will also make one unique car for our collection with manual transmission, rather than the robotised 4C gearbox. In the future we would like the Classiche department to build another limited production model that goes direct to the heart of enthusiasts."





## DELTA RETURNS TO WORLD RALLYING - AS EV

The Lancia Delta integrale is to return to world rallying – but with all-electric power. A newly engineered EV version will compete in the World Rallycross Championship (WRX) in 2022. It's the brainchild of French company GCK Motorsport, already responsible for the Exclusiv-e Delta restomod. The French team will field a rallycross-prepared version of this car, called the GCK Delta Evo-E.

All cars in the 2022 inaugural full-electric season of WRX are required to use the Austrian-built Kreisel Electric RX1e power system, which offers 680hp of power and 880Nm (649lb ft) of torque. GCK promises “eye-watering acceleration, faster even than Formula 1”, with a 0-62mph acceleration claim of 1.8sec.

While the original Lancia Delta won eight World Rally Championship titles between 1988 and 1992, it never achieved anything like the same level of success in rallycross. GCK president and ex-rallycross driver Guerlian Chicherit said: “We chose the Lancia Delta integrale because it's a vehicle that made us all dream. It's the rally car par excellence – without doubt the most incredible of its era – and one that remains hugely popular to this day.”



## WILD RALLY PANDA 4X4

A radical new Fiat Panda 4x4 rally car has been unveiled by UK-based M-Sport Special Vehicles. The one-off Panda uses a highly modified 1993 bodysheet with huge Group B-style wheelarches, some 360mm wider than standard – required to clear the new underpinnings, which are derived from M-Sport's Fiesta R5 Mk1 rally car.

Under the bonnet is a turbocharged Ford EcoBoost 1.6-litre four-cylinder engine with 300hp and 332lb ft of torque. Drive is to all four wheels via a Sadev five-speed sequential transmission, with bespoke front and rear differentials that can be tweaked to suit tarmac or gravel surfaces.

Inside, the original Panda dashboard design can still be discerned but it's mostly stripped out and includes an FIA-homologated rollcage, OMP carbon seats, six-point harnesses and a spare wheel where the rear seats used to be.

Founded by Malcolm Wilson, the new Special Vehicles division of M-Sport, based in Cumbria, plans to make a series of one-off special projects such as this. There are no current plans for the Panda to compete in any rally events.

## ONE-OF-THREE BUGATTI EB112 FOR SALE

A very rare Bugatti EB112 from the Romano Artioli era has made it on to the market. Conceived as a four-door sister model to the EB110 supercar, the EB112 was to have been a 'Bugatti Royale for the 1990s' but only three were ever made.

The EB112 debuted at the 1993 Geneva Show. It featured an aluminium body and a VW-derived 6.0-litre V12 with a power output of 450hp, powering all four wheels

via a six-speed manual transmission. Performance claims were 0-62mph in 4.3 seconds and a top speed of 186mph. Romano Artioli said it was “even more enjoyable to drive than an EB110”.

Chassis #39001, finished in burgundy paint, was built by Italdesign, which own the car to this day. Production had started at Bugatti's Campogalliano factory when the company went bust in 1995, with two chassis unfinished at the time. Monaco-based businessman Gildo Pallanca Pastor acquired both and hired the Monaco Racing

Team (MRT) to finish assembly of chassis #39002 and #39003, the latter remaining in Pastor's own collection.

Chassis #39002 is now on sale. It was ordered on 27 April 1993 by the Swiss Bugatti importer but not completed until February 2000 by MRT. Finished in dark anthracite, it was exhibited at the Geneva Classics Motor Show in 2006 and today has only 3900km on the clock. It's in fully running condition and is being sold in Germany by Schaltkulissee, at an undisclosed price. More info is available at [www.schaltkulissee.de](http://www.schaltkulissee.de)





## AUTO ITALIA A2 PHOTOGRAPHIC POSTERS

(420 x 594 mm 16.5 x 23.4 in)

**AUTO** **Italia**

TEN NEW STUNNING DESIGNS TO CHOOSE FROM

£9.95 EACH OR A SET OF FIVE FOR £45.00

(+ postage UK £3.50, EU £4.00, RoW £5.00 in cardboard tube)

email: [claire@auto-italia.co.uk](mailto:claire@auto-italia.co.uk) for details



## THE RALLY COLLECTION



## THE KIMERA O37 COLLECTION



*\*Frames for illustration only*



## GUIKAS SALE BREAKS RECORDS

A 77-strong selection of classic cars from the Guikas Collection has sold at an RM Sotheby's auction at the Circuit Paul Ricard in Le Castellet, France. These included several significant Ferraris, the top performer of the day in terms of value being a Ferrari 250 GT Berlinetta Competizione (chassis 0385GT). This 1955 Turin Show car has one-off bodywork, similar to the 375 MM Berlinetta, and is regarded as the forerunner of Ferrari's lauded 250 GT LWB Tour de France model. Offered with full Ferrari Classiche certification, it sold for €6,192,500.

A 1958 Ferrari 250 GT Cabriolet Series I Pinin Farina, the 23rd of 40 examples produced, made €4,420,625. A 1965 Ferrari 275 GTB also sold for €2,142,500. Also on the block was one of 12 Ferrari 575 GTC racers built between 2003 and 2005. Chassis 2224 is considered to be the very last V12 racing car built by the factory. With a significant competition history over the 2005-2006 seasons, it appealed enough to sell for €2,648,750. Another Ferrari racer – a 1981 512 BB/LM – also made €1,973,750.

Other notable sales included a 1965 Iso Grifo A3/C that belonged to the French singer, Johnny Hallyday. Chassis B0209 was the eighth of 10 'riveted' examples built and made €1,805,000, a world record for this model. Meanwhile a 1975 Lamborghini Countach LP400 'Periscopio' – one of 157 examples made – sold for €905,000, and a 1986 Ferrari Testarossa 'monospecchio' and 'monodado' in rare silver paint more than doubled its pre-sale estimate, selling for €286,250 – another world record for the model.



## SALON PRIVÉ LONDON

The organisers of Salon Privé have announced a new spin-off event in London for 2022. While the existing Blenheim Palace Salon Privé remains a traditional concours event, open only to privately owned cars (cars for sale are forbidden), Salon Privé London will be the polar opposite. The Concours de Vente will feature 60 collector cars from dealers, all of them available for sale. The event will take place at the Royal Hospital Chelsea and occupy the main South Lawn. The dates are 21-23 April 2022.



## MASERATI LAUNCHES CLASSIC CERTIFICATION

Maserati's Classic division has launched a new Certification of Authenticity programme. This is awarded only after more than 300 checks, matched against documents held by the Historical Archive, and is guaranteed by a committee of experts. It's available for cars more than 20 years old, plus limited editions and special series cars like the MC12. The first road car to receive certification is a Mistral 3700 from March 1969. Maserati Classic also offers in-house minor repairs, routine maintenance and a detailing service. During 2022, a new spare parts programme and restoration services will be added.



## DAVID BECKHAM'S MASERATI MC20

Retired footballer and Maserati brand ambassador, David Beckham, has taken delivery of his personal MC20. Its *Fuoriserie* specification reflects the black and pink colour scheme of his Miami football club. The glossy black paintwork has opaque-finish logos and pastel pink for the MC20 badge and brake callipers. The cabin is black with pink stitching and pink embroidered headrests. After testing the car on the Modena Autodrome track, he commented in a video released by Maserati: "It's unbelievable, by far one of the best cars I've ever driven. I didn't want to stop.

The sound; sticks to the road; performance, comfort; the way it holds. I was excited before about my MC20 being built, and I also realised that being in Miami, it's the perfect place. It's the perfect car."





You can now have that car you once dreamed of.  
An iconic classic Alfa Romeo or Lancia from the 1970s,  
80s or 90s, but re-imagined.

At Originale Italiano we share your passion.  
Each project typically takes 700 hours, such is the level  
of detail and finish we strive to achieve



# Legends Reborn

Relive the experience.

Check out Originale Italiano's restoration of a  
Lancia Beta VX Coupe Stratton on  
Harry's Garage you tube channel

FOR SALE:  
Build #016 Lancia HPE VX.  
This is the last of 5 VXs so a unique  
opportunity to purchase.

Prior to refurbishment the car itself was in  
amazing condition with virtually no  
corrosion due to the few previous owners  
being extremely fastidious. Price: £22,500



To enquire contact: Patrick 07738 291388 [patrick@patrickhurst.com](mailto:patrick@patrickhurst.com)



## LAMBORGHINI TAKES SEVEN GT3 TITLES

Lamborghini Squadra Corse has ended the 2021 motorsport season with 24 wins and 60 podium finishes across 13 championships, resulting in seven overall titles. These included a historic triple (drivers', teams' and constructors' titles) in Lamborghini's debut in the GT World Challenge America. Two Huracán GT3 EVO were raced by Andrea Caldarelli and Giovanni Venturini, plus Jordan Pepper and Corey Lewis. Caldarelli and Pepper won nine of the 13 races and took third place at the 8 Hours of Indianapolis.

Lamborghini also dominated the drivers' and teams' standings in the International GT Open, with two GT3 Junior Drivers, Michele Beretta and Frederik Schandorff, taking the title. Both British GT titles were also won for the second year running (see our full report on page 70). The results mean that Lamborghini has taken 42 titles since the Huracán GT3 made its debut in 2015. Currently over 40 Huracán GT3s race in championships worldwide.



## GAZ FLAMINIA DAMPERS

GAZ Shocks has expanded its classic car suspension line-up with new GAZ GT adjustable dampers for the Lancia Flaminia, claimed to offer superior ride and handling. The bump and rebound rates can be adjusted via a knob on the side to suit conditions and driving styles. GAZ says it can set the dampers up with valving for general road use and occasional track and sprint use; alternatively, they can be set up for serious racing. They feature a zinc-plated body and protective plastic sleeve. Suitable for the 1957-1970 Lancia Flaminia, they retail at £76.47 each plus VAT. For further details visit [www.gazshocks.com](http://www.gazshocks.com)



## IN MEMORIAM: TONY DRON

*Auto Italia* contributor and racing driver Tony Dron has sadly died following a long illness. He had an extensive career in journalism as a highly respected writer, editor and author. I first met him in the 1980s when he was the editor of *Thoroughbred & Classic Cars*. I was producing *Bialbero* magazine for the Fiat Twin Cam Register and we were awarded a prize for the best club magazine. Tony made the presentation of a Parker pen set, which I still have today. Tony's writing was always meticulous and accurate in detail.

In addition to his writing, Tony was a professional racing driver of some note, driving for Porsche and later historic Ferraris. Perhaps his best results in later years came racing the Ferrari 246 S from the Leventis collection at Goodwood. I was fortunate to have had several passenger rides with Tony in the Leventis Ferrari 330 LMB at Silverstone and on the Nordschleife. His driving style was always precise and disciplined but blindingly quick.

Tony married Charis Whitcombe, who many readers will recognise as one of the team in the early years of *Auto Italia*. He is a great loss to Charis, his family, journalism and the motor racing community and we extend our condolences. – Phil Ward





# autofficina

FERRARI - MASERATI - LAMBORGHINI



- Independent specialists
- Fixed price servicing
- Maintenance
- Restoration
- Full engine rebuilds
- Car sales showroom
- Modern and classic parts

5 Ruxley Lane, Epsom, Surrey, KT19 0JB  
020 8391 0002 [www.autofficina.co.uk](http://www.autofficina.co.uk)

Driven by passion, judged by results



# Icon of Daytona

Ferrari's latest 'Icona' model, the Daytona SP3, is a LaFerrari-based 840hp hypercar that channels the spirit of 1960s Sport Prototype racers. *Auto Italia* flew to Florence for the unveiling and was at Mugello for the dynamic debut

Story by Chris Rees  
Photography by Michael Ward

**M**ugello Circuit, 21 November. Raffaele di Simone, Ferrari's maestro test driver, has just pressed the start button of a machine that has ignited more excitement than any modern Ferrari that I can recall. The sound of its naturally aspirated V12 engine echoes on the pitwall and the gathered *tifosi* in the stands are going wild – especially when the new car leaves the pitlane flanked by historic 330 P3/P4 racers. As the cars make their way around the track, it's impossible not to be reminded of one of the most famous moments in racing history when, in 1967, Ferrari secured a spectacular 1-2-3 at the Daytona 24 Hours. It seems that Ferrari wants everyone to remember this moment, too, not just from black-and-











white photos but in the flesh, since this new car is a 21st century homage to those glory days.

As much can be gleaned from its name: Daytona SP3. Ferrari's new limited-edition supercar draws absolutely on the spirit of that racing win. Curiously, though, this is the very first Ferrari ever officially badged as a Daytona, since the 365 GTB/4 of 1968 was only ever unofficially nicknamed the Daytona.

The SP3 is the latest in Ferrari's 'Icona' series of models inspired by icons of its past. While the first Icona project – the 812-based Monza SP1 and SP2 of 2018 – drew on 1950s barchetta tropes, the Daytona SP3 is all about the Sport Prototipo racers of the 1960s. Those 1967 Daytona winners were the 330 P3, 330 P4 and 412 P. But as Ferrari's design chief, Flavio Manzoni, told *Auto Italia*: "No one specific car is the inspiration; instead we wanted capture the spirit of these racing cars and create a powerful, expressive, sculptural shape." Manzoni also mentioned the 350 Can Am and 512 S in passing, but personally I see an awful lot of Pininfarina's 1968 Ferrari 250 P5 Berlinetta Speciale going on as well.

Ferrari usually puts its engineering and design teams on equal footings. In this case, though, the SP3 is very much a design-led project, with engineers having to adapt in many key areas. One example is the aerodynamics. Manzoni thought it was vital for the car's organic shape not to be diluted by fussy active aero elements. Instead, there are clever fixed aero details, such as carbonfibre 'flicks' by the headlights (clearly recalling the 330 P3/P4), plus 'chimneys' – effectively F1-style S-ducts – that funnel air from the flat underfloor to outlets above the rear wheels, boosting downforce (which is 230kg at 124mph, by the way).

If the exterior design channels icons of the 1960s, underneath lies another icon of the recent past: the carbonfibre chassis from the LaFerrari Aperta is borrowed, with a few minor changes. This enabled the design freedom to create something very special.

The shape is not retro but deliberately innovative, Manzoni told me. There's certainly a dramatic interplay



**ABOVE:** Seats are fixed on carbon tub. **RIGHT:** Striking rear strakes are strongly reminiscent of 1968 Ferrari P5 Speciale (inset)

of organic and well-defined lines, with a strong cab-forward look and an almost separate rear end (Manzoni calls this a "cart" but there must be a better word for it). A notable element is the 'squeeze' in the waistline behind the doors, made possible because the two rear radiators are repositioned so low. The wheelarches have distinctively angled profiles that align with the waistline of the car, the rear arches boasting a floating, cantilevered look.

Another example of the design-led philosophy is the headlights. These are as close to pop-ups as you can get in the modern age: they're partially hidden by movable 'eyelids' which disappear into the bodywork at speeds above 50mph and in tunnels. Since this set-up adds weight, it's regarded as style thing, rather than a performance one.

The rear lights are a full-width bar between the rear spoiler and a truly dramatic array of strakes. The function of the latter is to disperse heat from the engine while giving the impression of a single, solid 'volume'. It's very Pininfarina P5...

As with the SF90 Stradale and 296 GTB, the exhaust pipes exit in the centre, guaranteeing a short pipe run. The surround for the tailpipes is in F1-spec carbon to resist temperatures as high as 350 degrees and has a visibly different finish to the carbon rear diffuser.

The rear clamshell features a metallic backbone that's a clear homage to the 330 P3/P4. This provides outlets for engine cooling, intakes for engine aspiration, a glass window through which to view to the V12 lump, a stop light and a rear-view camera. The removable targa hard-top is made of carbon but it's too big to be stowable in the car. So there's an alternative soft-top stowed under the front lid, which it fills (luggage space is precisely zero) and which is surprisingly heavy, as we discovered when we tried lifting it.

A 330 P4-inspired wraparound windscreen features a vertical 'cut' that connects visually with the air intakes in the doors. This 'cut' extends into the cabin, too, effectively dividing the passenger compartment in two, visually speaking.



# FERRARI DAYTONA SP3



Ferrari  
DAYTONA SP3







#### TECHNICAL SPECIFICATIONS

##### FERRARI DAYTONA SP3

ENGINE:	6496cc V12
BORE X STROKE:	94mm x 78mm
COMPR RATIO:	13.6:1
POWER:	840hp at 9250rpm
TORQUE:	697Nm (514lb ft) at 7250rpm
TRANSMISSION:	7-speed double-clutch automatic
TYRES:	265/30 ZR20 front, 345/30 ZR21 rear
DIMENSIONS:	4686mm (L), 2050mm (W), 1142mm (H)
DRY WEIGHT:	1485kg
TOP SPEED:	211mph
0-62MPH:	2.85sec
PRICE:	£2 million

OK, it's time for me to step inside. It takes a while to locate the door handles since they're tucked away under sculpted channels. The shape of these indents echoes that of the Ferrari 512 S racer and they're there to perform an important function: acting like air boxes to channel cooling air to the radiators and also providing downforce. The doors open up butterfly fashion, leaving a sill-less step in. That said, it's a very tricky exercise getting in, hampered as you are by the front quarter-lights extending so far back.

I nestle down into the superbly evocative seats, which are beautifully upholstered in blue Alcantara in the red prototype. The seats are essentially simple padding applied directly to the carbon chassis, with separate headrests above. The seats are very firm indeed and have a surprisingly upright driving position, while the race car feeling is enhanced by multi-point harnesses and comms equipment. Ferrari says it will offer two different sizes of seat to suit various body types. Since the seats are fixed, the pedals can be moved hydraulically via a little strap between your legs. Your feet are pretty much in line with the front axle.

Checking out the minimalist cabin, I appreciate the focused effect of the aluminium, exposed carbon and little rivets. The blade-styled dashboard with its perforated styling theme appears to 'float' in the cabin, too. All SP3s will be left-hand drive, by the way, with no RHD option.

At Mugello, we also spoke with Carlo Palazzani, Ferrari's head of sports car exterior design about the static display car painted matt white with a grey central stripe. He told us: "I prefer the matt white paint scheme – it looks more futuristic to me – and the livery

is subtle. The Daytona SP3 has been extremely well received by our clients. One of them was actually crying when they saw the car."

As for how the SP3 drives, expect it to be like an even rarer version of the LaFerrari. The latter's hybrid battery system has been dispensed with, leaving just the non-turbo V12 behind the driver to power the car. It's even more potent than the 812 Competizione's V12, thanks to a more aggressive cam profile, different intakes, less exhaust back pressure, enhanced fluid dynamics and some software tweaks. Indeed, with 840hp, this is Ferrari's most powerful ever road car engine, which also boasts a searing 9500rpm rev limit.

The LaFerrari seven-speed dual-clutch transmission has been modified to suit a non-hybrid application, with specific gearchange strategies for this car. With an overall dry weight of 1485kg, the result is a record-breaking power-to-weight ratio and blistering acceleration: 0-62mph in 2.85 seconds and 0-124mph in 7.4.

The Daytona SP3 is a strictly limited edition of just 599 units, all of which are already sold. They were offered first to the 499 clients who previously bought an SP1 or SP2, then to those favoured Ferraristi who couldn't buy an SP1/2 because it wasn't homologated for their market (the SP3 is, in contrast, homologated worldwide). The price works out to around £2 million taxes paid, and the first deliveries begin at the end of 2022. As for future Icona projects, Ferrari hints that there's plenty more to come, with "four or five strong examples" of icons that it could reinterpret in innovative new ways. Our tip: watch this space in around 2024. 🇮🇹

*Raffaele di Simone piloting the SP3 around Mugello alongside 330 P3/P4 racers – an epic sight and sound*





# CSR

[www.alfettagtv6.co.uk](http://www.alfettagtv6.co.uk)



For race and performance parts for all transaxle Alfa Romeos

For more information email: [parts@alfettagtv6.co.uk](mailto:parts@alfettagtv6.co.uk)

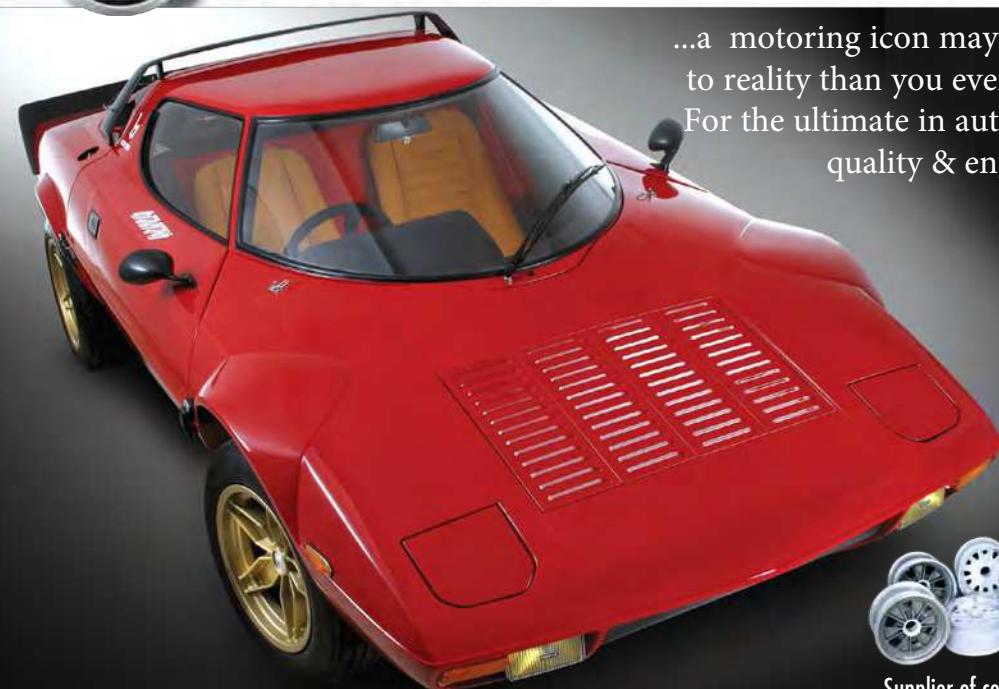


## Hawk Cars

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

[gerry@hawkcars.co.uk](mailto:gerry@hawkcars.co.uk)

the collection...



...a motoring icon may be closer to reality than you ever thought  
For the ultimate in authenticity, quality & engineering integrity



Supplier of coffin-spoke and FIA Mk2 and Mk3 427 wheels

Tel: 01892 750341 / 750 282

Oakdene, Riverhall Hill, Frant, East Sussex TN3 9EP

OFFICIAL BUILD AGENTS: Jade Farms; Alland Grange, Manston, Ramsgate, Kent CT12 5BX tel: 07399 114 442





# Minor Charge

Ferrari's first official electric car is not what you might expect: a scaled-down 250 Testa Rossa. We 'volt' in for a test drive

Story by Tim Pitt



What to buy for the child – or indeed adult – who has everything? Answer: a three-quarter-scale electric Ferrari 250 Testa Rossa. Only the small matter of £95,000 stands in your way. Hand-built in Bicester by The Little Car Company, the Testa Rossa J pays homage to one of Ferrari's most famous race cars: the 250 Testa Rossa which won Le Mans three times (1958, 1960 and 1961). Only 34 examples of the real thing were made and the last public sale price was £29.5 million. That suddenly makes the 'Junior' look good value.

The Testa Rossa J is officially endorsed by Maranello, too. "Ferrari was on board with the idea straightaway," says Ben Hedley, founder of The Little Car Company. "We also proposed making a 250 SWB California Spyder or P4, but the Testa Rossa was a clear favourite. They allowed us to scan the technical drawings, so the chassis is identical."

The Testa Rossa J's curvaceous body replicates the dramatic 'ponton' wings of early TRs and is hand-beaten in aluminium, just like the Scaglietti original. Power comes from a 48V electric motor, offering a 56-mile range and a top speed of 50mph. "Ferrari chief test driver Raffaele di Simone took it for a test-drive and came back smiling," says Hedley. "Now it's your turn."

Before I venture onto Bicester Airfield (the car can be made road-legal via quadricycle legislation if required), I take a closer look at the tiny Testa Rossa. There are name-brand parts aplenty: Nardi steering wheel, Brembo

brakes, Pirelli tyres and Borrani wire wheels. The Prancing Horse badges are genuine Ferrari parts, too, while the drilled pedals come from a 488 Pista.

Clamber aboard and your eyes are drawn to the four-position *manettino*. Novice mode is for children and allows just 1kW of power, plus a remote kill switch for mum or dad on the key fob. Comfort permits speeds up to 25mph, while Sport delivers the full 12kW and an 'unlimited' top speed. Finally, there's Race mode, which offers balance of performance settings for competition. In time, The Little Car Company hopes to stage races in conjunction with Ferrari's FXX track days and Corse Clienti events.

A range of official Ferrari liveries is available, but my car is painted trad Rosso Corsa. With a kerb weight of just 250kg, it pulls away briskly, the sensation of speed

heightened by sitting just inches from the tarmac. "We don't have anything fake, so we removed the exhausts. It means the driver can sit lower," explains Hedley.

I've never driven a full-size 250 Testa Rossa – nor am I ever likely to – but I'm assured the 'Junior' has similar weight distribution and handling balance. On a cold track strewn with wet leaves, it feels hilariously keen to go sideways. Left-foot braking and sawing at the skinny wooden wheel, then blasting down the back straight, I try to imagine I'm Olivier Gendebien on the 1958 Targa Florio. It's incongruous, laugh-out-loud fun.

Only 299 Testa Rossa Js will be made and you can order yours from any Ferrari dealer. Alternatively, the cars will be available to drive – and possibly race – at major motoring events next year, including the Goodwood Revival.







*Kent's Ferrari, Lamborghini and Maserati servicing, repair, bodyshop centre*

*Passionate about keeping your supercar in pristine working condition!*



- 30 years' supercar experience
- Full servicing & engine repairs
- Insurance approved bodyshop
- Latest diagnostic tools
- 20 minutes from Central London
- Competitive pricing



*Visit us at Biggin Hill Airport or call us for a quote!*

☎ 01959 928 277  
07765 554367

📍 Unit 12, Airport Trading Estate  
Wireless Road, Biggin Hill, TN16 3BW

✉ info@supercaritalia.co.uk  
www.supercaritalia.co.uk

# SMALL CAR SERVICES

- Specialist in Fiat, Alfa Romeo and Abarth •
- Competitive prices and great customer feedback •

Successful heater repair on fiat 500 which avoids having the entire heater box replaced from £175. We have now carried out over 300 repairs with no issues arising.

**WORK UNDERTAKEN**  
Clutch replacements. Timing belt replacements.  
Brake repairs. Engine repairs.  
Gearbox repairs. Suspension repairs.  
General servicing and MOT's.



Address: Kiln farm, Winchester Rd, Lower Upham, Southampton, SO32 1HA

**TEL. 01489 861112 - MOBILE. 07539 766538** [smallcarservices.co.uk](http://smallcarservices.co.uk)









# Master of Ceremonies

Maserati's carbon chassis MC20 is one of our most anticipated cars this year. We head into the Tuscan hills to find out whether the all-new Trident pierces the skin of its supercar rivals

Story by Chris Rees  
Photography by Michael Ward

Something is stirring on the fog-swathed plains of Emilia-Romagna: a bright yellow missile seeking out the perfect hot zone to test its firepower. Frankly I could equally well be describing the stirring inside my very being – a feeling that's been brooding in my blood ever since September 2020, when I went to Modena to witness the unveiling of Maserati's new MC20. For a car that took so little time to create – an incredible 24 months from blank paper to completion – my wait to drive it has felt almost as long. But finally, my posterior is firmly ensconced in the driver's seat and I'm heading out of Modena into the Tuscan hills for what has to be the drive of the year.

So why is the MC20 such a big deal? One, because it's Maserati's first mid-engined offering since the mighty Ferrari-based MC12 of 2004. Then there's the fact that it has a carbon chassis – again the Trident's first since the

MC12. The MC20 also marks Maserati's new era in terms of powerplants, with the 630hp twin-turbo Nettuno V6. And can we all agree on this, please: it does look pretty special, doesn't it? A supercar that's understated and classically elegant, a Vivaldi opera rapture to the in-yer-face glam-rock posturing of so many rivals.

My heart leaps as I catch sight of 'our' yellow MC20 at Maserati's Via Divisione Acqui HQ – not only because it looks superb in yellow but also because it presents our photographer, Michael, with something bright to work with in low autumn light. The Giallo Genio ('Genius Yellow') paint has a bluish-yellow hue

that really emphasises how this car has been designed in two halves: smooth, organically-shaped, delicate upper bodywork and more technical, muscular, angular lower reaches.

The reason for this approach came from design chief Klaus Busse, who insisted on expunging aerodynamic appendages from the upper half (in stark contrast to most modern supercars), leaving all the aero work to be done 'down below'. This in turn informed the choice of a carbon chassis. To achieve high front downforce using fixed lower-body aero tech meant incorporating Le Mans-style air channels in the doors, which in turn dictated very thin walls between the cabin and wheel well – which was only achievable with carbon. Just as with the Alfa 4C, Maserati turned to carbonfibre specialist Dallara to co-develop its

hand-laid tub. The additional sub-structures are in lightweight aluminium; interestingly

“This is a supercar that's understated and classically elegant, a Vivaldi opera to the glam-rock posturing of rivals”

there's no steel in the car at all, other than a few brackets and screws. The aerodynamics were done in Dallara's wind tunnel, too, resulting in a Cd figure of 0.38, low for a supercar.

Right, time to get inside. The carbon door rises up, scissor-fashion (a first for Maserati), revealing a cutaway sill that eases entry considerably. Settling into the driver's seat, with its distinctive black leather and Alcantara 'blue laser' pattern, I'm immediately impressed. Without being figure-huggingly tight, it's comfortable and supportive and there's a lot of headroom. The sense of quality and design minimalism are immediately apparent. There are just a



handful of buttons, most of the controls being sited on the steering wheel, including a launch control button. The carbon dashboard is dominated by two 10-inch screens, one ahead of the driver, the other in the centre. Carbonfibre is on show just about everywhere. Settling in, the driving position is very comfortable, with one exception: your left foot doesn't have much space, since the wheel well intrudes pretty much right where your foot is.

Pressing the engine start button on the steering wheel brings the V6 twin-turbo to life. Contrary to some ill-informed reports, the all-new 'Nettuno' V6 – a format chosen for reasons of weight and packaging – has nothing to do with Alfa's Giulia V6, nor with any Ferrari engine. Instead this is Maserati's first self-designed power unit since the 3200 GT's. With only 3.0 litres, it manages to deliver 630hp and 730Nm of torque. It could have been even more, the MC20 Chief Engineer, Gianluca Di Osto, told me: prototypes had to have their torque dialled back to make the car safe and driveable in the real world.

As you'd expect of a car weighing just 1470kg, the

performance claims make for eye-popping reading. The top speed of 202mph may be par for the supercar club, as is the 0-62mph time of 2.9 seconds, but what really stands out is the 0-124mph time of 8.8 seconds. In practice, pace is piled on with deceptive and contemptuous ease. I find myself all too easily up to and beyond 100mph – and at that speed it still feels like it's just getting warmed up. You can thank the two mighty turbochargers for that. So many marques claim to deliver zero turbo lag, but so few actually do; the MC20 is one of those. Well, at least it does as long as you're spooling above about 2000rpm, while from 3k to 8k, the torque response is not only instantaneous but also absolutely relentless. You almost never need to drop a gear to punch peak acceleration.

Speaking of gears, the MC20 has a dual-clutch eight-speed Tremec automatic transmission. Its programming works very well in all driving modes, of which there are five (Wet, GT, Sport, Corsa and ESC Off, selected via a delicious wheel on the centre console). The gearbox's capabilities are best experienced in Corsa mode, though, when the cog-swapping is rifle-







*Handling balance is sweet and delicate, ride quality is a revelation. Sheer pace on offer is enormous, although soundtrack is muted*



sharp yet super-smooth. Your intimacy with the car is even more intense when you use the paddleshifts to change gear manually.

Next, another crucial test: how does the MC20 sound? As anyone who's ever owned a Maserati will tell you, the soundtrack is a huge part of the joy of ownership. The V6's exhaust valves open fully at different points depending on which driving mode

you're in. In GT, they open only above 5000rpm; in Sport it's 3500rpm; in Corsa it's all the time. Trouble is, even in Corsa mode, the sound emanating from the engine/exhaust is my biggest disappointment with the MC20. The Alfa Giulia QV – very much from the same stable as the MC20, having been developed by essentially the same people – pops and crackles delightfully on upchanges. Not so the MC20. It's muted











at best, downright dull at worst.

OK, let's shake off the grey-sky blues and head up into the hills to see if we can break through the clouds. No luck; instead it starts chucking it down and visibility deteriorates. At least that gives me a chance to experience 'Wet' driving mode. This being November, local road signs announce that winter tyres are obligatory at these altitudes. Maserati has duly swapped the regular Bridgestone rubber for Michelin Pilot Alpin winter tyres on the triple-pronged wheels. I'm surprised by just how much grip these provide in such awful conditions. In Wet mode the steering is also quite light but it's never without feel. As for grip and performance in better conditions, we're going to have to wait a few hours to find some dry roads...

In the meantime, I get a sense of how good the mighty ventilated brakes discs are (380mm x 34mm up front, with Brembo six-pot callipers; 350mm x 27mm at the rear). Larger carbon brakes are optional but I really don't think they're necessary – the standard ones perform brilliantly.

Another thing the dismal weather highlights is the peculiar rear view mirror: it's electronic, transmitting images from a small camera on the engine lid. At first this is unsettling; my eyes take a second to focus and the camera lens is fogging up, impairing the view out. It's no use switching the mirror to its conventional see-out-the-back position, since the Lexan rear screen is not only letterbox-slim but also obstructed by the engine cooling cut-outs (which are, incidentally, arranged to form a Trident logo when viewed from behind – a nice design touch). Luckily you get accustomed to the camera mirror pretty fast.

So it's time to find the sun that the paint scheme deserves. Our weather app directs us south towards Firenze via the A1 Panoramica autostrada, where we finally break through the clouds and into glints of autumn sunlight, picking out leaves the same colour as the Maserati. Now at last we have the dry tarmac, the visibility and the right roads to experience what the car can do.

The right roads? Absolutely. Lady luck has delivered us into exactly the right area of the Apennines to climb the Futa Pass, the legendary stretch of the Mille Miglia route close to Mugello Circuit. It's beloved of bikers because it snakes in a series of tight curves that offer delicious variety: tight switchbacks, undulating straights and sweepingly open esses that invite you to push on as hard as you dare. Rising up from the pretty lakeside at Barberino, the tarmac has just been replaced, presenting the perfect conditions for our test.

I'm starting to push on now, checking the tyre temperature display – cold, OK or hot – and in these cool autumn conditions, we're reading 'OK'. The grip is simply astounding. Go into a corner too fast and any hint of understeer is quickly scrubbed off. Of course, with 630hp at your back and call, oversteer is waiting the moment you stab the accelerator hard. In Corsa mode – perfect for these mountain switchbacks, as it doesn't turn off all assistance features (there's ESC-Off mode for that) – delightful drifts can be dialled in with sublime progressiveness. Although an electronic diff is an option, our test car sticks with the mechanical limited-slip diff – I must confess, I'd always default to mechanical rather than electronic myself and the MC20





plants its monstrous power with absolute assurance.

I have a nagging feeling that I'm driving a supersized Alfa Romeo 4C, a car that – just like the MC20 – counts Maserati's Modena HQ as its home, and also has a Dallara-developed carbonfibre chassis. There's an innate sense of handling balance and feel, which must have something to do with Maserati's choice of identical suspension arms front and rear. But the MC20 succeeds in dialling out all of the 4C's nervousness, even on surfaces that are far from perfect. The MC20 is superbly well damped and delivers the sort of pliant ride quality that other supercars can only dream of, even on 20-profile tyres. Yes, the car does bottom out on the bumpiest roads but that comes with the supercar territory. Clear differences in damping can be felt between GT, Sport and Corsa modes, and you can even toggle between damper settings in different modes. Never once did I feel the suspension was anything other than superbly composed. The surprisingly thick-rimmed steering wheel delivers a beautifully linear feel, which is in part down to the 'semi-virtual' steering system used both front and rear, developed using experience gained via Alfa's Giorgio platform.

Some other notes of a practical nature. Luggage capacity is extremely tight: 50 litres up front and 100 in the rear, meaning that Michael's camera bag doesn't fit. Another issue is that anything in the rear boot gets baked by the heat-soak from the engine. As for fuel, we managed to average 18mpg during our test drive – not bad for a route that took in mountains, motorways and Modena traffic jams – so the 60-litre tank should give a useful range of around 200 miles. And yes, dear reader, we did have to refuel!

The first customers started receiving their MC20s in September 2021 and production is now running at seven cars per day. Since the MC20 sigil stands for 'Maserati Corse 2020', I think we can expect to see Maserati go racing at some stage (and I certainly hope to get one on the track before too long). An open-top MC20 Spider is definitely coming, too, as is an all-electric version with four-wheel drive, more power and more torque, plus – possibly – a hybrid.

## VERDICT

Anticipation is a funny thing. High expectations are all too often dashed. And with a car so hotly awaited as the MC20, it perhaps has an impossible task.

Thankfully, I'm delighted to report that it's a massively impressive machine on almost all of the important fronts. It looks sensational, feels lovely to sit in, offers pulverising pace and has fantastic handling balance.

I came away from my drive feeling more relaxed than exhilarated, which is unusual for a supercar. Where the Maserati really scores – pretty much uniquely at this level – is just how comfortable it is. No other supercar rides this well, feels so refined or is as easy to pilot. The one big disappointment is that the soundtrack lacks a certain zing, but I guess if that's what you really want, Lamborghini is there to take your money.

Compared to its rivals – the closest being the McLaren Artura and Lamborghini Huracán, the Ferrari F8 Tributo being quite a lot pricier with the inevitable options added – the MC20 feels more mature, easier to live with and more comfortable. Overall, I came away thinking the MC20 makes the ideal daily supercar and – probably – the best sub-£200k mid-engined all-rounder there is. 🇮🇹



## TECHNICAL SPECIFICATIONS

### MASERATI MC20

ENGINE:	3000cc V6 twin-turbo
BORE X STROKE:	88mm x 82mm
COMPRESSION RATIO:	11:1
POWER:	630hp at 7500rpm
TORQUE:	730Nm at 3000rpm
TRANSMISSION:	8-speed DCT automatic
TYRES:	245/35 ZR20 front, 305/30 ZR20 rear
DIMENSIONS:	4669mm (L), 1965mm (W), 1224mm (H)
KERB WEIGHT:	1470kg
FUEL CONSUMPTION:	24.4mpg
CO <sub>2</sub> EMISSIONS:	262g/km
MAX SPEED:	202mph
0-62MPH:	2.9 sec
PRICE:	£187,230





# Boxing Match

These two charismatic children of the 1970s arguably reached full maturity in the 1980s. But does Alfa V6 sportiness trump Lancia boxer-four elegance?

Story by Simon Charlesworth  
Photography by Michael Ward



I taly in the 1970s certainly had its troubles, and it's no surprise to find that the two coupes you see here both had troubled beginnings. While Alfa Romeo's Alfetta GT veered away from its original Giugiaro conception, the Lancia Gamma got embroiled in continental politics. Yet both shine today as beacons of mainstream coupe desirability.

Let's start with the Lancia, because just as a magpie is drawn to shiny objects, the Gamma Coupé just reels you in. The 1968 'Pardevi' accord between Fiat and Citroën, which produced the Lancia Beta gearbox, was intended to see Citroën's hydropneumatic suspension installed into the Gamma when the project started in

1970. Indeed the new Lancia was supposed to share much with the forthcoming Citroën CX. Yet what started out as a replacement for Lancia's executive Flavia/2000 – and then swelled to be more of a Lancia range-topper – was nobbled in 1972. By whom? One Charles de Gaulle, who was indignant that the French marque should be co-operating with a *foreign* company. This untimely political spanner left Lancia somewhat stranded.

The space beneath the Gamma's bonnet was always intended to be filled with a new, lightweight, belt-driven, aluminium, flat-four engine. Making the most of Lancia's experience with the smaller chain-





driven Flavia/2000 unit, the over-square 2484cc engine was initially carb-fed, realising 140hp and driving the front wheels via either a five-speed manual or four-speed automatic gearbox.

The Gamma's suspension borrowed heavily from the Beta. The final result was ahead of its time, an all-independent chassis with MacPherson struts, designed under Lancia's head of development, Sergio Camuffo. Unfortunately, the Gamma had a few mechanical issues during its life – particularly engine niggles and the AP automatic gearbox – and the damage done to its reputation was never truly overcome.

In terms of conception, the Coupé was a genuine

surprise. After completing the design of the saloon, Pininfarina unexpectedly presented Aldo Brovarone's strikingly boxy two-door design to Lancia's management. It was an easy decision and the Coupé got the green light for production, following the Berlina in the autumn of 1976.

In 1980, it was facelifted with a new grille, alloy wheels and internal trim changes, but the big news was the adoption of fuel injection for the 2.5-litre engine, which improved smoothness and low-down torque. The carburettor model remained an option on the Berlina, but from here on the Coupé was exclusively fuel-injected.



Sadly, by 1984 the Gamma's plug had been pulled, leaving production totals of just over 15,000 saloons and fewer than 7000 Coupés. Today it is thought that there are just 10 running Coupés left in the UK – that's a good Alfa GTV show turnout these days – and a mere three or four saloons.

This splendid Gamma Coupé belongs to Steve Mogg. It's a 1982 2.5ie which he has owned since 2000. "My father bought a new Series 1½ in 1979 and we had that as a family car for three or four years. We went everywhere in it, holidays in the south of France with me and my brother sat in the back. It kind of embedded itself in my memory. So I looked around until I found a car that was really solid. I didn't care so much about the cosmetics, I just didn't want a rusty one. I found this one – very solid but the cosmetics were tired."

Repainted in 2001, this S2 has been converted to a manual gearbox and is trimmed in darker, mid-blue L-cloth, which was the result of a pan-European club

effort. "It's a very unusual car that I love driving. I've been down to Italy in it. It's a very pretty car from certain angles – I think it does have good angles and bad angles – but from the right angle it is pretty stunning. I don't think there's another Pininfarina coupe that's this rare for this kind of money."

Moving east from Turin to Milan, the Alfa Romeo GTV 6 2.5 is a stalwart of the Italian car scene. Based on a shortened Alfetta saloon floorpan – a model developed initially under Orazio Satta with Giuseppe Busso – it took roughly eight years from the original Alfetta launch for the GTV 6 2.5 to reach the market in 1980.

Essentially, this was a restyled, upgraded V6 version of the Alfetta GTV 2000, as the four-cylinder car became the GTV 2.0 and the hitherto unloved Busso V6 found a fitting home under a newly power-bulged bonnet. As the Alfetta name neared the end of its service, the GTV underwent a comprehensive and highly successful facelift for the 1980s. This included



“ It's really tenacious through corners, thanks to a low frontal centre of gravity and lack of mass... it feels far younger than its true age ”



## TECHNICAL SPECIFICATIONS

### LANCIA GAMMA COUPÉ 2500IE

ENGINE:	2484cc flat-4-cyl SOHC per bank
INDUCTION:	Bosch L-Jetronic EFI
POWER:	140hp at 5400rpm
TRANSMISSION:	5-speed manual (4-sp auto option), front-wheel drive
SUSPENSION:	MacPherson struts, wishbones, anti-roll bars
BRAKES:	Discs front and rear
TYRES:	195/60 HR15
DIMENSIONS:	4485mm (L), 1730mm (W), 1330mm (H)
WEIGHT:	1290kg
MAX SPEED:	120mph
0-62MPH:	9.4sec



*Side profile is Gamma's best angle. Front-wheel drive delivers crisp, modern handling but flat-four engine feels out of place*

plastic bumpers, with the front one being raised to create a far more assertive head-on aspect.

Where the SOHC-per-bank Busso V6 had debuted in the unloved Alfa 6 of 1979, the fuel-injected 158hp GTV 6 refused to conform. In fact, it became what could be considered as the most able and popular of Alfa's post-war six-cylinder models, even earning an enviable racing record in the European Touring Car Championship. GTV 6s were popular with a host of Division Two teams: Alfa Romeo Deutschland, Luigi Racing, Scuderia Autoldi Corse, Jolly Club Milano, Biesse Racing Team and Imberti. All of which explained why Alfa won D2 in 1982, 1983, 1984 and 1985.

The production figures suggest that the battle between Alfa and Lancia was a one-horse race, with Alfa Romeo producing 448,417 Alfetta saloons and 137,579 GT coupes. Of the latter, 22,380 were GTV 6 2.5s, during whose production run many subtle

improvement were made until the last pure-bred rear-wheel drive Alfa 2+2 ended production in 1987.

This 1985 Alfa Romeo GTV 6 2.5 was bought by Chris Wright 11 years ago. "It's the second of four Alfas I've purchased. Initially I used the car pretty much every day – it wasn't a show queen at all. Unfortunately, it then got hit up the back end by a Golf GTI, which caused quite a bit of bodywork damage – although thankfully it didn't disintegrate as the cynics would have you believe!"

Alex Jupe then repaired the back end and restored around the windscreen where it was starting to corrode, plus it was resprayed. The work was finished in about 2017. "I tend to only use it in the summer months and it's very reliable," says Chris. "I think it's a fantastically good-looking car, although I understand that's an entirely subjective view. I love the sound and the performance of the Busso engine.





It was a car I'd admired in the 1980s but couldn't afford. It took quite a bit of looking – about three years to find a half-decent one.

"I've always liked Alfa Romeos and I put it down to when I had a weekend/holiday job as a student in a garage. One of our customers was a local GP and he usually had a fleet of four or five cars, and had successfully sand-raced at Southport. He used to say to me, 'You can take any make of car and give it to me, and the only one I can't knock the engine out of is an Alfa Romeo.' He used to lend me his Alfa Romeo Owners' Club magazines, so I blame him quite a lot – but I'm very appreciative!"

Both cars largely retain their factory spec. The Alfa has an Alex Jupe Motorsport quickshift, relocated fuel pump and high-level brake light, whilst the Lancia has a chunky Nardi steering wheel. The Gamma has the more straightforward driving position, and the more conventional and ergonomic interior, with the

only minus being a lack of a rest for your clutch foot. In the Alfa, all seems to be focused on the tachometer, right bang in front of you.

As soon as it starts, the Lancia's big boxer's offbeat rhythm makes itself known. Unlike the sweet subtlety of a Flavia, initially it sounds like there's an idling Impreza nearby. The large thumping sound really doesn't match the svelte Gamma Coupé's dress sense. At low revs there's a metallic clatter, like a knight in shining armour dancing an Irish jig. The Beta-like gearknob offers a free and positive gearchange quality. Accelerating through the gears, when you extend the boxer beyond 3000rpm, the metallic rattle and throb melt into a pleasant hum, almost like a supersized 2CV. It's redlined at just over 6000rpm, but to venture to that red-painted territory just feels cruel – 4500rpm is plenty enough.

The Gamma's steering is light, and being a 1970s power-assisted rack, there is some syrupiness. The



“You can dial the Alfa through corners with minimal roll and steering input, savouring the uncorrupted, lively, analogue steering”



## TECHNICAL SPECIFICATIONS

### ALFA ROMEO GTV 6 2.5

ENGINE:	2492cc V6 SOHC per bank
INDUCTION:	Bosch L-Jetronic EFI
POWER:	158hp at 5600rpm
TRANSMISSION:	5-sp manual transaxle, rear-wheel drive
SUSPENSION:	Double wishbones, torsion bars (front), De Dion tube, Watt linkage (rear), anti-roll bars (front and rear)
BRAKES:	Discs front and rear
TYRES:	195/60 HR15
DIMENSIONS:	4260mm (L), 1664mm (W), 1330mm (H)
WEIGHT:	1210kg
MAX SPEED:	132mph
0-62MPH:	8.8sec



*Plastic-bumpered 1980s GTV looks great. Busso V6 is a pure delight, while beautiful set-up on this car delivers superb handling*

long-travel suspension's ride is supple and comfortable. But if you think you know what's going to happen through corners, you'd be wrong. The Gamma surprises you with a lack of front-end weight and inertia, although it has plenty of grip and an eerily flat cornering stance. To experience any meaningful roll when dealing with twists and turns would require a track. It really is tenacious, thanks to that low frontal centre of gravity and lack of mass – and in this respect it feels far younger than the Gamma's true age.

Regular readers will know that, due to my name appearing on an Alfetta logbook, my brain and heart are mounted in series for minimal objectivity. Yet I acknowledge that the GTV 6 is a car that merrily thrills and frustrates on the same journey. The issue is that the heavier V6, when compared to the original twin-cam, can make it feel a bit 'normal'. Gone is the incredibly wieldy and light front end; the high polar

moment of inertia is compromised; and it feels like a car with a – dare I suggest – front-mounted gearbox rather than its actual rear transaxle.

The bribe, though, is that engine. One of the best V6s ever created, it spoils you with a glorious lullaby beyond 3000rpm. This can be frustrated, however, by the twin-plate clutch, which is tricky, sudden and heavy, and a gearchange that, when not set-up correctly, is like a drunk stumbling through a rubber maze wearing a blindfold. I'm sorry but there is more. Alfa never made the front end as good as the superb de Dion transaxle rear, so the handling can be a bit understeery and disappointing. It just depends on the car you're in.

Now, if every GTV 6 had been as beautifully set-up as Chris's specimen, Alfa wouldn't have been able to build them quickly enough. Yes, it has a quickshift, but it even retains its original-style twin-plate clutch (which





is usually the first thing to end up in the bin). Somehow on this GTV 6, changing gears and playing tunes on the Busso is straightforward, allowing you to make the most of what proves to be the more compact, lighter, quicker and faster of today's pairing.

This GTV 6 doesn't feel like the slow-witted front is being outplayed by the smarty-pants rear. You can just dial it through corners with minimal roll and steering input, savouring the uncorrupted, lively, analogue steering that's completely in-synch with the front-end's lust for cutting the grass on corner apices.

The ride is much firmer than the compliant, comfortable Lancia's. The Alfa's driving position and ergonomics, too, are offset and somewhat higgledy-piggledy, but that tachometer is right where you need it – like sheet music perched on a piano, ready for a great virtuoso to play (although instead it has to make do with me...). All the controls are light and precise, allowing you to get totally lost in

the zen-like sporty drive, whilst your ears relish that six-cylinder's gloriously rich voice. The best GTV 6 I've ever driven? Yes. Easily.

## VERDICT

Ultimately, these two coupes are as different in character as their spec sheets and body shapes. The Gamma is a deeply enigmatic machine and even now, I'm not sure I completely understand its contradictory character. It's a comfortable, sleek-looking mile-eater with a good driving position. It points towards a top-end de luxe grand tourer with refined, sophisticated credentials. Yet there it is, that incongruously throbbing four-pot boxer – as if Katherine Jenkins had the voice of Joe Cocker.

Some will – and do – find such a niche Lancia intriguing and enthralling, but my preoccupied mind lies elsewhere. Charmed and captivated by a GTV 6 that doesn't need excuses, the Milanese coupe finally delivers on the promises Alfa Romeo made over 40 years ago. 🇮🇹



Many thanks to Steve Mogg, Chris Wright, Tim Heath and Alex Jupe for their help with this feature



We are the UK's leading transaxle Alfa Romeo specialist with a combined experience of over 50 years working on the last 'real' Alfa Romeo. We can offer a wide range of services and also our own 'upgrade' parts and we stock a huge array of difficult to get secondhand spares. We also buy and sell GTV's, 75's and Giulietta's.  
Please contact us with your requirements.



General servicing and maintenance  
Handling kits for road or track and suspension set up  
Engine building from standard, fast road/track day to full race  
3.5 conversions  
Custom engine managements systems  
Gearbox rebuilds  
Complete restoration to O.E. or customer specifications.  
Racing car builds – we can build you a car from scratch,  
or carry out the necessary work to obtain your FIA papers.  
Race support  
Car sourcing and pre-purchase inspections



***alex jupe motorsport***  
.co.uk

Tel: 01243 575760  
alex@alexjupemotorsport.co.uk



# One-Man Bandini

Diminutive in stature, Ilario Bandini single-handedly made cars that reflected him perfectly: compact, lightweight and very fast. We talk with his nephew, Dino Bandini, as the family's fabulous car collection is about to be auctioned off

Story by Chris Rees  
Images by Peter Singhof/Artcurial





**E**tceterini is the brilliantly pithy term coined for the school of minnow manufacturers that flourished in Italy in the 1950s, hand crafting sports cars in tiny workshops.

Bandini epitomises that etceterini movement: the project of one single-minded man, Ilario Bandini, who was born near Forlì in Emilia-Romagna on 18 April 1911. He started working in an engineering workshop and raced motorbikes but an accident damaged his leg too severely for him to continue.

After World War Two, he revived an old Fiat 1100 that he'd dismantled to prevent it being confiscated by the German Army, using spare parts from sources as diverse as military vehicles, planes and motorcycles. He took his

chassis to Rocco Motto for a two-seater sports car body to be made. This very first Bandini, completed in 1946, was adorned with a badge that used the symbol of the town of Forlì: a crowing bantam rooster.

The first true Bandini racing car was built in 1950 with a self-made, super-light tubular chassis and a Fiat 1100-based engine with a modified Alfa Romeo 6C 1900 cylinder head. Ilario Bandini entered this car in the Mille Miglia but had to retire after over-revving the engine. Bandini's soon started winning races, though, causing them to come to the attention of Italian-American businessman Tony Pompeo, who was already representing Abarth in the US. He saw Bandini's potential in US racing and suggested that Bandini try

to do something with Crosley's 750cc engine. Bandini duly tuned this small engine, including fitting twin Dell'Orto carbs, and shipped the finished car, together with an 1100, to be exhibited at the 1953 New York Motor Show.

Bandini quickly designed a twin-cam head for the Crosley block and achieved a remarkable 71hp at 6000rpm from an engine of just 750cc. In 1956 came Bandini's first completely independent engine, a four-cylinder 750cc twin-cam unit. This was fitted to a new model called the 'Saponetta' (soap bar), which retained the same basic chassis but with new aerodynamic bodywork. Bandini's brilliantly efficient engine was steadily developed over many years.





With Bandinis starting to enjoy success on US race tracks, Ilario flew out to Daytona in 1960 to meet various drivers and also to receive the key to the city from the mayor. In Europe, meanwhile, Formula Junior was taking off and Bandini jumped in with a Fiat 1100-engined offering.

In the 1960s, Bandini switched tack away from front-engined cars to mid-engined ones. His Barchetta Sport Prototipo shared similarities with the Abarth 1000SP and was developed well into the 1970s.

While Bandini stopped selling cars in the US in 1964, his fame there endured. Indeed, in 1981 the University of New York awarded him an honorary degree in mechanical engineering, something only two other Italians have ever been bestowed with: Enzo Ferrari and Ferruccio Lamborghini. When Ilario

died aged 80 in April 1992, the city of Los Angeles honoured him by naming a street after him: Bandini Boulevard.

But the best possible tribute to Ilario Bandini is the fabulous collection that has been gathered together by his nephew, Dino

January 2022, I turn 75 and because of my bad back I can no longer take part in the Mille Miglia. Neither my wife nor my 27-year-old daughter are passionate about the car collection, so sadly I made the decision to sell it. I had found a buyer in Los Angeles for

all the cars but tragically he passed away due to Covid, which is why they are up for auction. It is my hope that a sole buyer will acquire the full collection."

What memories does Dino have of his uncle, we asked? "He was small

in stature, with two small penetrating eyes that sparkled. I have very good memories of going to see him racing when I was a child but my father wanted me to pursue a career in medicine, not cars. I became a dentist and as soon as I had the money to buy a car, I asked my uncle if he would build me one. But

“Ferrari and Bandini were good friends – Enzo used to call him ‘Bandén’... He designed his cars without any outside help”

Bandini, who set up the Bandini Museum in in Rovere (Forlì) to house the cars. Now Dino is reluctantly selling the collection via an Artcurial auction at Rétromobile on 4 February.

We caught up with Dino recently and asked him why he was now selling. He told us: "In



Unique and achingly pretty Zagato-bodied 750GT is a true coachbuilt star. It's just been fully restored







he refused, telling me he could not take money from his nephew. Money was never important to him – in fact, he died penniless. Going fast was what motivated him.

“He and Enzo Ferrari were good friends – Enzo used to call him ‘Bandén’ – and my uncle also had strong relations with the Maserati brothers. He designed his cars without any outside help, from the chassis

to the engine to the body.

“After he died in 1992, I started sending faxes (this was before the internet) to classic car dealerships in the US to see if I could find a Bandini for sale – many cars had been sold to American customers originally. The first one I found was the Saponetta, followed by the grey Siluro.”

What makes Bandini cars so special, we asked Dino? “Their lightness, no question. This was achieved in a unique way, by making

chassis tubes that were ellipsoid rather than oval in shape. Keeping the thickness of steel to just 1mm made the chassis very light – the earliest Bandini chassis weighed only 17kg. No one could copy this method of construction because it was so difficult to do.” Most Bandinis today exist in the US but they’re also popular in Japan, while there’s a Formula Junior car in the UK too.

The earliest car in Dino’s collection is the 750 Sport Siluro. Made from 1950 to 1956,

*Pretty 1956 750 Sport Siluro has a 68hp twin-cam. Weighing just 330kg, it drives ‘like a motorbike’*







ABOVE: Bandini 750 used a Crosley-based 747cc engine fitted with a twin-cam head.  
BELOW: Formula Junior 1100 racer from 1960



the Siluro was sold in Italy and the US in two forms: a two-seater for 'Sport' racing and a single-seater for Formula 3. The Siluro model competed in the Mille Miglia from 1953 to 1957, scoring ninth place in 1953, and also raced at the 12 hours of Sebring; among many successes on US tracks, it won SCCA championships in 1955 and 1957. Only 18

Siluro chassis have been found and identified by Dino. The 1956 example in the collection has a very pretty aluminium body and a 750cc twin-cam engine with 68hp. It's in exceptionally original condition, having been restored by Ilario himself. How does it drive, we ask Dino? "It weighs just 330kg and feels like a motorbike to drive, totally different to

any of the other cars in the collection."

Although developed from the Siluro, the 1957 Bandini 750 Internazionale represents a great contrast, says Dino: "As a car to pilot, I like it because it is so driveable. I've done the Mille Miglia in it five times and I always feel fresh at the end of it; it's like a regular car in that respect." This car is also known as the





BELOW: 1957 750 Sport Internazionale 'Saponetta' (soap bar). BOTTOM: Bandini's last ever car, the 1000 Turbo Berlinetta of 1992



'Saponetta' (soap bar) because of its streamlined aluminium bodywork. One of only nine cars built in all, this one took part in the 1957 Mille Miglia and has been sympathetically restored to retain as much of its originality and racing history as possible.

Also from 1957 is a very different Bandini: a grand touring coupe. The Bandini 750GT

Veloce Berlinetta Zagato came about after Ilario drove a bodyless chassis, with a mere fruit crate as a seat, across northern Italy to Zagato in Milan. There the famous coachbuilder crafted a supremely pretty body – so pretty, in fact, that it won first prize in the 1957 Rimini Concours. This one-off then competed in the US in various races including

Daytona and Sebring. Its shape resembled Zagato's Abarth 750 but while that was rear-engined, the Bandini used a front-mounted 747cc Crosley-based engine developing 62hp at 7000rpm – plenty enough for good performance in a car weighing just 450kg.

"Aesthetically speaking, the Zagato is my favourite car in the collection," says Dino.







"Because it had been pretty much destroyed during its racing career, we've just spent three years restoring it. It is now finished and is so good that Villa d'Este Concours has requested that it appear there in 2022. I have to say it is a beast to drive. It grips the road superbly but the only softness is in the seats! It's very loud, too."

Several other Bandinis are being offered at the Artcurial auction. From 1954 comes a 750 Corsa Formula 3 single-seater, of which only four were made and just two of which remain in existence. Another racer – a Formula Junior from 1960 – has a Fiat

1100-based engine, a 90hp unit that was tilted over at angle of 15 degrees with the driver sitting over the driveshaft itself.

Bandinis from the mid-engined era include a 1967 1000 Sport Prototype with its 1000cc engine, a one-off 1980 1300 Sport Prototype with a 1300cc 16-valve engine (used extensively in hillclimbs) and the very last car made by Ilario in 1992: the 1000 Turbo Berlinetta with its 16-valve turbo engine. This car was still unfinished when Ilario died but it has recently been completed, although it has been driven very little. Dino describes the engine as "perfect"; it's a

929cc twin-cam unit with titanium conrods that can rev to 10,000rpm.

Despite Ilario Bandini being a genuine mechanical genius, his lack of interest in financial matters and some bad luck in business ultimately meant that his marque remained one of Italy's myriad etceterini rather than another Ferrari. The total number of Bandinis built was a mere 75, of which a remarkable 47 still exist. Let's hope that Dino's wish for his amazing car collection to remain intact comes true; but even if not, to see new life breathed into these charismatic little cars. 🇮🇹



*The Bandini 1300 Sport Prototipo from 1980 used a highly advanced 1.3-litre 16-valve twin-cam engine*





**Tel: 01763 244441**



All at Alfa Workshop would like to thank our customers for their constant support & custom throughout these strange times, we hope you all have a wonderful Christmas and new year



- Service & Repairs for all Alfa Romeos •
- Online Parts Shop •
- Restoration of all Classic Alfas •
- Genuine Parts •
- 2.0 litre conversion available for your 4C •



**[www.alfaworkshop.co.uk](http://www.alfaworkshop.co.uk)   [info@alfaworkshop.co.uk](mailto:info@alfaworkshop.co.uk)**

**Unit 3 & 4 Orchard Road Industrial Estate – Royston – Hertfordshire – SG8 5HD**





# Power of 16

Exotic Italian supercars don't come much more extreme than the late Claudio Zampolli's 'excess all areas' V16T with its 16-cylinder engine. We uncover its secrets

Story by Chris Rees  
Images by Patrick Enzen/RM Sotheby's





Sixteen is hardly a common engine cylinder count. Recently, really only Bugatti has pursued the 16-cylinder format, but decades before, a little-known Italian outfit called Cizeta had blazed a trail with its very own 'sixteen'. Yet despite the aura of complexity that such an engine conjures up, the Cizeta V16T was in fact designed to be practical and easy to live with.

That's just one of the peculiarities of this extraordinary story. The stellar list of *dramatis personae* behind it includes ex-Lamborghini staff, the designer of the Countach and the producer of Donna Summer's disco hit *Love to Love You Baby*. The Cizeta V16T was the singular brainchild of

Claudio Zampolli. His nickname was *selvadegh*, which means tenacious or stubborn in the dialect of Emilia-Romagna, reflecting his character. Sadly this mercurial engineering talent died in 2021 at the age of 82, making now a fitting moment to celebrate his proud creation. Born in Modena, Zampolli joined Lamborghini as a test and development driver in 1966, spending eight years at the heart of the development team behind projects such as the Miura and Countach. In 1974, he emigrated to the US to help develop Lamborghini's Stateside prospects but within two years he'd left to set up his own outfit selling and servicing Italian supercars.

*Auto Italia* magazine interviewed Zampolli back in 1998, when he recalled: "This was

quite an education in the real world. At Lamborghini, my job had been to develop and test. Here, I had to listen to customers complain about reliability, and mechanics complain about how difficult the cars were to work on."

This was the impetus that piqued Zampolli to create his very own supercar. This was the mid-1980s, when supercars were in the ascendant. Also riding a wave – a musical new wave – was composer and producer Giorgio Moroder, whose Lamborghini Countach Zampolli took care of at his Los Angeles workshop. The two teamed up to found Cizeta Moroder Motors – Cizeta being how you pronounce the initials 'CZ' in Italian – *chee-zetta*.





TOP LEFT: Claudio Zampolli with his V16 powerplant.  
ABOVE: Prototype has different cabin to later cars

With backing in place, in 1985 Zampolli approached Marcello Gandini, the legendary designer behind multiple Lamborghinis. Perhaps it should come as no surprise that the eventual Cizeta Moroder so closely resembled the Lamborghini Diablo: he worked on both projects in parallel and presented proposals to Lamborghini and Zampolli within two months of each other in early 1986. Gandini's initial design for Zampolli was rejected but his second attempt, delivered in May 1986, was accepted.

One thing that certainly made the Cizeta stand out was its enormous size: fully 4400mm long and 2050mm wide, the latter dictated by the transverse engine layout (more on that later). Gandini's shape was low and sweepingly sculptural, with large side air intakes for twin radiators, big spoilers and Gandini's trademark angular rear wheelarches, while the plunging glasshouse shape very much echoed the Diablo's.

The car was developed in strict secrecy: not even Zampolli's family knew what he was doing in premises in his home town of Modena. He hired a lot of ex-Lamborghini staff, including chief engineer and head of

engine development Oliviero Pedrazzi; chassis men Achille Beveni and Lanose Bronzatti; and master fabricator Giancarlo Guerra. A visible show of pride in Zampolli's Modenese origins came in the Cizeta logo, which used Modena's colours, blue and yellow (the same colours also appeared on the engine cam covers), while the triple wolf head motif referenced Romulus and Remus, the twins of Roman myth who were suckled by a wolf.

The chassis was a tubular spaceframe with suspension by unequal-length arms all round. Up front these connected to Koni coil spring/damper arms plus an adjustable anti-roll bar. At the rear, two sets of spring/dampers were mounted inboard of the rear wheels. The brakes were Brembo drilled and ventilated discs with two-piston callipers. The two-piece, five-spoken OZ wheels used a single central nut and wore Pirelli P Zero tyres (245/40 ZR17 front and 335/35 ZR17 rear).

Machining was contracted out to a local workshop that made components for F1 engines, as Zampolli said: "There are lots of small workshops around here that will make you half a dozen of something rather than 1000. These are people well versed in F1

and exotic sports cars." Cizeta itself assembled the chassis, suspension, sheet metal, engine components and upholstery at its Modena works.

Zampolli's philosophy was to keep things simple, so he didn't bother with adjustable suspension, four-wheel drive, turbocharging or anti-lock brakes. But he took a very bold step with the centrepiece of his car: the 16-cylinder engine. Why did Zampolli choose this format? In our 1998 interview, he told us: "As a small and exclusive car maker, I had to be different. 16 cylinders is very exotic, and the engine is strong and torquey. It is also very docile. You can drive around town in fourth gear. It is like driving an auto."

The engine has sometimes been described as two V8s joined together, but it used a unique cylinder block: a single aluminium alloy casting with twin steel

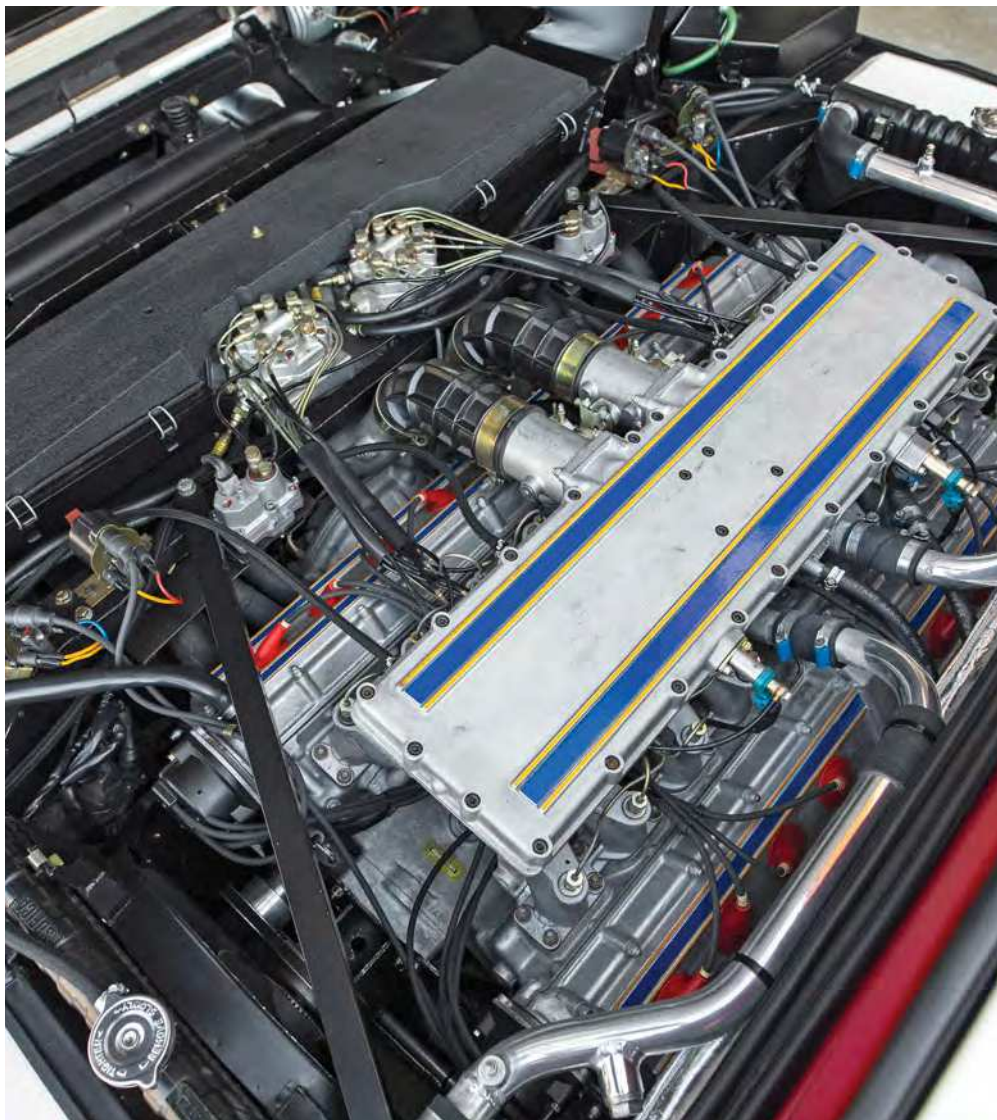




**TOP TO BOTTOM:** First and second styling proposals; unique roadster; black car ordered by Brunei royals

crankshafts running through its centre feeding power to a ZF five-speed gearbox. The 'T' in the V16T designation referred to the engine's transverse mounting in the chassis; it was inclined by 10 degrees to keep the centre of gravity low and mate it cleanly to the transaxle.

The internal architecture was uncannily like the Lamborghini Urraco V8, sharing an identical bore and stroke (86mm x 64.5mm). There were four cylinder heads, each with a twin-overhead camshaft, four distributors, 64 valves and 16 spark plugs. Early cars used two Bosch K-Jetronic fuel injection systems but later Cizetas switched to a bespoke set-up made by ex-Weber-Marelli people. The total capacity was 5995cc, had an 8500rpm rev limit and the quoted power output was 520hp at a heady 8000rpm – more than contemporaries like the Countach (492hp)



and Ferrari F40 (478hp) – rising as high as 560hp in production spec. Cizeta claimed a top speed of 204mph.

The public first saw the car at a glamorous event in Los Angeles on 5 December 1988, hosted by Jay Leno. Moroder even composed an original song for the event: *A Car is Born*. The white car pictured on these pages is chassis number 001, the prototype as seen at the 1989 Los Angeles and Geneva Shows. Zampolli said of it: "I tested the white prototype on Italian roads, in Death Valley and in California, about 70,000km without any problem. That's why I gave customers a five-year/50,000-mile warranty." This is the only example badged as a Cizeta-Moroder, as the partnership with the music producer dissolved fairly quickly and the Moroder tag was dropped for the production version that debuted at the March 1991 Geneva Show with a new name: Cizeta V16T.

The 1991 Geneva car was right-hand drive – one of three ordered by Prince Jefri of Brunei. Cizeta's plan was to make 12 cars per year but despite Zampolli taking 14 orders at the Geneva Show, he had delivered

only 11 by 1994, citing engine supply difficulties. A further three cars remained unfinished, and it was in theory possible to order a car from Zampolli after that point, priced at around \$1 million. A one-off yellow roadster even made an appearance at the 2003 Concorso Italiano in Monterey.

There are subtle differences between the prototype on these pages and production V16Ts, including larger side air intakes with more strakes, a diagonal crease in the lower bodywork, different lights and different mirrors. The red leather interior of chassis 001 also has a unique dashboard, centre tunnel, steering wheel, door panels and seats. In 2018, the car was fully restored mechanically by Bruce Canepa of Scotts Valley, California, with extra heat shielding added around the fuel tanks. It's a fully functional and roadworthy machine.

A singular and singularly brave project, the Cizeta is among the rarest Italian supercars ever made. The white Cizeta Moroder featured here goes under the hammer at RM Sotheby's Arizona sale on 27 January 2022 with an estimate of \$900,000 to \$1,200,000. We'll make sure to report back on the result.





## DRIVING THE CIZETA

*Auto Italia* drove a rare UK-registered right-hand drive Cizeta back in 2000, but its 16-cylinder engine had been replaced by a Ferrari 5.0-litre flat-12, a job apparently effected after the fact by Pininfarina. We said: "Open the door to get in and entry/egress is clearly simple for anyone

The power transmission to the road is beautifully smooth and forward progress is simplicity itself. The car is quite capable of swallowing any over-exuberance with forgiving compliance. Claudio's simplicity thing extended to a lack of ABS and traction control and my only real criticism is that the ZF power steering, whilst having

“ The ride on almost Group C-like suspension is good. The power transmission to the road is beautifully smooth ”

of any size. Not only does the huge door open conventionally and allow you to get in without the contortions required by some other cars of this type, but it also takes with it part of the sill so that when getting out you can put your feet on the ground and stand up instead of having to climb over a wide section of chassis first. Next, shut the door and take stock of what Claudio Zampolli thought you would need to see in front of you. It's that simplicity thing again. You think they've forgotten some of the equipment as there is only a speedometer and rev counter, but Claudio reckoned supercar owners never looked at supplementary gauges, so why fit them? So the cockpit is neat, well designed and minimalist.

"The ride is good, making proper use of the Cizeta's almost Group C-like suspension.

plenty of feel, has too slow a rack."

As for the 16-cylinder-engined version, *Car & Driver* magazine had a go in the prototype in 1989, reporting: "It's strange how a V16 sounds noticeably different from a V12... a kind of double-V8 woofle. The engine springs to life immediately and with surprising docility. It isn't shattering or unruly, but it does have a 6.0-litre bass voice. And it growls menacingly when prodded... We give the throttle a brief nudge, and the sheer power of the V16 snaps our head back. This will not be a car that needs 'rowing' on the gearbox. The snarl – even at no more than 4500 of the available 8500rpm – is awesome... At less than 1000rpm, the V16T pulls away. Not just willingly, but without the slightest demonstration of effort. And on a whiff of throttle. It is hugely torquey."



Many thanks to Elisabetta Masini and Cristina Guizzardi of Via Modena, and to Gabriele Candrini, for their kind help with this feature





# CIZETA MORODER V16T



## TECHNICAL SPECIFICATIONS

### CIZETA MORODER V16T

ENGINE:	5995cc V16
BORE X STROKE:	86mm x 64.5mm
COMPRESSION RATIO:	9.3:1
POWER:	560hp at 8000rpm
TORQUE:	540Nm (399lb ft) at 6000rpm
TRANSMISSION:	5-speed manual, rear-wheel drive
SUSPENSION:	MacPherson struts, wishbones, coilover dampers and anti-roll bars front / rear
TYRES:	245/40 ZR17 (F), 335/35 ZR17 (R)
DIMENSIONS:	4440mm (L), 2050mm (W), 1115mm (H)
WEIGHT:	1700kg
MAX SPEED:	204mph
0-62MPH:	4.5sec







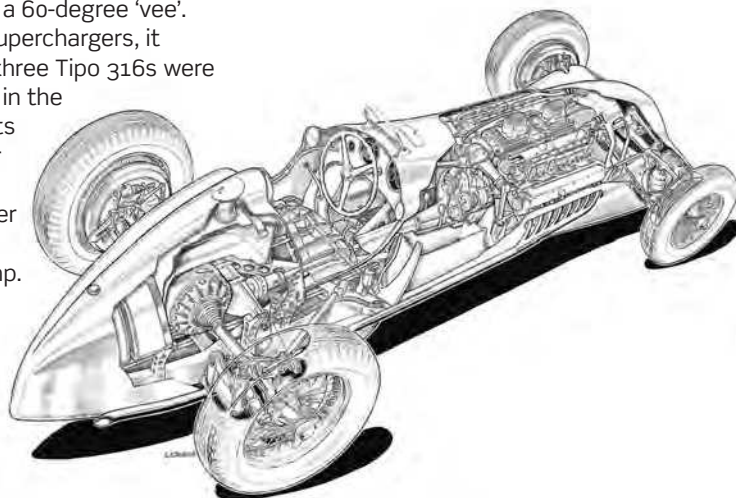
## ITALY'S V16 PIONEERS

In 1929, one year before Cadillac launched the world's first V16-engined production car, Maserati got in first with its Tipo V4 racer, which used an experimental V16 created from two Alfa Romeo 26B units mounted on a single crankcase and a very narrow 25-degree vee. With two superchargers, the 3961cc engine produced 305hp, enough to set a world speed record of 152.8mph. However it was too heavy for much success on the track. Of the two V4s built, one was rebodied by Zagato in 1930 as a spectacular road car, while the other was transformed into the V5 racer in 1932 with extra displacement (4906cc) and power (360hp) but was destroyed at Montlhéry with the tragic loss of Amadeo Ruggeri's life.

In 1938, just as Auto Union was shying away from the V16 engine format, Alfa

Romeo leapt into the arena with the Tipo 316. Its new V16 engine was designed by Gioacchino Colombo, who essentially joined two straight-eights into a 60-degree 'vee'. With 2958cc and twin superchargers, it developed 440hp. Only three Tipo 316s were built, with second place in the 1938 Italian Grand Prix its best result. A successor was built – the 162 of 1939 – with a much wider 135-degree vee, four superchargers and 495hp. The outbreak of war meant that only one prototype was ever completed, while its intended successor, the Tipo 163, was never built – this

was to have been a racing berlinetta using a mid-mounted 190hp unsupercharged version of Alfa's 2995cc V16 powerplant.



CLOCKWISE FROM TOP:  
Maserati V4, Alfa Romeo  
Tipo 316, stillborn Alfa  
Tipo 163 (rendering by  
David Rodríguez Sánchez)



autofficina parts

## SUPPLYING NEW & USED PARTS FOR FERRARI, MASERATI AND LAMBORGHINI

- Service Kits
- Pollen Filters
- Air Filters
- Brake Pads
- Brake Discs
- And much more

All Parts can be fitted in house by our  
parent company Autofficina


**WORLDWIDE SHIPPING AVAILABLE**


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

 @autofficinaparts



+44 (0)208 391 0002 

[sales@autofficinaparts.co.uk](mailto:sales@autofficinaparts.co.uk) 

5 Ruxley Lane, Epsom, Surrey, KT19 0JB 

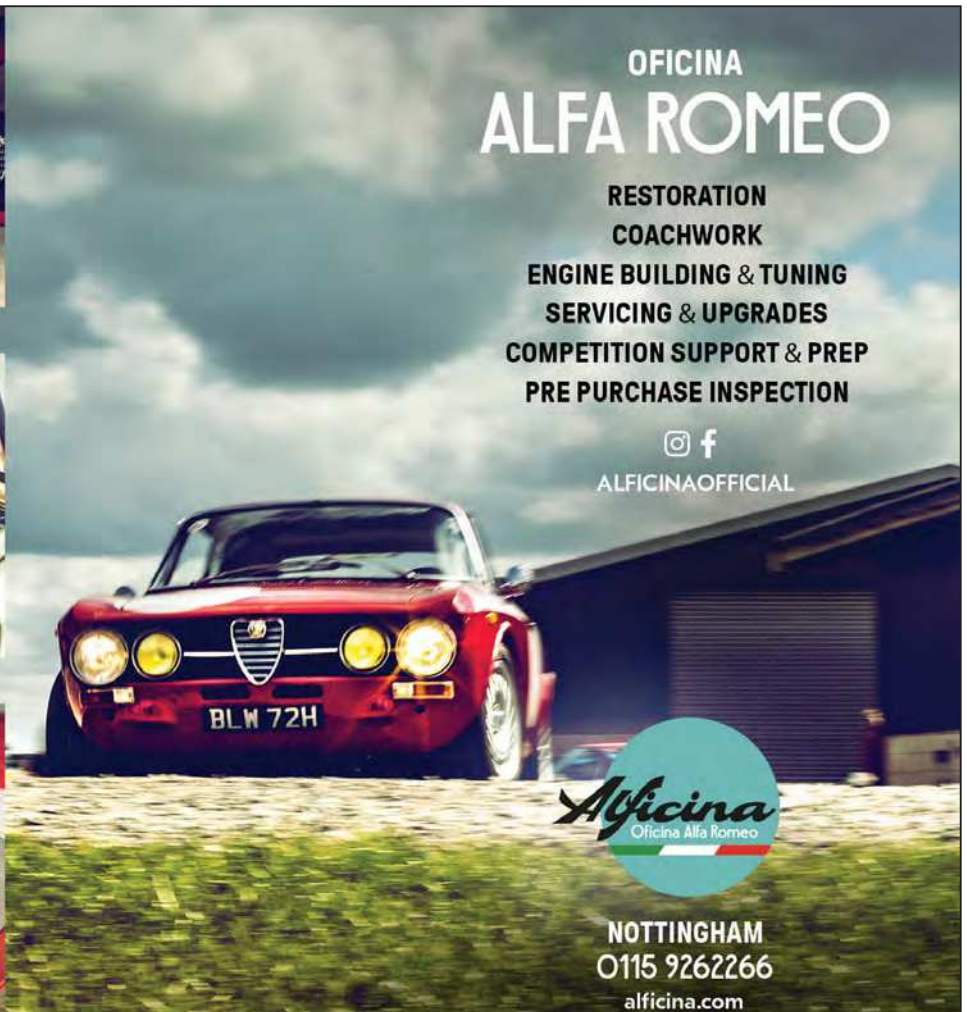


## OFICINA ALFA ROMEO

RESTORATION  
COACHWORK  
ENGINE BUILDING & TUNING  
SERVICING & UPGRADES  
COMPETITION SUPPORT & PREP  
PRE PURCHASE INSPECTION



ALFICINAOFFICIAL



NOTTINGHAM  
0115 9262266  
[alficina.com](http://alficina.com)









# A MARANELLO MYSTERY

This freshly restored 1950 Ferrari 195 is an intriguing and unique machine. There are almost as many mysteries about it as there are hard facts, as we discover

Story by Peter Collins  
Photography by Michael Ward

**H**ave you ever enjoyed one of those moments when, with friends and perhaps after some Brunello, the conversation follows the style of Marlon Brando's *On the Waterfront* quote – "I could've been a contender" – about all those ambitions that seemed a good idea at the time and surely should have been followed by success?

Enzo Ferrari never really considered building cars for touring or road use when he asked Gioacchino Colombo, immediately after the war in 1946, to design a 1.5-litre V12 engine to go in the first car to bear the name Ferrari on its nose. The Auto Avio of 1940 was a 'Ferrari in disguise' because at that time Enzo was legally bound not to build a car bearing his name after the split with his former employer, Alfa Romeo.

The story goes that Luigi Chinetti, the driver and







dealer who had featured before the war in Enzo's working life, not least by being on the driving strength of Alfa Corse and winning the Le Mans 24 Hours twice in the 1930s, drove – with his wife and new child – in a dilapidated Citroen Light 15 from Paris to Modena to re-establish relations with Enzo and maybe look at a future working arrangement together. This was in the freezing depths of winter just before Christmas 1946. The conversation, according to Brock Yates in his book *Enzo Ferrari*, went exactly along the lines of Brando until Chinetti, who was to become Maranello's US agent, described business conditions across the pond at the time. He did so with such intensity and enthusiasm that it's not fanciful to suppose that this moment was when the idea of a road-going Ferrari first took seed in Enzo's mind.

Until this point, he had considered nothing more than resurrecting a racing team with his name at its head, as that was what he knew best. Whatever the outcome, it was many months of engineering development before the first Ferrari, a bare chassis with engine and drivetrain, took to the road. It was many months after that when the first 'road' car was produced.

The situation regarding early Ferrari road car production is outlined by Doug Nye in his Ferrari book: "Quite often these touring cars were built in restricted series and more often than not there was a great deal of variation, even amongst the models of the same series." Yates also stated: "Historians trying to determine the exact production of the early machines have encountered massive confusion as some cars served more than one function [racing and road] before being sold or disposed of."

Early Ferrari production was minuscule. The best estimates are five units built in 1948, 21 in 1949, 26 in 1950 and 33 in 1951. We know that engines were swapped between cars or, as development continued, the latest version would be substituted, especially in favoured customers' cars that were used for competition. Enzo cared little for the company's pure road car clients as they served only to fund his racing programme.

So, pinning down the full story of a Ferrari road car dating from 1950 was never going to be an easy task. The one point that we can safely say without fear of contradiction about our featured car is that it is a Ferrari 195. Right from the beginning, all models were

*Original bodywork appears to have been by Ghia but was modified front and rear during the 1950s by an unknown outfit*





*Car was returned to original white paint during restoration, which presented huge challenges for the Barkaways team*

designated by the cubic capacity of a single cylinder, hence the company's debut 1.5-litre V12 was a 125, its 2.0-litre a 166 and when that was updated to 2.3 litres in 1950, the designation became 195 and subsequently 2.6 litres meant 212 and so on into the future.

There was also clear delineation between competition cars and road cars regarding their chassis numbers, with road cars taking odd numbers and competition cars taking even numbers. But not all is or was what it seemed, as a few competition cars were sold off with road car bodies to clients when their racing days were over.

To cut to the chase, 'our' car here bears the chassis number 0113S – in other words a road car with a 'Sport' chassis. It was described at its parturition as a 195 Inter Coupe Ghia – Inter being the title given to early Ferrari road cars. Most quality cars produced in Italy at this time were fitted with right-hand drive, so it's no surprise that 0113S was built as a right-hooker. Its life story is recorded as having been completed on 11 December 1950 and going first of all to Ferrari's favoured Milan agent, Franco Cornacchia, who sold the car in June 1951 to Alfonso Scimé who paid 2.5 million lire for it.

Originally painted white, it would seem that, some time after it was first built, both the front and rear of the car's bodywork were heavily modified. The front wings, headlights, grille and bumper were all changed, as were the C-pillars and rear window, the result being what we see today. There is no record of which company made the changes but it was certainly done in Italy during the original owner's tenure.

The next record comes in 1959, when 0113S was with another Milanese dealer, Michele Vernola, who exported the car to Los Angeles, where it was acquired in around 1960 by Lawrence Knaack of Illinois. At this time, the paintwork is recorded as being metallic grey. By the late 1960s, 0113S was with Robert Johnson, also of Illinois, who offered it for sale in January 1976 for \$10,500 with around 40,000km on the clock. It would seem that same year it changed hands again and with 26 years behind it, it was stripped down ready for a thorough restoration. This took some time and was not completed until 1986, at which point the trail goes cold. Then the car turned up as a lot at an RM Sotheby's London auction in October 2011, where it sold for £280,000 to an unknown buyer. It next appeared in 2012, when it was





displayed during the launch of the new F12berlinetta in Hong Kong. Six more years went by and it once again came up at an RM Sotheby's auction, this time in Monaco, where it sold for £522,000.

It found its way into the very capable hands of Ian Barkaway and his team at their premises near Maidstone, Kent. Barkaways worked extensively on the car to make the fabulous job of it that you see here. In newly restored form, the 195 Inter debuted at the 2021 Salon Privé concours. It was entered in the Post-War Closed (European) class and duly won a runners-up prize.

Ian Barkaway told us: "At the beginning of Barkaway's journey with the car, I flew to Scotland to discuss the project with the owner whilst looking through the boxes of history collated over the past 70

years. It was initially agreed to send the car down to Barkaways for a thorough assessment, but when we tried to run it, the brakes didn't work and the engine ran very badly. Eventually we decided to strip it down and the body was sent for media blasting, following which some of the original welds where the body had been modified were revealed.

"After the Colombo V12 was removed and stripped down, we could see that it was in a sorry state and still had the original three-piece head gaskets with individual copper rings on the top of each liner. It was interesting to note that it has a dog-box gearbox design, which certainly makes for an interesting drive in such an early Ferrari! In addition, it has classic early Ferrari transverse leaf front-suspension.

"Parts were certainly the biggest challenge on this

*One of the first 50 road-going Ferraris ever built, this 195 Inter from 1950 has unique bodywork*





WE'RE DEDICATED TO PRESERVING  
THE CLASSIC FERRARI SPIRIT

**LARGEST**  
INDEPENDENT  
SUPPLIER OF  
PARTS FOR  
FERRARI CARS

**OFFICIAL**  
DISTRIBUTOR FOR  
HILL ENGINEERING

**UNRIVALLED**  
ENGINEERING AND  
TECHNICAL EXPERTISE

CAM BELT  
VALVE RETAINER  
PLUG SHAFT  
FUEL PIPE  
PISTON RINGS  
THRUST BEARING  
OIL HOSE  
GEAR KNOB  
CRANKSHAFT  
FLYWHEEL  
GASKET SET  
CARB REBUILD KIT  
FUEL FILTER  
CAMSHAFT SEAL  
ENGINE MOUNT  
SYNCHRO SPRING  
HEAD NUT  
BIG END BEARINGS  
REAR MAIN SEAL  
SYNCHRO RING  
IGNITION MODULE AMPLIFIER  
WOODRUFF KEY  
VALVE GUIDE  
FUEL PUMP  
PISTON CYLINDER LINER  
FUSE BOX  
INLET MANIFOLD GASKET  
IGNITION LEADS  
CAM FOLLOWER  
ENGINE MOUNT  
DISTRIBUTOR CAP  
AIR CONDITIONING PUMP  
BRAKE SHOCK  
SUSPENSION FORK  
FUEL ACCUMULATOR  
WIPER MOTOR  
STEERING RACK  
EXPANSION TANK  
FUEL CAP  
CRANK SEAL  
HEAD GASKET  
MAINS BEARING  
OIL SEAL  
FUEL INJECTOR  
CAM STUD  
SHOCK ABSORBER  
TIMING BELT BEARING  
STARTER DRIVE  
SPARK PLUG  
BREATHING HOSE  
VALVE SPRING  
HORN  
TYRES  
GEARS

**CONTINUOUS**  
REMANUFACTURING  
OF OBSOLETE AND  
UNAVAILABLE PARTS

**DEPENDABLE**  
BIG ENOUGH  
TO COPE  
SMALL ENOUGH  
TO CARE

**FAST EXPRESS**  
WORLDWIDE  
SHIPPING DAILY

# FERRARI PARTS SPECIALIST SUPERFORMANCE



**SUPERFORMANCE.CO.UK +44 (0)1992 445 300**

CELEBRATING **38** YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW



WE SUPPLY PARTS TO THE UK AND ACROSS THE WORLD



See what we're up to on instagram @superformance.co.uk and  
you can follow us on facebook.com/superformanceukltd







project. The rarity and age of the car meant that many of them had to be specially fabricated. There is no question this is a unique car. Unveiling the car at Salon Privé was a fitting end to what has been a challenging journey."

Here we have a perfect example of an early Ferrari road car conundrum. During inspection at Salon Privé, it was noted that certain of the car's features suggested that Carrozzeria Touring was involved in its construction, although the car has always been described from the beginning as by Ghia. Now Ghia was only ever responsible for the production of road car bodies for Ferrari, these being built on the usual Gilco chassis but with the wheelbase lengthened by 250mm to 2500mm (Sport models would have been mounted on a shorter 2250mm wheelbase). Even though 0113S

car bears an 'S' chassis plate, it has always been described as an Inter.

To strengthen the 'Sport' lineage, the car was originally fitted with three carburetors, whereas a road Inter would normally have had only one. Interestingly, the very next chassis in Maranello's road car sequence – number 0115 – was also designated as an 'S' and was also built on the longer wheelbase but it had only a single carburetor. If our feature car really is a Sport, then that would suggest it wouldn't have been constructed by Ghia; but if it was by Ghia, why does it have an 'S' chassis suffix? And who precisely modified the body back in the 1950s? Research continues and it would be more than splendid if a solution were found. As Winston Churchill once said: "It is a riddle, wrapped in a mystery, inside an enigma." 🇮🇹

*Triple carbs are part of the 'S' (Sport) spec. Car won an award at Salon Privé, with Ian and Ben Barkaway on hand*





WE'RE DEDICATED TO PRESERVING  
THE CLASSIC FERRARI SPIRIT

**LARGEST**  
INDEPENDENT  
SUPPLIER OF  
PARTS FOR  
FERRARI CARS

**OFFICIAL**  
DISTRIBUTOR FOR  
HILL ENGINEERING

**UNRIVALLED**  
ENGINEERING AND  
TECHNICAL EXPERTISE

CAM BELT  
VALVE RETAINER  
PLUG SHROUD  
AIR FILTER HOOD  
FUEL PIPE  
HEAD SHAFT  
HEAD GASKET  
PISTON RINGS  
THRUST BEARING  
OIL HOSE  
GEAR KNOB  
CRANKSHAFT  
FLYWHEEL  
GASKET SET  
CARB REBUILD KIT  
FUEL FILTER  
SYNCHRO SPRING  
ENGINE MOUNT  
HEAD NUT  
BIG END BEARINGS  
REAR MAIN SEAL  
IGNITION MODULE AMPLIFIER  
WOODRUFF KEY  
VALVE GUIDE  
FUEL PUMP  
PISTON CYLINDER LINER  
FUSE BOX  
INLET MANIFOLD GASKET  
IGNITION LEADS  
CAM FOLLOWER  
ENGINE MOUNT  
DISTRIBUTOR CAP  
BRAKE SHOE  
SUSPENSION FORK  
AIR CONDITIONING PUMP  
FUEL ACCUMULATOR  
BRAKE DISC  
WIPER MOTOR  
STEERING RACK  
EXPANSION TANK  
FUEL CAP  
CRANK SEAL  
HEAD GASKET  
VALVE COILER  
AIR FLOW METER  
MAGNETIC SHUT OFF  
MAIN BEARING  
OIL SEAL  
FUEL INJECTOR  
CAM STUD  
SHOCK ABSORBER  
TIMING BELT BEARING  
STARTER DRIVE  
SPARK PLUG  
BREATHING ROSE  
VALVE SPRING  
OIL PLUME CHAIN  
THROTTLE CABLE  
TYRES  
ROTOR ARM  
GEARS  
HORN

**CONTINUOUS**  
REMANUFACTURING  
OF OBSOLETE AND  
UNAVAILABLE PARTS

**DEPENDABLE**  
BIG ENOUGH  
TO COPE  
SMALL ENOUGH  
TO CARE

**FAST EXPRESS**  
WORLDWIDE  
SHIPPING DAILY



# FERRARI PARTS SPECIALIST SUPERFORMANCE



**SUPERFORMANCE.CO.UK +44 (0)1992 445 300**

CELEBRATING **38** YEARS FERRARI PARTS EXPERIENCE

UNIT G1 RD PARK STEPHENSON CLOSE HODDESDON HERTFORDSHIRE EN11 0BW

CONTACT OUR OFFICE AT [ADMIN@SUPERFORMANCE.CO.UK](mailto:ADMIN@SUPERFORMANCE.CO.UK)



**WE SUPPLY PARTS TO THE UK AND ACROSS THE WORLD**



See what we're up to on instagram [@superformance.co.uk](https://www.instagram.com/superformance.co.uk) and  
you can follow us on [facebook.com/superformanceukltd](https://www.facebook.com/superformanceukltd)





# Follow Auto Italia on . . .



## SUBSCRIBE TODAY





ORDER ONLINE AT:  
[www.auto-italia.co.uk](http://www.auto-italia.co.uk)  
[www.pocketmags.com](http://www.pocketmags.com)  
[www.magzter.com](http://www.magzter.com)



SMART PHONE  
or TABLET ACCESS  
Auto Italia is available at  
the App Store or online at  
[www.pocketmags.com](http://www.pocketmags.com)  
Save money on shop  
prices and postal costs  
and view the latest  
issue from anywhere  
in the world.



## PRINT SUBSCRIPTION PRICES

Yes, I would like to subscribe for 12 issues

- ☐ Quarterly Direct Debit £11.50 (£46.00 per year) **UK ONLY**  
☐ Annual Credit/Debit Card/Cheque £49.50  
☐ Europe £67.00  
☐ USA £77.00  
☐ Rest of World £80.00

### Your details

Name: .....

Address: .....

Postcode: .....

Telephone: .....

Email: .....

### Instruction to your Bank or Building Society to pay by Direct Debit

Service User Number

2 7 5 3 7 4



Account Name

.....

Account Number

.....

Sort Code

.....

Name and postal address of your Bank or Building Society

.....

.....

Postcode

**Instruction to your Bank** Please pay FastPay Ltd Re: Ginger Beer Promotions Ltd t/a Auto Italia Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with FastPay Ltd Re: Ginger Beer Promotions Ltd t/a Auto Italia and, if so, details will be passed electronically to my Bank/Building Society.

Signature

.....

Date

### The Direct Debit Guarantee

- This Guarantee is offered by all Banks and Building Societies that accept instructions to pay Direct Debits.
- If there are any changes to the amount, date or frequency of your Direct Debit, FastPay Ltd Re: Ginger Beer Promotions Ltd t/a Auto Italia will notify you five working days in advance of your account being debited or as otherwise agreed.
- If you request FastPay Ltd Re: Ginger Beer Promotions Ltd t/a Auto Italia to collect a payment, confirmation of the amount and date will be given to you at the time of the request.
- If an error is made in the payment of your Direct Debit by FastPay Ltd Re: Ginger Beer Promotions Ltd t/a Auto Italia or your Bank or Building Society, you are entitled to a full and immediate refund of the amount paid from your bank or building society. If you receive a refund you are not entitled to, you must pay it back when FastPay Ltd Re: Ginger Beer Promotions Ltd t/a Auto Italia asks you to.
- You can cancel a Direct Debit at any time by simply contacting your Bank or Building Society. Written confirmation may be required.

Please also notify us. Auto Italia Magazine, Enterprise House, Building 52, Wrest Park, Silsoe, Bedfordshire, MK45 4HS [www.auto-italia.co.uk](http://www.auto-italia.co.uk)



# Given The Works

Looking for all the world like a works rally car – and driving like one too – this clever custom Fiat 124 Coupe in fact borrows from the 124 Abarth Spider Rally playbook

Story by Simon Charlesworth  
Photography by Michael Ward

**T**he bucket seat feels as snug and forgiving as a bench vice. The top-hinged pedals are so close to one another that they appear to be more than just friends. The hydraulic handbrake is close to the ball-topped gear lever. My noggin has just lost an argument with the rollcage. I know this is going to be intense.

On initial approach, you have one question: did they or didn't they? You have to think twice when confronted with a Fiat 124 Sport Coupe wearing works-style battle-dress. The fact that Mark Bendle's 1974 example pays tribute to the grimy 'n' gritty Gp4 career of its Spider sister, is what catches out people such as me, who are not so clued up on Fiat history. That this 124 CC so successfully sports the Abarth Rally's early 1970s style — when the classic red and black livery was joined by broad white stripes along the flanks — is key to the confusion. It looks so right that it has to be, er, right, *right*?

The CC was the third and final incarnation of the 124 Sport Coupe. You can certainly argue that the 1967 AC original — an in-house design by Felice and Boano at Centro Stile — was visually the closest to Pininfarina's Sport Spider, but this link was severed by the 1969 BC that clearly drew more style inspiration from its big Dino 2000 Coupe brother. Produced from 1972 to 1975, the CC's makeover entailed several detail differences, with the most obvious being the new deeper front grille — emphasised by the front bumper dipping beneath it — and at the

back, a more accessible boot, another new bumper and different vertical lamp clusters. Meanwhile, the shape of the side rear windows was also revised.

The 124 also experienced a raft of engineering improvements throughout its life. In terms of press reviews about the Coupe's handling, the AC was enthusiastically received, the roly-poly BC widely criticised, while the heavier CC did manage to recoup some of the original car's lost finesse.

Mark has owned this 124 CC for a considerable time. "I bought it back in 1983 and I drove it for a number of years until I gave it to my brother when my family came along. He drove it and restored it over a number of years, before eventually giving it back to me in around 2000, by which time it was in a really sorry state. Then about four or five years ago, I decided to restore it. Originally, I thought about doing it as a road car but I decided to do it as a rally car because I'd put so much new metal in it.

"It was pot luck that my first car was a 124 Special and then I had a couple of 124 Special Ts, which got me into the whole Fiat twin-cam thing. At the time, they were real wolves in sheep's clothing. A lot of people were buzzing around in Mk2 Escorts but the Fiats were better in some respects. I had a few 124 CCs, two BCs, a Lancia Fulvia. With the family, things went on to the back-burner but as we get older, we tend to regress to our childhood. I retired a couple of years ago so I had the time. I've got loads of knowledge on this particular car, various







“ The classic red and black livery with white stripes looks so right that it has to be, er, right, *right?* ”



124s and shed-loads of bits, so it just made sense. I've got three of these at the minute. You tend to stick with what you know!"

Of course when the rot gets the taste for Italian tin — and it doesn't need much invitation — then it does lose all self-control. The floorpans had disappeared, front and rear scuttles needed addressing, and where the doors attach to the A-pillars they had to be refabricated. The front suspension turrets were brought back to life, work in and around the boot was extensive, and both the bootlid and bonnet needed to be patched. Which is enough just to make you tired, just reading it all.

Mark adds, "I used thicker metal in the floor and the chassis sections than normal because, as a rally car, it would gain some strength — plus this was all seam-welded rather than spot-welded, as per the original cars."

You've done all the work yourself then? "Yes, including the painting! The livery is a copy of the 1973 works Spiders, although they varied slightly. That was the theme plus a few extras to fill spaces — like the scorpion on the boot — which weren't on the works Spiders. I really wanted it to try and make it look period, so the badges on it relate to sponsors or equipment from the time.

"The wheelarch lips are wrapped and the wheelarches are filled with 7x13in wheels. I've converted the hubs from bolts to studs and I've got an original set of Cromodora 5.5x13in wheels fitted with gravel tyres. The only things I haven't done myself are

put the cage in — I had it made up and then fitted by Allan Weston in Yorkshire, so I've got the certificate for it — and the rolling road and carburettor tuning was done by Martin at Maynard Engineering in Stroud."

The base of this CC's engine is standard. It's the high-compression 1756cc unit that these third-gen cars shared with the Fiat 132. However it's running BC cams, side-draught Dell'Orto 45DHLA carbs and a large-bore exhaust. An electronic and mappable distributor has been fitted, and it aids bottom-end torque and drivability. The point of fitting BC road cams is to increase the twin-cam's top-end performance — making it capable of 6400rpm — although they are not quite so talented at doling out low-down torque. It's a niggle which is partially remedied by the clever dizzie. In terms of power, it has experienced quite an increase from its original 118hp to somewhere in the region of 130hp.

Given it has a rally logbook, has Mark managed to 'blood' it? "I haven't done an awful lot in it yet. I finished it last year and of course lockdown meant that there was nothing happening. I've got plans to take it to various demonstration events — I'm a member of Slowly Sideways UK. I have a couple of other cars which are eligible for that (an ex-Works Gwyndaf Evans/Tony Jardine MG ZR and one of the original 35 Rover Dunlop Turbo 'Tomcat' circuit racers) so this one tags along with them. I'm hoping to do a couple of events there. I might do the odd road rally with it, but I won't rally it competitively because it will just get smashed to bits and I haven't got the





# FIAT 124 SPORT COUPE



## TECHNICAL SPECIFICATIONS

### FIAT 124 CC SPORT COUPE 'RALLY'

ENGINE:	1756cc, 4-cyl DOHC
BORE X STROKE:	84mm x 79.2mm
COMPRESSION RATIO:	9.8:1
FUEL SYSTEM:	2 x Dell'Orto 45DHLA carbs
POWER:	130hp at 6000rpm (est)
TRANSMISSION:	Five-speed manual, rear-wheel drive, plate-type Lada limited-slip diff
SUSPENSION:	Double wishbones, Lada Niva coil springs, MacPherson strut (front); live axle, Lada Niva coil springs, Chapman strut, radius arms, Panhard rod (rear); Spax adjustable dampers (all round)
BRAKES:	Solid discs all round, Bendix callipers
DIMENSIONS:	4115mm (L), 1670mm (W), 1340mm (L)
WEIGHT:	996kg
MAX SPEED:	115mph
0-62MPH:	9.8sec



*1.8-litre CC unit is fitted with BC cams and big carbs to boost high-rev zing. Around 130hp on offer*



money. So really it's just a fun car."

That penultimate sentence rings in my head as I start the 124 CC. The twink snarls into consciousness, as if awoken by a selfish neighbour. At slow speeds, you are presented with gargling carbs and a spicy exhaust note that is accompanied by a cheeky drop of gear whine. The gearbox is standard, so the keening must be coming from the Lada plate-type limited-slip differential.

The situation is made all the more obvious by the battered access track which has to be negotiated. We are peppered with bangs and clatters from the poly-bushed suspension – which runs modified Lada springs and Spax adjustable dampers – before we are let loose on the sunlit uplands of the tarmac nirvana that is... well, the road. A road filled with sexy off-the-shoulder bends, esses and apexes all interspersed with titillating straights which goad your right foot into the fully flexed position.

All this dawdling and pootling takes time. What little dashboard trim there is, is largely original, except for a fabricated aluminium panel at the bottom of the centre console. This provides a home for the MSA-required operating switches for both the electrical isolator and fire extinguisher.

As speed builds, grit and gravel starts to ping and zing off the 124 CC's belly. The Perspex windows shiver and rattle. The heady scent of petrol reminds you of the internal brake and fuel lines, the uprated fuel pump and the alloy tank in the boot. The steering ticks all the necessary boxes: feel, gearing, and the right amount of heft. Roll is so well controlled, it's hardly perceivable, while grip is plentiful. As yards become miles, it is possible to enquire, probe and tease. Corners can be





tackled with glorious neutrality. Alas, the increasing traffic means encouraging the rear to step out is not on the cards. Nor is it necessary, as imperfect surfaces make the Fiat quiver and tramline, and the Momo wheel rim tremble and fidget. The grooved discs and Bendix callipers with competition pads take some investment from your right thigh. In fact, most of the controls require a little bit more oomph than you would imagine.

The cabin is filled glorious noise. As the short-stroke Lampredi's hectic cacophony swells in volume — bullying your ears and slapping an instant devilish grin on your chops — it is dominated by the induction and backed up by a deeply funky exhaust note. The engine does feel happier up here rather than down there, where it tends to fluff and grump around at idle. The five-speed gearchange is quick and slightly notchy. You can't help but pump up and down these closely stacked cogs.

At 60mph in top gear, the twink is spinning over at 3500rpm. The 8000rpm white-through-black Veglia tacho is decorated with a thin streak of yellow just past 6000rpm, before turning red at 6500rpm. The fun zone is above 4000rpm, when the twink starts to sound manic and almost possessed as the 124 CC comes on cam. A glance at the speedo reveals that all this entertainment is possible at sensible speeds, making it a hugely enjoyable and suitably quick car for the road. You seldom need more power than this, when it's served up so enthusiastically.

Inhaling, experiencing and indulging in the motorised glories of yesteryear — an analogue, more egalitarian time. This Fiat is like that childhood mate who wasn't perfect but great fun, yet your parents always disapproved. This 124 CC is proper driving. 🇮🇹

*Car has a rally logbook so it could be driven competitively, although it hasn't done so yet*







# MIDDLE BARTON GARAGE

## FIAT AND ABARTH SPECIALISTS

ESTABLISHED 1987

MBG specialises in both parts and engineering for all classic Fiats and Abarths.  
We can supply most parts and our workshop undertakes servicing,  
repairs and restoration of all models.  
Please visit our very comprehensive parts section on our eCommerce website.



- Spares and Workshop •
- Servicing •
- Repairs Restoration •
- New Campagnolo Style Alloys •

Middle Barton Garage, Troy, Ardley Road, Somerton, OX256NG  
Tel ++44 (0)1869 345766 • [carsandparts@middlebartongarage.com](mailto:carsandparts@middlebartongarage.com)  
**[www.middlebartongarage.com](http://www.middlebartongarage.com)**



# British GT Championship Finale

## Season end for GT3 sees a Lamborghini showdown

Words by Mike Rysiecki  
Images by Leigh Jones & SRO



**T**he 2021 British GT Championship finished well for the Lamborghini Huracán GT3 Evo teams and drivers. The second half of the season had more points on offer from the pairs of sprint races at Snetterton and Oulton Park leading up to the final 'Donington Decider' endurance round in October.

After the disastrous result at the first Donington round, a commanding victory from the Barwell team at Spa had returned Leo Machitski and Dennis Lind to the top of the points table. The WPI Motorsport Lamborghini of Michael Igoe and Phil Keen were also back in contention following their second place at Spa.

Snetterton is a track that is generally better for the Lamborghinis, which are quicker in the corners than the

front-engined GT3 cars. Machitski and Lind's additional Success Penalty pit stop time from Spa had seemingly lowered the championship leaders' chances of success. But Barwell's rapid Dane set his fourth fastest lap in five races while chasing down the RAM Racing Mercedes and his Barwell team-mate Sandy Mitchell. The Barwell Lamborghinis finished third and fifth with WPI in seventh at the end of the first race.

The day's second race at Snetterton couldn't have looked any more different to the first after a heavy rain shower soaked the track just before cars headed to the grid. The second one-hour sprint which started wet and almost dried out completely by the end featured two more title contenders on the overall podium, after Barwell's Adam Balon and Sandy Mitchell beat WPI

*ABOVE: Machitski & Lind en route to GT3 title. BELOW: Snetterton downpour. OPPOSITE: Igoe & Keen; Donington action; triumphant Barwell team*





Motorsport's Phil Keen and Michael Igoe to second place, despite the latter's impressive final stint.

Lind had been unable to hold on to his pole position lead at Riches where the Mercedes of Yelmer Buurman swept around the outside of Barwell's championship leading Lamborghini. That left Machitski and Lind 6.5 points clear of Loggie/Buurman and Andrew Howard's Aston Martin.

At Oulton Park, spectator pit lane walks were back on the race day agenda where Barwell entertained the crowds with precision pitstop practice. In the first race of two at the Cheshire circuit, Matchitski and Lind finished second, while WPI Motorsport's Huracán, driven in the second stint by Phil Keen, recovered from an early 'off' to complete the top-five ahead of Barwell's other championship-chasing Lamborghini of Adam Balon and Sandy Mitchell.

In the second Oulton Park race, Michael Igoe and Phil Keen denied Leo Machitski and Dennis Lind the chance to become champions with a race to spare. Barwell's other Lamborghini, shared by Balon and Mitchell, joined WPI Motorsport's Huracan on the podium. The 2021 GT3 Teams' crown was settled in Cheshire as Barwell retained that title.

With eight races down and one to go, the GT3 Drivers' Champions would be crowned at the Donington Decider where five crews had a mathematical chance of claiming the crown. The showdown would play out over two hours at Donington Park. Up front, Leo Machitski and Dennis Lind were hoping to convert their 18.5-point lead into the Drivers' title. But they faced stiff competition from Ian Loggie and Yelmer Buurman, Michael Igoe and Phil Keen, and Adam Balon and Sandy Mitchell.

Barwell Team Principal, Mark Lemmer, said he preferred Leo to be "chasing rather than leading" and Leo agreed: "You lose downforce if there is a car too close behind". Machitski and Lind survived a nerve-racking wet/dry race to wrap up the 2021 GT3 Drivers' Championship as their Barwell Motorsport #63 Lamborghini came home fourth to seal the title by 9.5 points. Outgoing champion Sandy Mitchell and Adam Balon finished in fifth place, sufficient to finish third in the final standings. WPI finished third in the team standings and Igoe/Keen were fourth in the GT3 Drivers' Championship.

Dennis Lind set fastest lap for the sixth time in seven events: "I could see the battle between the top three but was not going to catch them. I was driving cautiously and could feel grip in the places that you don't normally want to go so I thought 'Yeah, let's try and go for it'. We are always comparing ourselves to the other Lamborghini drivers. If you are the quickest Lambo driver, that is the benchmark."

After the race Machitski was elated, saying: "I have been racing for 17 years and now have four titles, two British and two European. I had unfinished business here as my previous championship was a class win. Having won it, I don't have anything to prove."

The British GT3 Teams' and Drivers' titles mean that Barwell Motorsport won a total of six championships in 2021, including four in GT World Challenge Europe. These follow their 2020 British GT and GT World Challenge Silver Cup crowns. All four of Barwell's drivers say they want to be back for the next British GT season.





# Auto e Moto d'Epoca

Padova's classic car extravaganza is one of Europe's biggest – and 2021 marked a grand renaissance

Story & images by Nathan Chadwick





From what I'd heard, I knew Auto e Moto d'Epoca was good, but I wasn't quite prepared for just how good. From the second I walked into the first of the 11 halls at Padova to be confronted by Italian classics I'd hitherto only seen in the pages of this magazine, to the moment I stumbled out of the Fiera three days later, I'd seen over 5000 cars. The event celebrates the breadth of the Italian car scene and its manufacturers, and while there were many Fiat 500s and Ferraris, there really was something to savour for everyone.

One of big displays was a celebration of Bertone's concept cars, organised by the ASI. While many were outlandish from the start, with production unlikely (such as the Autobianchi Runabout), but it was intriguing to see some of the high-on production-ready models given airing, such as the graceful Kappa-based Lancia Kayak.

Elsewhere, the ASI celebrated the Italian Touring Car Championship with a selection of famous racing cars, in particular Giorgio Francia's 1991 Alfa Romeo 75 Turbo and Alessandro Nannini's 155 GTA. There were more notable motorsport finds tucked away in the sales halls, with a Camel-liveried K-Sport-prepared Lancia 037 and an ex-Attilio Bettega/Maurizio Perissinot Fiat 131 Abarth up for grabs, though if your ambitions were more road-based, a bright orange Stradale version was also in attendance.

If road-going homologation specials are your thing, there were no fewer than three of the 500 Alfa Romeo 75 Turbo Evoluzioni built to allow the Alfa to go racing in Group A Touring Cars. However, a rarer still Giulietta Turbodelta – the last car built and designed by famed in-house Alfa racing department Autodelta – was tucked away in the corner of one of the 11 halls. If you fancied a slice of transaxle Turbodelta action but required two fewer doors, an Alfetta GTV Turbodelta jostled for position outside with a wide-body Group 4 hillclimber version of the same breed. A brace of hillclimb Fiat 128s seemed certain to appeal to our photographer, Michael Ward.

A Raffo Tipo 12 – one of two built by in the UK by an Italian-born engineer – was lurking in the private sales section. This 740kg mini-prototype racer uses the engine from an Alfasud Quadrifoglio 1500. If you had a bigger wallet, a Group 4 Ferrari 308 GTB with Daytona 24 Hours history was similarly rakish.

Swollen arches were very much the order of the day with a rare Hormann-bodykitted Fiat Ritmo 125 TC, one of what must be a handful left (yours for €14,800). Almost as rare was a Fiat 127 Sport – there are just two left in the UK, according to Howmanyleft.com.

More rare-groove stuff could be found in the form of an Alfa Romeo 164 Q4, one of around 1500 made, and of which there are just three that we know of in the UK (where it was never sold officially). These used the highest-powered version of the Busso V6 available at the time, plus a Steyr-Puch four-wheel drive system with a 100-0-100 differential layout, which means it's about as close to a Subaru Impreza as Alfa ever got.

On a similarly angular theme, we spotted a black Maserati Shamal, which is rare enough (around 370 made). Celebrating the 40th anniversary of the Biturbo, there were a couple of Italian-market Biturbo SI models and any number of manual normal Ghibli IIs







available. Scarcer examples of Modena's twin-turbo stable included the limited-production, Italian market, 280hp Racing model. This was truly a sight to behold, but nothing compared to the Ghibli II Primatist, of which just 34 were built to commemorate Guido Abbate's world speed record over the Flying Kilometre in a boat at Lake Lugano using a Biturbo engine. The Primatist's controversial interior featured metallic blue leather with turquoise leather inserts – very much a matter of personal taste.

If those tastes were for older cars, then there was plenty to take in. Lines of Fiat 500s included an almost endless variation of body styles (including a one-off coupe body that looked like a giant had stepped on it). Delving deeper, some truly intriguing creations stuck out – take the 1948 Fiat Topolino B Giardiniera 'woody' that had been in one family ownership since new, and is believed to be one of only 15 examples left.

Keeping it 1940s, a Maestri-bodied Fiat 500 A

Berlinetta caught the eye. Enrico Maestri started it in 1939 based on a leaf-sprung 500 A chassis, on which he built aerodynamic bodywork said to be "drawn in a single mass" with the headlights, wings and grille united in a harmonious three-volume shape. Sadly the war would mean the end of Maestri's little carrozzeria in Piacenza, and this car would only be finished in 1948.

Similarly rare finds were dotted everywhere. How about one of 14 manual De Tomaso Longchamps? One of 45 manual Ferrari 612 Scagliettis? Or a 1968 Osca Maserati Zagato 1600 GT up for grabs for €560,000? Perhaps a one-of-100 ASA 1000 GT (€155,000) or a one-of-199 Lancia Flaminia 2.5 3C Sport Zagato. There were so many ways to make yourself top dog at your next respective club meeting.

Not everything was for sale, however, like the stunning, one-of-three, Vignale-bodied Ferrari 625 TF driven to fourth place at the Monza GP by Mike

**CLOCKWISE FROM TOP LEFT:**  
Alfa 164 Q4, Alfasud racer,  
Maserati Shamal, Bertone  
Kayak, ASA 1000 GT, Fiat  
X1/23, Maestri 500, Topolino,  
De Tomaso Longchamp







**CLOCKWISE FROM TOP LEFT:** 308 GTB Group 4, Hormann Ritmo, 4Cs, Rayton Fissore Pickup. Panda 4x4, Abarth 1000 SP, Ferrari 625 TF, Alfa Giulietta Spider, rough Giulia

Hawthorn in 1953. A vast FCA Heritage stand also showcased money-can't-buy classics. Seen for the very first time in public was the Abarth 1000 SP concept car, first conceived in 2009 – essentially the seed of what became the Alfa Romeo 4C. The 1973 Fiat X1/23 prototype was presented with the claim that it was the first electric microcar; its 13.5hp engine could propel it to 47mph, and provided a 43-mile range at a constant speed of 30mph. The stand also showcased recent FCA Heritage restorations, such as a Lancia Delta HF integrale Evo II and an Alfa Romeo Giulietta Spider Veloce. If the fine chaps at FCA Heritage fancied a challenge, then a barn find Alfa Giulia Super 1600 with bullet holes in the screen – a relic of a hinted criminal past – would provide the answer.

Wherever you looked there was something to catch the eye. Fancy your own restomod Fiat Panda 4x4? Why yes, sir, step this way to Class Automotive & Services ([class2021.it](http://class2021.it)). Talking Italian 4x4s, the

Rayton Fissore Magnum Pickup is rarely remembered, let alone seen.

On the Friday night, some local Alfa Romeo owners took over one of the squares in Padova's historic centre, while on Saturday 'youngtimers' (modern classics) from across the spectrum lined up on the road outside the venue, including a two-tone brown Ford Fiesta 1.3 Ghia on British plates. And they say us Brits have an odd sense of humour.

The joy of Padova is that cars that are so rarely seen in the UK, and hardly commonplace on continent, turn up in good numbers, with many for sale. Booking a one-way ticket is already tempting for next year. Yes, I'll be back. Apart from the cars, the lure of pistachio canolis the size of my forearm is too much to resist. With Venice just half an hour on the train away, and Padova itself filled with historic delights and shopping options, it wins on all counts. See you among the halls from 20 to 23 October, 2022. 🇮🇹











# Vernasca Silver Flag

Superb historic hillclimb action in Piacenza

Story & images by Matteo Grazia

In the foothills along the Val d'Arda's sweet roads, not far from Piacenza, is Castell'Arquato. Not only is this renowned for being one of Italy's most beautiful villages, but also for hosting the 'Dynamic Concours d'Elegance' known as the Vernasca Silver Flag. For 25 years, it's revived the important hillclimb event that originally ran here from 1953 to 1972.

The 2021 edition brought together a quite incredible selection of 170 cars, both privately owned and belonging to museums. Italian marques, once again, dominated the show. Above all it was Lancia, with its legendary roster of rally cars, that aroused the greatest enthusiasm from the public. We admired no fewer than five examples of the Stratos in action: a Stradale version piloted by racer Arturo Merzario and four racing-spec ones. Among these was the famous 1976 Group 4 car that finished second overall in the Targa Florio driven by Carlo Facetti/Gianfranco Ricci's, as well as Antonio 'Ninni' Runfola's Group 5 car, now owned by Michael Lipps, which was recognized with a FIVA award by the organisers.

There were also a remarkable four examples of the Lancia 037 present. Among these was the 1984 car with which Viv Preston Jr and John Lyall finished sixth overall at the Kenya Safari Rally. Two Delta S4 Group B models were here too, one of which was the 1986 Olympus Rally winning example driven by Markku Alén/Ilkka Kivimäki.

Still on the subject of Lancias, we particularly enjoyed two other rare gems: the 1975 Group 4 Beta Coupe (ex-Mauro Pregliasco/Piero Sodano) and the Fulvia Barchetta F&M Special that gave Sandro Munari and Rauno Aaltonen a ninth-place finish at the 1969 Targa Florio.

Ferraris were the other great surprise of the 2021 edition. In fact, even pre-Ferrari, since the Auto Avio Costruzioni Tipo 815 was here from the Righini collection: this was the first car ever made by Enzo Ferrari, commissioned by Alberto Ascari to compete in the 1940 Mille Miglia. One of the most important Ferraris of the 1950s ran up the hill, too: the 340 MM, chassis 0294AM, owned by Roberto Crippa, which was driven at the 1953 1940 Mille Miglia by Luigi Villorosi and Pasquale Cassani. Also to this car's credit was overall victory at the Silverstone International Trophy in





1953 with Mike Hawthorn at the wheel.

We found three further Prancing Horses of special interest. The 1954 250 Monza, chassis 0466M, has a strong history of hillclimb races in the early 1950s. Meanwhile the 212/225 Berlinetta Le Mans Touring of 1951, chassis 0112E, driven by Paolo Casella, took part in the 1953 and 1955 Mille Miglia. Finally, the 857 Sport Spyder Scaglietti of 1955, chassis 0584M, belonging to Emilio and Massimo Comelli, is the car that took second place in the 1000km Buenos Aires race in 1956 with Olivier Gendebien/Phil Hill at the wheel, followed by

first place in the 1956 Giro di Sicilia, driven by Peter Collins/Louis Klemantaski.

Alfa Romeo saw the participation of many models here, including Giulia GTA/GTAm, Giulia SZ and TZ1, 1900 C Sprint and 1900 SS Touring. One of absolute highlights was the fantastic Tipo 33/2, chassis 750.33.014, owned by Alessandro Carrara, which participated in the 1968 24 Hours of Daytona with Casoni/Rascaldi at the wheel, finishing seventh overall. Also much applauded by the public were Martin Kapp's Alfa 1929 6C 1750 SS (awarded the

*ABOVE: Some of the 170 cars that ran up the hill this year. BELOW: Stratos chases Rally 037; just some of the Ferraris here*







CLOCKWISE FROM TOP  
LEFT: AAC alongside 124s;  
ex-Daytona Alfa 33/2;  
Giulietta Sprint; Ferrari 857  
Sport Spyder; Fiat 1100

pre-war car trophy) and Jan Stautel's 1934 8C 2300 Touring Spider.

At each edition of the Vernasca Silver Flag, we find a formidable line-up of Abarths, from the small, modified Fiats (the 850 and 1000 TCR, for instance) to Abarth-Simca 1300s and on up to powerful sports prototypes such as the 1000 SE018 Cuneo and 2000 SP SE010.

The 1956 Maserati 200 S Tipo 52 Barchetta, chassis 2402 – the second example built and belonging to Nicola Sculco – also enchanted the spectators. This was originally raced in the 1956 Mille Miglia with

Gilberto Cornacchia at the wheel. Also with barchetta bodywork was the 1948 Zanussi 1100 Sport brought along from the Nicolis Museum: a one-off based on the Fiat 508 C chassis, which in the 1950s was driven in many hillclimb races.

As with this event every year, a full spread of beautiful cars gathered on Sunday in Vernasca's main square after the last run. And it was from here, taking the last photos in an atmosphere permeated with automotive passion, that we look forward to greeting another unforgettable edition next year. 🇮🇹





# Poltu Quatu Classic

## Sardinian sun shines on beach car stars

Images by Degler Studio



Life's a beach could have been the tagline for this year's Poltu Quatu Classic Concours event on the Costa Smeralda in Sardinia. No fewer than 11 'spiaggine' (beach cars) took part in a new Sex On The Beach class. Although won by an American entrant – a Meyers Manx buggy – it was Italian beach cars that stole most visitors' hearts. Awards were given to a Fiat 850 Shellette Spiaggina and a Stola Fiat Panda Destriero that is still owned by the same family from new (1992). Only two were ever built, the other being for Gianni Agnelli of Fiat.

The overall winner of the Concorso d'Eleganza was the Fiat 1100 Sport Barchetta MM from the Nicolis Museum in Villafranca di Verona. This was driven at the event by Silvia Nicolis (historic Italian motorsport ambassador) and footballer Riccardo Meggiorini. They took home a superb trophy designed by Fabrizio Giugiaro. Because this superbly restored car had taken part in the 1948 1000 Miglia, it was

also eligible for the Spirit of 1000 Miglia Award – which it duly won.

In the Rally Queens Class, Gianmario Francone's Lancia Rally 037 Group B took top honours. The restomod scene was recognised by a Back To The Future class, which was won by the Maggiore 308M built in Forte dei Marmi and based on the Ferrari 308 GTS. Poltu Quatu was also the first opportunity to see Garage Italia's new Datsun 240Z restomod.


The majestic Lancia Astura Cabriolet Pinin Farina from the Lopresto Collection won the Matter of Style class. Another Lancia – an Aurelia B24S Convertible – won the La Dolce Vita class, having been driven to the Costa Smeralda from Holland, a journey of over 1000 miles. The prestigious St Moritz Prize for the most glamorous car was awarded to the Fiat 600 Jolly Ghia belonging to German collector Michael Gross.

In the Forever Young class for modern classics, the top prize went to the Ferrari 208 GTB Turbo owned by Alex Donnini, a well-known motorsport driving instructor, who

beat another very popular car, Max Sirena Skipper's Lancia Delta Evoluzione.

The ASI Trophy was awarded to the Fiat 1100 TV of the Monegasque collector Fulvio Russo, while the Spirit of FIVA Award went to Andreas Dünkel's Mercedes 300 SL Roadster, equipped for the occasion with a vintage water ski.

A new award this year was the Giugiaro Prize for the car with the strongest bond with the Piedmontese designer. This went to an extremely rare ASA 1000 GT, owned by Daniele Ferrua. Fabrizio Giugiaro – celebrating 30 years as a designer – brought along the legendary BMW Nazca M12 from 1991 together with his latest creation, the GFG Vision 2030 Desert Raid.

Other awards included the Goodwood Trophy for the car with the best paint (Lancia Aurelia B52), Hetica Klassik Fund Trophy for most investable car (Fiat Panda Cabriolet Italia 90) and Speedometer Awards for the best female crew (Mini Spiaggina) and longest distance driven (Porsche 911). 

CLOCKWISE FROM TOP LEFT:  
Michelotti 850 Shellette,  
Stola Destriero, Panda Italia  
90 cabrio, Lancia Astura





**R. PROIETTI LTD.**  
SALES • SERVICE • BODY REPAIRS



**ITALIAN CAR SPECIALISTS**  
FIAT, ALFA ROMEO, LANCIA

SERVICING, REPAIRS, RESTORATION & SPARES  
MODERN & CLASSIC CARS  
**WWW.FIAT500.CC**

2 Blundell Street, London N7 9BH | 020 7607 0798 | sales@proietti.co.uk

**TINY CAR CO**



Sales / Servicing / Repairs / Restoration



Pools Lane, Highwood,  
Chelmsford  
CM1 3QJ  
mob: 07712252289  
tristan.brunt@tinycarcompany.co.uk

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

**Omicron**  
Lancia spares and restorations




- ✓ **Parts** new, reproduction and secondhand
- ✓ **Restoration** full or partial concours restorations
- ✓ **Bodywork** panelwork, paintwork and trim
- ✓ **Engines** standard or higher specification
- ✓ **Suspension** also gearbox, brakes & steering
- ✓ **Competition** competition preparation
- ✓ **Mail order parts** we ship to over 65 countries!
- ✓ **Also** servicing, inspections and more...  
*...all to the very highest standards*




**Omicron Engineering Ltd.,**  
The Long Barn, Mulbarton, Norwich, Norfolk, NR14 8JS, UK  
sales@omicron.uk.com • www.omicron.uk.com  
Tel: +44 (0)1508 570351 • Fax: +44(0)1508 570795

**JIM STOKES WORKSHOPS GROUP**




**HISTORIC & CLASSIC CAR SERVICES**

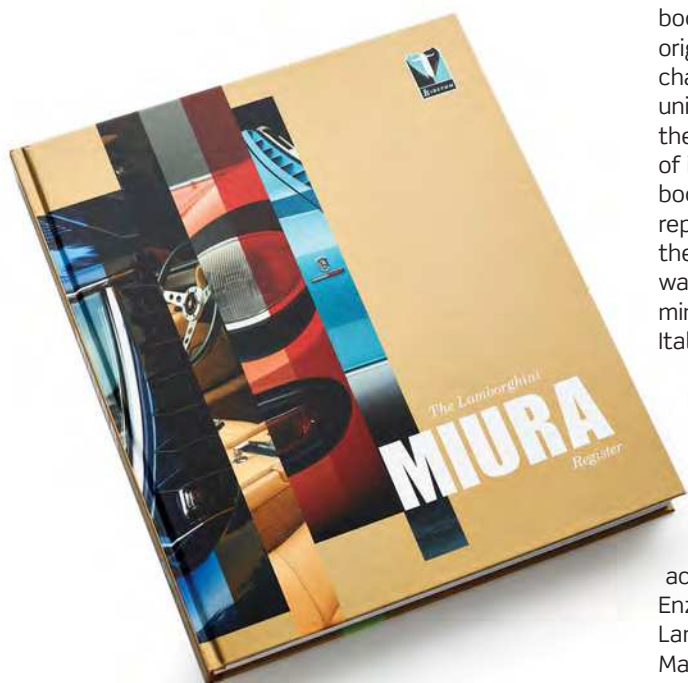
- ▶ Restoration & Recreation
- ▶ Service & Repair
- ▶ Engine Building & Rebuilds
- ▶ Component Manufacturing
- ▶ Gearbox Building & Rebuilds
- ▶ Competition Support
- ▶ Acquisition Consultancy



  jimstokesworkshops jswl.co.uk

Pipers Wood Industrial Park, Waterlooville, Hampshire. PO7 7XU UK  
Telephone - +44 (0)2392 254488 Email - info@jswl.co.uk





**Lamborghini Miura Register**  
**Kidston Ltd**  
**miurabook.com**  
**£350**

Following last year's Lamborghini Miura book from Simon Kidston and Co, the same team has now released the long-awaited companion volume: *Lamborghini Miura Register*. The original book, a comprehensive history of the model, was published as a limited edition of 762 copies, reflecting the number of Miuras

built, and its exclusivity means that not only has it sold out, but that any you see for sale are now trading at an extraordinary premium. Luckily for those who missed out, the Register is an unlimited edition, yet this does not mean that it is in any way a poor relation.

Using the same high production values, funky design and extravagant format as the first book, the Register is a lot more than a list of Miura chassis numbers. In fact, the Kidston team chose to use the Bertone production numbers for

bodies, instead of the original Lamborghini chassis numbers, as their unique reference because they had found a number of instances where new bodies were made to repair damaged cars and the same chassis number was used. Such is the minefield of 1960s Italian supercars!

The original, typed Bertone ledger of numbers is reproduced at the back of the book and using this – and the acknowledged help of Enzo Moruzzi, former Lamborghini Sales Manager – the team has painstakingly gathered a definitive list of Miuras, including chassis numbers, engine numbers, original colours and original country of export for every car. There is also a short history of each car they have information on, which is most of them. Among the legends of the Miura are Rod Stewart, *The Italian Job*, Twiggy and the Shah. However, as with any good register, the taller stories have been reduced to fact.

What is different about this Register is the photographic content. The whole book is punctuated by

spectacular period photographs of Miuras and their owners, proving amongst other things that the cars continued to be style icons well into the 1970s, even if some of their owners did not.

This project has been a labour of love for Simon Kidston, himself an arch Miura enthusiast, who initiated this research decades ago. You only really get one chance to publish a magnum opus like this but in some ways, with this Register, Kidston and Co have almost managed to do it twice. And for those who missed out on the original book, this is a highly polished and stunningly stylish homage to one of the most amazing cars of all time. – *Andy Heywood*

decades, is devoted to the Fiat 126. This is one of the slimmer volumes in the series, with only 52 pages, in contrast to Sannia's 100-page tome on the 126's predecessor, the Fiat 500.

Despite the golden age of coachbuilding being very much in decline by the time the 126 was launched in 1972, there have been surprisingly large numbers of 126-based cars. There's everything here from show cars to buggies, racing cars to kit cars, convertibles and even a three-wheeled taxi!

We love fun cars like the Auto Mirage Pick Wick, Moretti Minimaxi and Savio Jungla; tuned cars from Giannini and Lavazza; and convertibles



**Fiat 126 Fuoriserie**  
**By Alessandro Sannia**  
**Societa' Editrice Il Cammello**  
**€22**

The latest in Alessandro Sannia's excellent series of 'Fuoriserie' volumes, dedicated to the many special bodies made on Fiat models over the

like the Pop. There are even British-made cars in here, notably McLaren F1 designer Peter Stevens' Dove Barchetta 595. The book spans not only the Italian-made Fiat 126 but also Polski-Fiat versions built in Poland, while one-offs are also included.

Not every entry is illustrated and some of the images are a bit







blurry, but we have to accept that's the nature of such an obscure subject area. The main text of the book is in Italian only, which may present a challenge to English-speaking readers, but at least the picture captions are translated into English. Overall, a highly entertaining distraction on a little-appreciated subject.

the *Classic Car Auction Yearbook* makes for fascinating reading – but there's more to it than number crunching. Now in its 26th edition, the yearbook delves deep into the most important auctions held between 1 September 2020 and 31 August 2021. Last year was a period of

Alongside a detailed technical analysis of various trends, every major auction result from 344 different marques is detailed, amounting to 5407 cars. Tellingly, it also includes the estimates as well as the selling price, which is very useful if you're selling a similar car, and for determining whether the estimates you're

being pitched are realistic.

Away from the numbers, the book also reflects on some of the stories behind the biggest auction results of the year, including the BAT Alfa Romeos (sold for \$14.8m by RM Sotheby's in October 2010) or the 1959 Ferrari 250 GT Spyder California LWB (sold by Gooding & Co at Pebble Beach in 2021 for \$10.8m). This isn't perhaps a book for the casual reader but if you're seriously into buying and selling collector cars, it's a must-read. – *Nathan Chadwick*

**Concept Cars of the 1960s: Yesterday's Future**  
By Richard Heseltine  
Porter Press International  
£45

Concept cars are hardly new subject matter for a book but by concentrating on the undoubted golden age of the 'dream' car – the 1960s – a welcome new focus is provided. *Auto Italia* contributor Richard Heseltine sweeps us through a



decade of heady design dreaminess via a selection of the most intriguing showstoppers, neatly presented as a year-by-year rundown.

Nearly 200 concept cars from the 1960s are featured. As well as all the expected cars – Bertone Alfa Romeo Carabo, Pininfarina Dino 206 Prototipo, Ferrari 400 SA Superfast et al – it is the obscurities that delight the most. If you want to learn about the Ghia Bugatti 101, the OSI Secura or the FART Break (yes, seriously), then here is your perfect guide.

Prominence is given to the photographic content, with text limited to

just a few dozen words on most of the cars. With shapes as dramatic as these, that's fully justified. The use of historic imagery, rather than modern Pebble Beach-style images, is entirely laudable. The 350-plus period images lend the book a true 1960s flavour, a bit like one of those old Panini sticker books. Yes, in some cases the images look a bit soft and washed out as a result but somehow that just adds to their authenticity.

This is a big, hefty, 240-page book that provides a great coffee table experience, oozing charm and delivering surprises by the dozen.



**Classic Car Auction Yearbook 2020-2021**  
By Adolfo Orsi & Raffaele Gazzi  
[www.classiccaryearbook.com](http://www.classiccaryearbook.com)  
€80

For keen followers of the high-end auction scene,

unexpectedly strong results, as at the start of the pandemic the consensus view was for a dramatic fall in values. In fact, the opposite was true, with figures almost getting back to their highest pre-pandemic levels.



# READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

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

## ABARTH MONOMILLE COUPE

STEVE CARTER

From early days in school, I have been fascinated by the Abarth marque. Abarth was the first entry in my Observer's Book of Automobiles and I was drawn to it almost hypnotically. The mother of my best friend at school had a Fiat-Abarth 595, and I remember thinking what a special little car that was.

Whenever possible, I would persuade my father to stop for petrol at Anthony Crook's Hersham Garage, which had the concession for Abarth, Bristol and Zagato-bodied cars in the late 1950s and '60s. I would gaze longingly through the showroom window, dreaming that one day I might own one. Abarths were expensive little cars – the list price of the Monomille was £2430 against a Jaguar E-Type at £2200!

In 1979 I relocated to South Africa and, quite by chance, a friend came across an advert for a Renault Alconi engine and, almost as an afterthought, a Fiat-Abarth 1000 coupe. I couldn't believe my eyes and phoned the seller, Graham Ashe, who had bought the car in a very sorry state with a Renault engine and gearbox fitted. It did indeed turn out to be a Monomille coupe. It was advertised at R2000 – about three times my monthly income – but with a loan the car passed into my ownership.

The body had been stripped of all paintwork and was down to bare aluminium, while the components were all packed in cardboard boxes. Graham had sourced a 903cc Fiat 850 Sport Coupe engine, bored out to 982cc, and an 850 transaxle. A borrowed trailer transported the car to Durban – a seven-hour trip. All went well



until a wheel of the trailer detached itself but disaster was averted as the ensemble was brought to a grinding halt alongside a steep drop; the wheel was last seen bouncing into a banana plantation!

At the time I had been working on a car of my own design – an Alfa Romeo Giulietta Ti based special known as the Albinetta. Work on this ground to a halt as the Abarth took precedence. Detail inspection revealed that it had originally been painted bright blue, then yellow, but I preferred red as proper Italian sports cars should be. A friend arranged for the car to be sprayed in our garage but the undercoat didn't dry properly, so the whole lot had to be taken back to bare metal again and reprimed before the top coat was applied.

Work on the car proceeded until 1983, when the purse strings had to be tightened, and progress was slow over the next 15 years. Then in 1998 we decided to return to the UK. Exporting the car to the UK involved a mountain of paperwork. In 2000, I had the idea of writing to Anthony Crook to see whether he could throw any light on the car's

early history, particularly as the car is right-hand drive. He replied with a hand-written note in red ink to the effect that it probably was sold by his dealership, and even included some anecdotes about Carlo Abarth.

Work recommenced in earnest in 2015 and in November 2017, the engine was fired up for the first time. Then began the ordeal of registering the car with an age-appropriate number – not a straightforward process. Providing proof of the date of manufacture was difficult, but I eventually obtained confirmation from Fiat Classiche that the chassis was built on 7 June 1961.

The end result is a very special car that has become part of me. I make no bones that it is not perfect. It has acquired a few minor 'battle scars', mainly caused by me against the very fragile Beccaris coachwork. I don't feel I need to drive it to get a kick out of it; just looking at it gives me great pleasure. Its body lines are perfectly formed. It's a very small car and I am rather large, so entry and egress are not elegant, resulting in one change: a smaller diameter Nardi wood-rimmed steering wheel.





# NEW! MERCHANDISE FOR 2022



## **Umbrella - £20.00**

Dark Blue - logo on two panels.

## **T-Shirts - £9.95**

Available in white or navy

Sizes: S/M/L/XL/2XL/3XL

## **Polo shirts - £14.95**

Available in navy only

Sizes: M/L/XL/2XL/3XL

## **Beanie - £8.50**

Available in navy only

One Size



## **Baseball cap - £12.95**

Available in navy only

One Size



**All orders will receive a  
FREE Auto Italia cotton bag**



Please email your enquiry to: [claire@auto-italia.co.uk](mailto:claire@auto-italia.co.uk)  
or call: 01462 811115

Payment by bank transfer, Paypal or card.

**All orders will be sent Signed For (UK) or International Tracked (EU & RoW)**

## **POSTAGE PRICES**

T-shirts & Polo shirts – £5 UK / £11 EU & RoW

Beanie hats – £5 UK / £10 EU & RoW

Baseball Caps – £5 UK / £11 EU & RoW

Umbrella – £5 UK



WRITE TO THE EDITOR AT: AUTO ITALIA, GINGER BEER PROMOTIONS LTD,  
ENTERPRISE HOUSE, BUILDING 52, WREST PARK, SILSOE, BEDFORDSHIRE,  
MK45 4HS OR EMAIL CHRIS@AUTO-ITALIA.CO.UK



## JUST GIANNINI

This letter regards the strange 1971 Giannini Fiat 128 NP S Sport Coupe in *Obscurati* (January 2022 issue). My belief is that this car has nothing to do with Adolfo Melchionda, even if chronologically it sat between two true Melchionda creations for Giannini: the Fiat 500-based Sirio 650 of 1969, built by Piero Drogo's Carrozzeria Sports Cars of Modena, and the 1972 'Trimarano' built on a Fiat 850 platform. All three cars were shown at their respective Turin Motor Shows.

I have had regular contact with the Melchionda family over the years and, even if a lot of his old papers are missing, nothing ever appeared regarding this 1971 128 coupe, nor it is remembered within the family. What's more, Mario Morselli in a contemporary *Auto Sprint* article attributed the car to Guglielmo de Negris, a designer from Pisa.

Melchionda collaborated with Giannini in great part thanks to the fact that his wife, Giannini's Consigliere Delegato and shareholder Volfango Polverelli's wife

were friends since childhood days.  
David Rodriguez



## RETRO-MODS

Do I detect a slight disingenuousness in your commissioning an opinion piece from Enrico Fumia, lambasting retro-modern design? Two of your recent cover cars – the Kimera EVO37 and Lancia Delta Futurista – are both very definitely updates of classics (I detest the word 'restomod' myself) and both deserving of their cover status.

I think their existence is perfectly justified. As a fan of the original Lancia Rally 037 and Delta integrale, I admire the respect shown to the originals while advancing the ideas behind them – not always the case with this sort of car. The fact that the companies

behind both these projects have sold several cars to paying customers shows that others appreciate them enough to invest significant sums.  
George Alloway

## SELF CENSORED

I have to complain about an error made in the feature *Hip To Be Square* (Issue 310) by, well, me. Namely the sentence starting, "The tall V4 is either, depending on your view, a double overhead cam or single cam per bank".

The V4 is most definitely a DOHC design. Andy Sherratt, owner of a Fulvia Sport 1300, has spent a good amount of time dealing with head gasket issues in his Zagato and he reliably informs me that, as the V4 does have a cam for the exhaust valves, it is a DOHC unit. Rest assured that the individual responsible for this slap-dash error has been given a long hard talking to in the mirror.

Simon Charlesworth

## PEDANTRY CORNER

Permit me to put myself forward as a candidate for 'pedant of the month'. In his Fulvia/Giulia saloon article, Simon Charlesworth writes that the accurate four-speed 'long-lever' gearshift of the Fulvia was "something later Fiat-era Lancias seem to lose". The short lever came about simply because of the introduction of the five-speed box, the fifth cog being tacked on to the rear of the box. Lancia had been playing with a five-speed variant for a while (before Fiat got its paws on the company in 1969) although the five-speeder was never quite as good a shift as the four-speed. My time with Lancia just coincided with the transition from four to five gears across the board and the dogleg first box needed time to warm first thing with double-declutching first to second advised. Incidentally, the Fulvia dogleg five-speed was nothing to do with



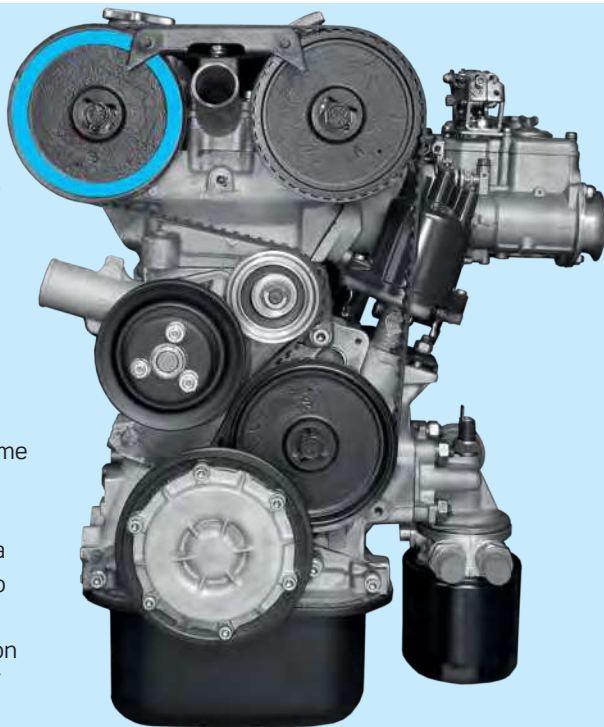
ZF, as is often erroneously supposed.

One oddity ascribed to Lancia over-engineering (like the little hand-brake drums inside the rear discs) is the comment that the synchro rings were too perfectly round, thus causing scrunches when cold! Charlie Jewell, Lancia England's Service Manager, found an ingenious way of curing the problem by removing the second gear synchro ring, putting it in a vice and applying a tiny bit of pressure. The ring looked exactly the same but it was now microscopically out of true which cured the issue.  
Stefano Donato





# BIALBERO



All the cars powered by the legendary twin cam engine by Phil & Michael Ward

A new 304 page fully illustrated colour book with over 900 photographs, many never before published, based on all the Fiats, Lancias and Alfa Romeos that are powered by Aurelio Lampredi's superb twin cam engine.

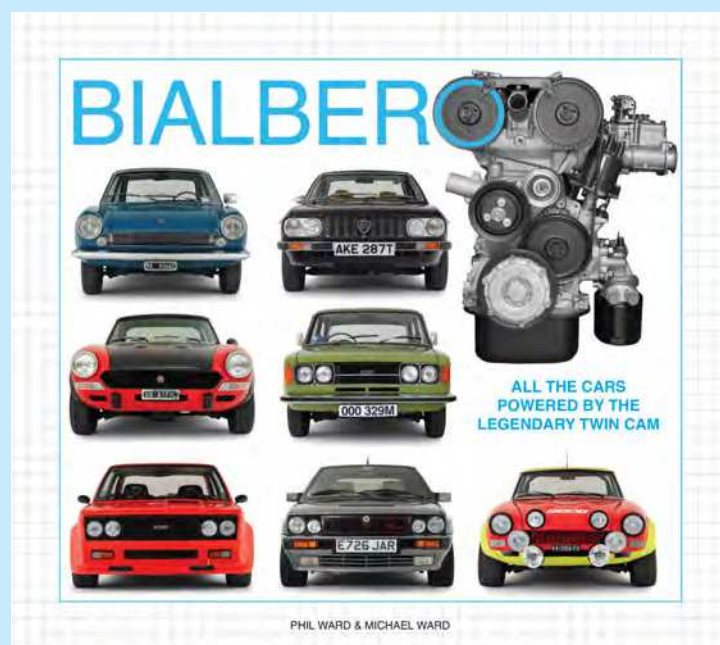
While some elements of the book are an expansion of the earlier works by the same author, the early chapters now include extracts from road tests by Auto Italia's writers.

Also included in the first part of the book are one-offs and concepts like the Stola Dedicata, Lancia Magia and Grama 2 'Puntograle', while modified cars include a 180bhp twin cam-engined Lada '124' and a superb Abarth OT1600 tribute.

The second half of the book is dedicated to hands-on maintenance and restoration advice of a selection of popular classic twin cams. There is also the added bonus of invaluable, expert tuning information by the renowned and sadly recently deceased twin cam race engine preparer, Guy Croft.

This much anticipated publication is prolifically illustrated throughout with high quality photography of real world cars from collections and dynamic images from Auto Italia's archives. Many of the featured cars are owned by the magazine's readers, in addition there is also a gallery of restored twin cams from around the world.

**Bialbero will be available exclusively via Auto Italia magazine and [www.bialbero.co.uk](http://www.bialbero.co.uk) or for multiple copies pre-order with [claire@auto-italia.co.uk](mailto:claire@auto-italia.co.uk)**





## DIARY DATES 2022

**January 13-16**

**Autosport International**  
Birmingham NEC  
autosportinternational.com

**February 10-13**

**Automotoretrò**  
Lingotto, Turin  
www.automotoretro.it



**March 9-12**

**Coppa delle Alpi**  
Italy, Austria & Switzerland  
1000miglia.it

**March 18-20**

**Classic Car & Restoration Show**  
Birmingham NEC  
necrestorationshow.com

**March 23-27**

**Techno-Classica**  
Essen, Germany  
www.siha.de

**March 31-April 2**

**Milan-Sanremo Cup**  
1000miglia.it

**April 7-10**

**Sorrento Roads**  
Naples  
1000miglia.it

**April 9-10**

**79th Members' Meeting**  
Goodwood Motor Circuit  
goodwood.com

**April 21-23**

**Salon Privé London**  
Royal Hospital Chelsea  
www.salonpriveconcours.com

**April 24**

**AROC Spring Alfa Day**  
Burghley House, Stamford  
www.aroc-uk.com

**April 30**

**Italian Car Day at Brooklands**  
brooklandsmuseum.com

**May 22**

**Prescott Italia with Auto Italia**  
Prescott Hillclimb GL52 9RD  
www.prescotthillclimb.co.uk

**May 22**

**AROC South West Alfa Day**  
www.aroc-uk.com

**May 28-June 2**

**Lancia Motor Club**  
**Sliding Pillar Rally**  
Scottish Islands and Lochs  
www.lancia.myzen.co.uk

**May 29**

**AROC Scottish Italian Car Day**  
Hopetoun House  
www.aroc-uk.com

**June 15-18**

**Mille Miglia**  
Brescia, Italy  
1000miglia.it

**June 19**

**MITCAR**  
Location TBC  
www.aroc-uk.com



**June 23-26**

**Goodwood Festival of Speed**  
Goodwood House, Sussex  
goodwood.com

**June 28-30**

**London Concours**  
Honourable Artillery Company  
londonconcours.co.uk

**June 30-July 3**

**Le Mans Classic, France**  
www.lemansclassic.com

**July 1-3**

**F1 British Grand Prix**  
Silverstone  
www.silverstone.co.uk

**July 9**

**Northern Italian Car Day**  
Raby Castle, Co Durham  
www.auto-italia.co.uk

**July 10**

**AROC Cotswold Alfa Day**  
Location TBC  
www.aroc-uk.com

**June 30-July 3**

**Le Mans Classic**  
France  
www.lemansclassic.com



**August 7**

**AROC National Alfa Day**  
Bicester Heritage  
www.aroc-uk.com

**August 14**

**Festival Italia**  
Brands Hatch  
www.festivalitalia.com



**August 26-28**

**Silverstone Classic**  
Silverstone  
www.silverstone.co.uk

**September 2-4**

**Concours of Elegance**  
Hampton Court Palace, London  
concourseofelegance.co.uk

**September 3**

**AROC Southern Alfa Day**  
Amberley Museum, Sussex  
www.aroc-uk.com

**September 11**

**AROC Yorkshire Alfa Day**  
Location TBC  
www.aroc-uk.com

**September 16-18**

**Goodwood Revival**  
Goodwood Motor Circuit  
goodwood.com

**Oct 9**

**Motorsport Day**  
Brooklands Museum  
www.auto-italia.co.uk

## CLUBS



**Alfa Romeo Owners Club**  
'Serving Alfa enthusiasts since 1964'

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

Visit the AROC Club Shop.  
A whole range of clothes  
and accessories for the  
Alfa Romeo enthusiast.  
[www.arocshop.co.uk](http://www.arocshop.co.uk)



**Alfa Romeo Owners' Club**  
aroc-uk.com

**Alfaowner.com Club**  
alfaowner.com

**Club Alfa Uk**  
clubalfa.co.uk

**Alfa Romeo Association of California**  
alfaromeoassociation.org

**Alfa Romeo Club Quadrifoglio Belgium**  
clubquadrifoglio.be

**Alfa Romeo Owners' Club of Canada**  
alfabb.com

**Alfa Romeo Owners' Club Australia**  
(Victoria Division) [alfaclubvic.org.au](http://alfaclubvic.org.au)

**Alfa Romeo Owners' Club Australia**  
(South Australian Division)  
[alfaclubsa.org.au](http://alfaclubsa.org.au)  
[membership@alfaclubsa.org.au](mailto:membership@alfaclubsa.org.au)

**Abarthisti**

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

**Abarth Owners Club**

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

**De Tomaso UK Drivers' Club**  
[detomasodc.co.uk](http://detomasodc.co.uk)

**Ferrari Owners' Club**  
[ferrariownersclub.co.uk](http://ferrariownersclub.co.uk)

**Fiat Club America**  
[fiatclubamerica.com](http://fiatclubamerica.com)

**Fiat America**  
[fiatamerica.com](http://fiatamerica.com)

**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 Cinquecento & Seicento**  
[clubcento.co.uk](http://clubcento.co.uk)

**Fiat X1/9 Owners' Club**  
[x1-9ownersclub.org.uk](http://x1-9ownersclub.org.uk)



### Fiat Motor Club GB

The original UK club for owners of all Fiat models.  
[membership@fiatmotorclubgb.co.uk](mailto:membership@fiatmotorclubgb.co.uk);  
[editor@fiatmotorclubgb.co.uk](mailto:editor@fiatmotorclubgb.co.uk);  
press-officer is [gavin@fiatmotorclubgb.co.uk](mailto:gavin@fiatmotorclubgb.co.uk)  
chairman is [b.stigant@ntlworld.com](mailto:b.stigant@ntlworld.com)  
[www.fiatmotorclubgb.co.uk](http://www.fiatmotorclubgb.co.uk)

**Fiat 131 Mirafiori Forum**  
[131mirafiori.com](http://131mirafiori.com)

**The Fiat Coupe Club UK**  
[fccuk.org](http://fccuk.org)

**The Other Dino (Fiat)**  
[Brian1.Boxall@btinternet.com](mailto:Brian1.Boxall@btinternet.com)

**Lamborghini Club UK**  
[membership@lamborghiniclub.co.uk](mailto:membership@lamborghiniclub.co.uk)  
[www.lamborghiniclub.co.uk](http://www.lamborghiniclub.co.uk)

**Club LanciaSport**  
[lanciasport.com](http://lanciasport.com)

**Lancia Montecarlo Consortium**  
[lanciamontecarlo.club](http://lanciamontecarlo.club)

**International Association of Lancia Clubs**  
[viva-lancia.com](http://viva-lancia.com)

**Stratos Enthusiasts Club**  
[stratosec.com](http://stratosec.com)  
**Lancia Gamma Consortium**  
[www.gammaconsortium.com](http://www.gammaconsortium.com)  
[lanciagammaforum.com](http://lanciagammaforum.com)

**Lancia Motor Club GB**  
[lanciamc.co.uk](http://lanciamc.co.uk)



**Maserati Club**

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

**Sports Maserati Club**

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

**Maserati Club Of America**  
[themaseraticlub.com](http://themaseraticlub.com)

**Northern Ireland Italian Motor Club**  
[niimc.net](http://niimc.net)

**Italian AutoMoto Club**  
[italianAutoMotoClub.co.uk](http://italianAutoMotoClub.co.uk)

**Italian Made Cars Club**  
[italianmadecarsclub.org.au](http://italianmadecarsclub.org.au)

**Scuderia Italian Car Club**  
South Australia  
[scuderiaitaliancarclub.asn.au](http://scuderiaitaliancarclub.asn.au)





# Classic Alfa

## CHALLENGE SERIES 2022



for  
**750-116 Alfa Romeos**

**MALLORY PARK**  
15 MAY

**THRUXTON**  
12 JUNE

**LYDDEN HILL**  
3 JULY

**SNETTERTON**  
17 JULY

**BRANDS HATCH**  
14 AUGUST

**CASTLE COMBE**  
29 AUGUST

**SILVERSTONE GP**  
23 OCTOBER

COMPETITION ENQUIRIES: JULIUS THURGOOD 07850 361159 • [direct@juliusthurgood.co.uk](mailto:direct@juliusthurgood.co.uk) • [www.hrdc.uk](http://www.hrdc.uk)

**JOIN THE BEST TEAM IN HISTORIC RACING!**









# COMING SOON

ISSUE 313 ON SALE 3RD FEBRUARY

- **MAZZANTI EVANTRA**
- **FERRARI 365 BB V 512 BB V 512 BBI**
- **MASTERS OF GRIP:  
ALFA SZ V DELTA INTEGRALE V GHIBLI CUP**





# AUTO ITALIA CLASSIFIEDS

SELLING YOUR ITALIAN CAR?  
FREE SERVICE TO READERS.  
EMAIL LIZ.SOLO@NTLWORLD.COM



## ALFA ROMEO



**1978 Alfa Romeo Alfasud 1.3 Super.** 70,000 miles, Terracotta Alfasud 1.3 in very original condition, the shell is almost as it left the factory. Lovely period interior with exceptional rare vinyl seats. Excellent nippy engine with good brakes and gearbox, no crunching between gears, £7500. Can be viewed in Yorkshire on a ramp. Tel: 07502 028217, texts will be ignored. A312/059



**1978 Alfa Romeo Alfasud 1.3 Super.** 16,151 miles, white Alfasud 1.3 in outstanding original condition, the car is almost as it left the factory, Ziebarted from new. Stunning low mileage collector's car drives as well as it looks, recent 270 mile non stop journey. Nicely presented documented history, historic registered, £12,500. Can be viewed on a ramp. Tel: 07502 028217 (Yorkshire). A312/060



**Alfa Romeo 147.** 57,940 miles, silver, 1 owner from new. Much loved but not ULEZ compliant, category D, £600 ono. Tel: Nadine, 07961 379523. A312/064



**Alfa Romeo 156 2.4 JTD.** Spares or repair, Recaro interior black, cruise control. The car is functioning but no MOT, trailer required. Recent battery, engine good, gearbox very smooth, no noise. Hit in rear Cat C, left at workshop for repairs but not done. I no longer have storage space or time to get it on the road, must go to a good home. Tel: Stephen, 07472 682316. Email: stephenbrookes63@gmail.com. A312/061

**1991 Alfa Romeo SZ.** No.249 of 1036 made, rare original UK-supplied car with mph speedo, 38K miles, owned by Editor of *Auto Italia* magazine for last six years and featured many times in the magazine. No expense spared on maintenance at SZ specialists Alfa Aid – £24K in bills in my ownership, £14K in 2021 alone (new cambelt/radiator/PAS pipe/lower ball-joints/brake hoses/gaskets/underseal etc). Full service history and huge file of receipts. Superb sounding custom exhaust system was used as template for Alfa Aid's new exhaust. Running on 18-inch alloys plus has original 16-inch wheels. As-new spare wheel bag, CD player, air con, £53,750. Contact: chris@auto-italia.co.uk or 07721 913282. A312/026



**1998 Alfa Romeo GTV Phase 1 3.0 24V Lusso.** 107,600 miles, red, owned for over 10 years and 10,000 miles. Red exterior and excellent condition tan leather interior, full service history since 2010 and folder of all receipts in my ownership. Quaife differential, solid flywheel and GTA clutch were fitted Jan '20. MOT to July 2022, full details of work carried out over the ten years available, £6250 ono. Tel: 07579 818762 (Worcestershire). A312/070



**1996 Alfa Romeo 916 Spider 2.0L T Spark 16v 2dr.** 87,000 miles, Slate Grey. A good usable convertible that is an emerging classic in Slate Grey/black leather, CD player, original alloys, full stainless steel exhaust, new battery fitted May 2021, MOT till May 2022. There are some minor marks to the body, but then it is nearly 25 years old now, has been SORN and stored in a garage for the past 6 years, so will possibly need some minor work hence good price, will only appreciate in value, £1500 ono. Tel: 07949 052896 for viewings in Nottinghamshire. A312/067



**2000 Alfa Romeo 916 GTV 24V 3.0L V6.** 118,700 miles, silver. I am selling my much loved Alfa Romeo GTV 3.0 V6 Lusso (916). I have had the car for the past 4 years where it has been serviced by Alfa Workshop, prior to this the car was looked after by Monza Sports for the previous 6 years on behalf of another Alfa fanatic. The car has had extensive works and renewals over the years with a huge history file, £3900. Tel or text: Paul, 07508 035792 (located in North London). A312/062



**2001 Alfa Romeo 916 Spider V6.** 78,000 miles, rare V6 Busso Lusso Meteora Grey/red leather. Full body restoration, complete respray, underneath Waxoyl. Engine head gasket replace, also recut valves/multi angle seat cut with new valve stem seals, new clutch and flywheel. New cambelt/water pump, lots of history with documentation. New calipers and discs, full Alfoholic's stainless steel exhaust system, full set keys, new battery and tyres. Work by Alfa Romeo specialists, new MOT, £10,500. Tel: 07496 378272. Email: horsebilly@btinternet.com. A312/066



**2002 Alfa Romeo 156 GTA.** 263,000 miles, blue. Hugely reluctant sale of my GTA which I purchased new in September 2002, the first customer delivered new GTA in the UK. Huge miles but still goes so well, my daily driver. Just had £1500 service including cambelt change, MOT till July 2022. Not perfect but a totally genuine example of this fast appreciating classic. Standard apart from Alfoholic's stainless exhaust, five newly refurbished wheels including spare rim, £6000, has to make way for Quadrifoglio! Tel: 07778 743552 (car located in Somerset). A312/063



**2002 Alfa Romeo 156 GTA.** 82,000 miles, beautiful condition RHD example of what is becoming a very rare GTA spec. Black leather interior, 5 ring Alfa Romeo 17" alloys, red calipers, bodywork in excellent condition, good paperwork/history, EPOA. Email: iom100@aol.com or call: 07979 758020 for more details or pictures. A312/053





**2002 Alfa Romeo 916 Spider 2.0 TS Lusso.** 67,100 miles, extensive service history including recent cambelt change with waterpump. Silver with black leather interior, excellent condition including good alloys with hood in full working order. New badges front and rear, new battery, windstop. MOT until August 2022, all keys including remote locking/alarm fob, £4495 ono. Tel: 07534 132672 for more information and photos. A312/065



**2007 Alfa Romeo 939 Spider 2.2 JTS.** 112,000 miles, black, reluctant sale due to retirement. MOT Jan '22, body is excellent, a few stone chips. Mechanically sound with some minor faults but hood's not working hence the price. Full leather interior, number plate included, AROC member. Sensible offers c£3500. Tel: Jim, 07891 935484. Email: jimbritt@btinternet.com (Manchester). A312/069

## FERRARI



**Ferrari 355 GTS 1994 (M2.7).** 1994 (M-PP), manual, UK supplied, RHD, matching numbers. Rosso Red, Crema/red stitching, red carpets, 35K miles, FSH (belts due). Recent clutch, discs, wheel bearings, alternator, paintwork, underfloor etc, MOT and tax. Was Cat D in 2001, now has 'Inspected' status by Autolign (HPI approved), please ask for full details. £67,500. Email: andrewbailey@dimatec.co.uk. A312/023



**Ferrari 328 GTB.** Rosso Corsa, tan leather, beige carpets, 77,600 miles, just been serviced including belts and MOT'd, original toolkit and spare wheel, 2 keys, extensive history file, £75,000. Email: haynes355@btinternet.com. A312/005



**Ferrari Mondial 3.0 QV.** 1983, finished in Rosso Corsa with Sabbia interior, Bordeaux carpets, first registered on 11 April 1983 by Graypaul Ferrari, 3 previous owners and only 37,811 miles from new. All original keys are present, comes complete with all MOT certificates, an exceptional service history, book pack, tool roll, tool kit, charger and indoor cover. Major service and belts replaced in June 2021. A lovely cared for example, £42,995. Tel: Matt, 07900 804204. Email: mjcjc2009@aol.com. A312/024

**Ferrari 360 Modena F1.** Purchased in 1999 by my wife, it has 11,000 miles on the clock with FSH. Red with ivory seats the car is in A1 condition. We are looking for £79,995 ovno. Tel: 07747 108449. A312/022

**Ferrari 328 GTB.** December 1988 model, Mercedes 280 SL Pagoda forces sale. Low mileage (40,300 miles), full year's MOT, huge history file, desirable colour combination, tasteful factory options. Full air conditioning, full leather pack, ABS braking, fully serviced with impressive history, Nero Black and cream leather low-mileage example, 3 place Ferrari Owners' Club concours in 2000, and since then it's been maintained fastidiously at specialists, £59,890 bargain. Tel: 07466 021553. A312/007



**Ferrari 612 Sessanta.** 612 Sessanta for sale in London. Email: clink.robert@gmail.com. A312/021

**Ferrari F430 manual.** F430 Spider, 2006, rare manual right hand drive Scuderia, red, black interior, new hood, Challenge grilles, full service history, 2 owners, immaculate, 58,000 miles, £99,950. Tel: 01279 757323 or 07836 205103. A312/006



**Ferrari 360 Michelloto.** Factory built 360 Challenge on the 22/12/2000, assembly no 39879, one of only 2 cars built to Carbon Michelloto specification. This particular car has had over £80,000 spent over the last few years, including a new Stradale engine (invoices on file), and lightly used since. Full Air Jack system, Ohlins fully adjustable dampers, Autotel comms, slicks and wets. This car is very well known in the UK, and has been maintained to the highest of standards, happy to p/x road car. Tel: Robert, 07802 638618. A312/002

## Alfa Restoration



**Your one stop source for Technical Articles, Workshop Manuals & Hard-to-find spare parts for your beloved Alfa Romeo**

International House, 24 Holborn Viaduct,  
London EC1A 2BN

[www.alfa-restoration.co.uk](http://www.alfa-restoration.co.uk)  
email: [info@alfa-restoration.co.uk](mailto:info@alfa-restoration.co.uk)  
Tel: (0)20 3627 4718





**Original ABARTH Exhausts**

UITLATEN • AUSPUFFE • MARMITTE • ECHAPPEMENTS

**NEW OLD STOCK**

[www.abarth-exhausts.com](http://www.abarth-exhausts.com)

'60 - '70 - '80 - '90

Autobianchi • Audi • Austin • Austin-Healey • Alfa Romeo  
BMW • Datsun • Fiat • Fiat/ABARTH • Ford • Innocenti  
Jaguar • Lancia • Mercedes Benz • Morris • MG • NSU  
Opel • Peugeot • Renault • Rover • Simca • Chrysler (F)  
Sunbeam • Triumph • Toyota • Volkswagen • Volvo

Ad van Ling  
Vedel 21  
6904 PJ Zevenaar - The Netherlands  
T: 0031 (0)6 57 32 39 09  
E: [info@abarth-exhausts.com](mailto:info@abarth-exhausts.com)

Klaus Kleber  
T: 0049 (0)17 22 93 81 17

**ABARTH**  
EXHAUSTS

## BUSINESS OPPORTUNITY

Classic RICE horse trailer part-converted into a shop/bar/events space. Restored in cream instead of the dull grey. Good tyres with working electrics. The interior is bright and airy with a built in sink and work surfaces. Supplied with new waterproof cover. £5,500 ono. Tel Michael on 07789 967128 (Located in Bedfordshire)







**Ferrari 430 F1.** Mint condition, only 11K miles. Pearlescent black, Creme interior, black carpets, mint condition. Carbon Driver Zone, carbon rear panels, carbon ceramic brakes, sat nav, trickle charge point, Tracker, new tyres fitted. Have owned the car for 7 years and now time to have a change and for someone else to own this magical car. Fully serviced at Ferrari, 90K. Tel: Paul, 07768 50237. A312/020



**Ferrari 308GTB road or race.** Beautiful 308GTB owned since 2007 and maintained to the highest possible standard, full cambelt service less than 1000 miles ago. The car is set up for racing but still fully road legal and registered. Totally rust free example with interior trim in black and original seats and other parts included. Registered for the Pirelli Ferrari formula classic 2021 but not raced since June owing to ill health. An easy to drive competitive car. Tel: Len Watson, 07931 362523. Email: redlen308gtb@gmail.com. A312/014



**Ferrari F430 Spider 6 speed manual.** 2005 F430 Spider in Grigio and red leather, 25,000 miles and serviced by main dealer, Dove House, Macari & Rardley Motors. Owner before me bought in 2010 and needed to get an automatic owing to illness and I purchased in 2018 and having retired am just not using, so needs a new owner. Electric seats, carbon zone, Scuderia shields, PPF and Tracker. Lots of comprehensive history including manifolds and suspension, private plate '430 OOH', £110,000. Tel: Mark, 07966 432260. A312/012



**Ferrari F430 Spider F1.** 2007, Rosso Corsa with Crema leather interior, 18,900 miles. Full service history with Graypaul, £82,500, for full details please call. Tel: 07711 816025. A312/025



**Ferrari F430 Challenge race car.** Purchased in the USA on 16 February 2016 and imported into the UK on 25 April 2016, and all import duties, VAT etc have been paid. It has been rebuilt and is now ready to race, please contact me for more pics and info. Tel: Anthony, 07779 726845. Email: prsche@mdn.com. A312/015



**Ferrari 308 GTSi.** 1981 Ferrari 308 GTSi, 49,938 miles from new with extensive service history. The car is in pristine condition with full European spec bodywork and lights including a deep dish front spoiler which set these cars apart from the standard front spoiler. New stainless steel exhaust, full cream leather interior with red carpet set including door and door pocket trim. Offers in the region of £65,000. Tel: 07711 764768. A312/009



**Ferrari 328GTB race car.** Front running 1985 328GTB race car. Converted by renowned Ferrari Specialists Graham and Mike Reeder, and has successfully competed in group 3 (unmodified/road legal) of the Pirelli Ferrari formula classic. The car was subject to a major overhaul for the 2020 season at Barkaways Ferrari with several upgrades including work to the engine, gearbox, brakes and suspension, and has not raced since. I have achieved many podiums but unfortunately due to my health I am no longer able to race this beautiful car. Tel: Carl, 07799 872546. A312/010

**1991 Ferrari Testarossa.** UK supplied car 2FTR, 18,000 genuine miles with full Ferrari/specialist service history, lovely history file, cam belts and main service just completed. Full original Schedoni Testarossa language set, with leather bound owner's pack, set of Azev (fitted from almost new) and original set of wheels, multiple owners but in my ownership since 2011. I have loved and hated this amazing machine but it's time for me to move!! Will only sell to someone who will appreciate it!! £185,000. Email: ewtg@icloud.com. A312/003

**Ferrari F355 GTS manual.** 1997 Rosso/Crema F355 GTS, 24,485 miles (39,170 kms), RHD, full mainly Ferrari and recent specialist history, superb condition throughout, £20K of maintenance in my ownership in past 2 years, belts done, 11 months' MOT, Capristo exhaust, challenge rear grille, new Pilot Sport 4 tyres, toolkit and car covers. Email: mark107@hotmail.co.uk. A312/017



**Ferrari 512 BBi.** Selling my 512BBi (left hand drive). This Ferrari icon is in perfect condition, ready to hit the road, "Classiche" obtained in 2019 after an extensive maintenance program realised by HR Owen Ferrari. Historic, maintenance book, MOT up to date. Cambelt changed, handbook, jack, tools, spare wheel, 25,000km. The car is visible in London, price: £285,000. Tel: 07786 387206. Email: philippe.maugein@outlook.com. A312/013



**Ferrari 412.** 1989 412, right hand drive with manual five speed gearbox. One of the very last made (chassis no.81235). Finished in the original Rosso Corsa and Crema interior. Possibly one of the best in the world, always looked after by Keys Motorsport of Silverstone. Offers over £80K will be considered. The number plate 'FER412Y' is also available for purchase. Tel: Jerry, 01908 263227 or 07851 565945. A312/018



**Ferrari F355 GTS F1.** UK RHD, 1999, finished in the classic Rosso Corsa with Crema leather and Bordeaux carpets. Beautiful condition with low mileage 25,153 and has a comprehensive service history having been most recently serviced at Stratstone Ferrari Wilmslow in November 2020. Built in charging connection for its trickle charger, all books/tools. I have owned the car since May 2018 and he's been looked after beautifully with no expense spared. Plate not included. Email: bm.gilbert@sky.com. A312/004



**Ferrari 360 Spider.** 2002 360 Spider in Rosso/Crema, 28,300 miles, high spec and full service history. My car since 2015 and it has just had cam belt service (3rd in my ownership) at Bob Houghtons, full details on Bob Houghton website. Car is immaculate and ready to go, the car is on SORN at Bob Houghtons so give Russell (sales manager) a call on 01451 860794 to see or test the car. I'm happy to take calls on: 07803 964349. A312/001



**Ferrari Dino 246GT.** 42K miles, first owner actor Richard Thorpe (Dam Buster, Emergency Ward 10, Emmerdale etc). Also powerboat racer Jackie Wilson - works driver for Mercury. Fully detailed history, all MOTs from first in 1975. Original Giallo Fly yellow, Maranello Archives certified matching numbers, road tested in *Auto Italia* magazine. Handbook, jack, tools, wheel chock and original warranty card, £299,950. Contact Chris for further details on: 07952 119939. A312/008



**Ferrari 348 TS.** 1992 348 TS in super classy Blue Chiaro over Crema, 70K miles, with 19 stamps in the service book. Last serviced by Dick Lovett in May 2021, last major engine out March 2020 also by Dick Lovett. Recent new clutch kit including uprated slave bearing. Complete with original service book and manual in their Schedoni wallet, tool kit, fitted car cover, Quick silver exhaust, high flow cat, and ultra rare soft folding targa top. Asking £48,500 (ex plate). Email: Adrian at canadrianone@gmail.com. A312/016



**Ferrari 456 GT manual gearbox.** 456GT in Le Mans Blue with a black leather interior, 1996 with 51K miles. Good history file with Ferrari dealers then specialist independents. Serviced (including cam belts)/MOT July 2021. Has all original manuals and complete toolkit in original leather cases. Two previous owners, I've owned for 7 years enjoying trips to Europe, including Le Mans classic, plus annual visit with friends to Silverstone Classic. Asking £55,000 (ex plate) ono. Tel: Brian, 07717 038159. A312/019

**Ferrari 456A for sale or trade with California.** Great condition 456 for sale, black, 21K mileage, number plate 'F6 GTA', stored in bubble. MOT and good service history, loads of pics on request. Email: ian.main2@btinternet.com. A312/011

## 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 £12,000. Tel: 07925 904194. Email: miller221245@gmail.com. A312/071



**Italia Tec Ltd**  
Alfa Romeo, Fiat, Abarth Specialist

Servicing - Repairs - Diagnostics - Air Conditioning - Tyres - Exhaust - Tuning - ECU Remapping  
Fully equipped modern workshop, specialist tooling and Wi Tech diagnostic equipment.





Unit 12 Prospect Court, Nunn Close, Huthwaite, NG17 2HW  
www.italiatecltd.co.uk  01623 442723

**TURIN MOTORS**  
Family Run Independent Specialists EST 1982






SERVICING - REPAIRS - AIR CONDITIONING - MOT - TYRES  
VEHICLE INSPECTION - BODYWORK - EXHAUST - CLUTCHES - CAMBELTS - USED CARS

Collection and delivery available (subject to location)

0113 2458787 - turinmotors.co.uk  
15 Sheepscar Street South, Leeds, LS7 1AD 

General Servicing & Restoration  
Engine & Gearbox rebuilds  
Performance Upgrades

Alfa Romeo and Fiat Dino Specialists:  
Giulia 105 Series  
Giulietta / Almetta / GTV6 / 75 /  
SZ 3.5 / 3.7 litre engine conversions  
'Quick-shift' gear linkages  
RS Racing Handling Kits  
Fiat Dino Coupe / Spider / 2000 / 2400





**alex jupe motorsport** Tel: 01243 575760  
alex@alexjupemotorsport.co.uk

**MECH-MATE MOTORPITS**  
Maintenance Free



Made in the UK and exported worldwide  
SINCE 1993 DRY - NO HUMIDITY

T: 01524 737 095 M: 07707 247 007 E: info@mech-mate.com  
**www.mech-mate.com**

**OMP**  
Authorised Dealer

Our website is dedicated to the full range of OMP motorsport products

**YBRACING**  
WWW.YBRACING.COM



**FIAT COUPE SPECIALIST SPARES**  
SPARES, SERVICING, RESTORATION & SALES  
WWW.FIATCOUPESPECIALIST.CO.UK  
01684 593187  @fiatcoupes

Unit 3 Buckmans Ind Est Longdon Heath Upton upon Severn Worcestershire WR8 0RJ






**AVANTI MOTORSPORT**  
ABARTH / ALFA / FIAT / LANCIA  
1000s of used parts in stock  
Performance Engine Parts  
Engine & Gearbox Rebuilds  
5 & 6 Speed Close Ratio Gearkits  
LSD Units, Final Drives  
Tel: 01458 446517  
Email: avantimotors@btconnect.com or francescorizzuti@avantimotorsport.co.uk  
 www.ebay.co.uk/usr/fiatandlanciaparts

*Alfanatic*

The Alfanatic team specialise in service, maintenance and repair of all Alfa Romeo Cars

- Highly skilled technicians
- Modern & classic models of Alfa Romeo
- Latest Diagnostic testing
- Repairs to the highest standards
- MOTs
- Free courtesy cars available
- Family run business
- Unrivalled local reputation

Alfa Service & Repairs, St James Road, Fleet, Hampshire, GU51 3QH  
t: 01252 629159 www.alfanatic.co.uk



## MASERATI



### Maserati 4200 Cambiocorsa Coupe.

56,814 miles, Grigio Alfieri with Bordeaux leather, black carpets. In excellent condition, full service history - dealer or specialist; Shiltech in my 10 years of ownership, 16 services in total. Tubi sports exhausts, Skyhook suspension, memory/heated seats, sat nav/audio/CD, parking sensors, red brake calipers, two keys, both code cards, Maserati tool kit. MOT until 07/08/2022, £14,500. Tel: 07710 210291 for further details. A312/072

## PARTS



### F430 F1 clutch, release bearing and flywheel.

New genuine F430 manual clutch part no.222090, £1800. Also available is a new Hill Engineering release bearing, £300; and an uprated billet flywheel, £500. Parts are in London W5, was going to change clutch, but car now sold. Email: sav@johalnet.co.uk. A312/041

### Brand new tyres PZero Rosso 285/35 ZR19.

I have two brand new Pirelli PZero Rosso tyres, size 285/35 ZR19 (99Y) Ferrari fitment. Tyres are really difficult to get hold of currently and I inadvertently ended up duplicating an order because I was communicating with a number of suppliers to try and source them. Best offer secures. I am based in Worcestershire but could courier. Email: garrysmith5@icloud.com. A312/029



### Ferrari 275 GTB/4 Long Nose - front grille.

Front grille from a 275 GTB/4 Long Nose. Removed during 1970s and hung in owner's garage where it remained for 40 years! The slats are slightly skewed from a front corner bump, but would be easy to repair. It has some very light surface corrosion, which is to be expected, but is structurally sound. I have not cleaned it, but I'm sure would clean up well with some Scotchbrite. For questions or further photos please get in touch, inviting offers over £2000. Email: mat.dunn@btinternet.com. A312/050



### Novitec F4 458 HF3 wheels and tyres.

Set of Novitec F4 458 NF3 split rim alloys to suit Ferrari 458, complete with part worn Continental Sport Contact 6 tyres. Front wheels 21", rear wheels 22". Fronts: 255/30 ZR21 XL. Rears: 335/25 ZR22 XL. On the car when purchased but I have changed to Ferrari alloys and have these available from Buckinghamshire, 2 minor stone chips and a small scuff pictured, easily repainted, very good condition, £3000 ovno. Tel: Phil, 07584 437773. Email: phil@plumbplussupplies.co.uk. A312/044



### Ferrari F355 brake calipers.

I have a pair of F355 calipers that have been in storage for close to 25 years. I bought them back in the '90s as a potential upgrade for my 308GTB, but never used them and now never will! As a result they are still in excellent low mileage condition and ready to go again. I believe that adapters are available to enable fitment on to 308s/328s and this would be a great upgrade to those models for track or race use. Email: allo.ferg@yahoo.ca. A312/057



### Ferrari Daytona Spyder roof clip covers.

Genuine Ferrari 365 GT5/4, Daytona Spyder roof catch covers. Very rare as most were thrown away, they came in a cardboard box in the boot of new cars, I have a photo showing this. A must for concours, if you have a judge that knows his Daytonas. Found in the UK so may be for one the 7 RHD cars, they are the same on LHD cars. Very good condition, these are 45 plus years old and you won't find another pair, £850. Tel. Grant, 07941 114919. A312/056



### Hill Engineering Ferrari F430 exhaust tips.

They improve the F430 standard exhaust to a beautiful polished chrome finish. Easily slide on and two grub screws hold them in place, £100 plus postage. Tel: 07710 835837. Email: johnjstewart1@icloud.com. A312/049



### Alfa 33 Veloce front bumper.

Complete, without major damage to the fibreglass but does need work as it has been stored for many years and there are minor repairs and lots of refinishing to do which were never finished before the car was sold on. More pictures available if required. Email: craigvitulli@ntlworld.com. A312/058

### 15" Borrani wheels.

2 off RW4075 and 2 off RW4300 Borrani wheels. Original wheels refurbished by Borrani, still in Borrani boxes. New price £2700 inc VAT each, sensible offers for the four. Tel: Neil Lefley, 01604 754997. Email: bnleley@outlook.com. A312/033

### Michelotto body panels for Ferrari

308/328. Complete Michelotto Group 4 body conversion kit by MAT in Finland, fits the Ferrari 308 and probably a 328. Including front and rear clamshells, roof panel, rear engine cover, front bonnet, front and rear valances, rear wheel arch extensions and the headlamp pod for rally lights, asking £12,500 for the complete set, please call: Andrew, 07375 288003. A312/031

### Ferrari 348 Targa roof panel.

I have a Targa roof panel for a 348 available, complete with latches, the headlining is in grey cloth. A couple of small chips on it and one screw needs replacing on the latches, very hard to find item and great if you want to colour code it to match the car, £1500 or near offer. Tel: Andrew, 07375 288003. A312/036

### Ferrari 360/550/575 complete toolkit.

I have for sale a complete toolkit for F360/550/575, in good condition, as new. Contact Eddie, email: edregad@yahoo.com. A312/037

### F430 Mk2 headers and exhaust parts.

I have the exhaust silencer box and the rear pipes from my F430 removed carefully as I had a Ferrari sports exhaust fitted. I also have the Mk2 headers as these were replaced by after market ones - they were fine but I wanted a bigger sound. I also have the Hill Engineering polished exhaust tips and will list these separately. Some brackets and bits for the exhaust. Open to offers, can be collected from York or will post at cost, any questions please ask. Tel: 07710 835837. Email: johnjstewart1@icloud.com. A312/035

### Ferrari 275GTB/4 starter motor.

I have a s/h starter motor which is in good condition and fits a number of Ferrari engines of that era. Value circa £2000 I think? Email: strauss@hyperboard.com. A312/034



### Ferrari F40 towing eye.

Brand new F40 towing eye for sale from Classic Ferrari Parts, never used. Acquired as a spare for £200 last year and now surplus to requirements, sensible offers welcomed. Email: nicholashart@me.com. A312/051

### Ferrari 512 BBi front and rear bumpers.

I have a pair of bumpers (front and rear) for a Ferrari 512 BBi, the front has had a repair to the undertray area and will need prepping prior to fitment. Very hard to find now, asking £2500 for the pair, please call: Andrew, 07375 288003. A312/032

## MISCELLANEOUS



Ferrari genuine F430 CF mats. Used but in good condition, £170. Tel: 07790 312520. A312/052



Ferrari F355 indoor cover. Indoor original cover, looks exactly the same as the one in the picture but which is on my 458, £200. Email: keith.fisher@fairstone.co.uk. A312/042



### Registration number 'T12 FEO'.

Make your car extra special with this perfect reg for Abarth or Maserati 'Trofeo' editions. On retention certificate/ready for immediate transfer, asking price: £500. Tel/text: 07903 864155. Email: em\_woods13@yahoo.co.uk. A312/074

Ferrari F430 cover. F430 original cover and storage bag. Will also fit 360 models, £300. Tel: Shaun, 07714 090015 (Cams). A312/028

General Ferrari items. 275 hub puller, large dealer wall posters, 550, 360, 355 etc unused. Pair of oil paintings depicting 1959 Moss/Hill at Nurburgring TR & Aston, 70x55 and 50x60, well known motor sport artist. 275/330 parts book. 400 GT driver maintenance manual. 400 parts manual. 400 auto gearbox manual. 250 1948/63 Merrit maintenance service book, note on fly 250. 1081 gt Earl's Court show 1948, history photo. The original front badge from chassis 0655, offers. Tel: 07737 174200. A312/030





**F430 2 piece Schedoni unused leather/carbon fibre luggage set.** New never used, 2 pieces in Nero leather/carbon fibre, 2 cases with dust covers, zips still have their protective covers. Can ship overseas too, £2950 ono. Email: ataunque@gmail.com. A312/055



**Ferrari 612 owners manual.** £75. Tel: Paul, 07734 111654. Email: paulhf12@gmail.com. A312/045



**Genuine Ferrari kids' bike.** My daughter learned to ride on this – her first Ferrari! I had it specially imported about a decade ago, as nothing similar was available in the UK at the time. Very expensive new and still in excellent condition. Ideal first bike for child or grandchild of a Ferrari owner! Fits in the boot of a 412! Email: peterv@warnersgroup.co.uk (south Lincolnshire). A312/043



**Club magazines.** "Ferrari – the magazine of the FOC of GB", issue 96 Winter 1992 to issue 223 October 2015, complete set except issue 169, £250. "Ferrari News" issue 35 (Feb '93) to last issue 171 (Oct 2015), complete set, £100. All in great condition, with odd water mark/stain, buyer collects please. Email: andrewbailey@dimatec.co.uk. A312/046



**Original car photographs.** Reducing my collection. Many different makes and models, old and new. Road, race, rally etc. Please contact me with any wants and I will see if I can help. Tel: Mark, 07809 221500. Email: mrmarkyt@hotmail.co.uk (Sussex). A312/073



**Genuine Ferrari ties for sale.** Very collectable, rarely worn and in excellent condition. I am offering for sale, 1x green tie with gold prancing horse; 1x red tie with dark blue prancing horse; 1x blue silk tie commemorating the 50th Anniversary of Ferrari with a repeated pattern of a black prancing horse on a yellow background with the letters S F for Scuderia Ferrari and the '50th' logo. All 100% silk, £75 each including postage. Email: flyian@msn.com. A312/047

**Specialised Ferrari 575 car cover.** Black with yellow piping (discreet prancing horse emblem in yellow). Please email me or send WhatsApp for photos. Email: dnacorp@aol.com. A312/038

## WANTED

**Car wanted: Espada S3.** Prefer LHD, swap4 Merc 230TE auto estate, 71,000 mls, 1988, many extras and new parts: alloys, cruise control, batt, rad, brakes etc; also Pentax/Nikon collection and pro items, ideal wildlife/sports etc, cammo clothing etc, or SnapOn tools. Tel: 01277 200530. A312/039

**Wanted anything Lambo:** cars, tractors, boats, bikes, BMW-M1 etc, any language, also any car mags. Swap4 books, mags, brochures, posters etc, USA trucks/cars, Lincoln, Caddie, Corvette, Mustang, GT40, Jag, Lotus etc, wildlife, wild west etc. Tel: 01277 200530. A312/040

# Sell your Italian car, bike or spares here FREE OF CHARGE!

**Colour photographs are free for PRIVATE advertisers!** You can include approximately 30 words. Advertisements can be submitted by email, or posted using this form. Send your advert to:

**Auto Italia Magazine, c/o Ginger Beer Promotions, Enterprise House, Building 52, Wrest Park, Silsoe, Bedfordshire MK45 4HS, United Kingdom, (email: liz.solo@ntlworld.com) to arrive no later than 13th January for inclusion in the March issue. April issue deadline: 10th February.** All adverts received after the deadline will be inserted in the following issue.

Private adverts cannot be submitted by telephone.

PLEASE USE BLOCK CAPITALS

NAME:

ADDRESS:

POSTCODE:

EMAIL:

TEL NO:

WORDING FOR ADVERT:

			PRICE

TICK AS APPLICABLE

PICTURE ENC: ☐

TRADE IDENTIFICATION: ☐

**HOW DO I SEND A PHOTO TO GO WITH MY ADVERT?**

1. Email a jpeg file to liz.solo@ntlworld.com
2. Send a good quality photographic print (non-returnable). Post to above address

**YOU CAN INCLUDE A PHOTOGRAPH WITH YOUR ADVERT FREE OF CHARGE!**

**Adverts received before 13th January will go into March issue**

**APRIL DEADLINE: 10th FEBRUARY**

The publishers accept no responsibility for the quality of goods sold through these pages although the greatest care will be taken to ensure that advertisements accepted are bona fide. Advertisers should take note of the requirements of the TRADE DESCRIPTIONS ACT 1968 when preparing their advertisements for publication.



**Ferrari Opus book.** Ferrari Opus book, Cavallino Rampante edition. Signed by Ferrari greats John Surtees, Stirling Moss and Nigel Mansell in addition to F1 drivers Fernando Alonso and Felipe Massa. As new condition, very rare and usually unobtainable, £3500. Email: mark.charles@ntlworld.com. A312/054

**Ferrari 355 Spyder brochure.** 36 full colour pages, presented in a white Ferrari folder, excellent condition, £50. Email: r19831993@aol.com. A312/027



**Club magazines, brochures and Ferrari books.** Club magazines 1968 vol 1 numbers 1-3. 1971 through to 2021 with only 9 issues missing. 1971 to 1994 issues are bound. To clear as one lot, reasonable offer please. Brochures BB512, 348, 400A, 308GT4, 308GTB/GTS. Many early books and pamphlets, to clear, please email Roy for lists/images. Email: rdw5670@outlook.com. A312/048



# OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

## OSI Ford Mustang

**THIS 'MADE IN TURIN' MUSTANG WITH RADICAL NEW BODYWORK WAS THE PONY THAT GOT AWAY**

Story by Richard Heseltine



**T**he first-generation Ford Mustang was famously a runaway hit for the Blue Oval when launched midway through 1964. Nevertheless, that didn't stop others from trying to improve on perfection. All manner of Latin *carrozzerie* had a stab at reconfiguring the original Pony Car with varying degrees of success, Bertone and Zagato among them. OSI's 1965 offering was perhaps the most radical but also the one largely forgotten by history.

Formed by Arrigo Olivetti (of typewriter fame) and the then president of Ghia, Luigi Segre, the romantically-named Officine Stampaggi Industriali was born in 1960 and financed by the FERGAT road wheel and metal stamping concern. Speaking to us in 2006, the firm's studio chief Sergio Sartorelli claimed OSI was meant to act as a "...parallel structure with the intention of producing small-series Ghia designs – today you would call them niche vehicles – in much the same way as Bertone and Pininfarina did.

But it was a separate business. Segre anticipated that competition from other *carrozzerie* would only become greater, so he needed to act. OSI was largely his idea."

And thus, a whole raft of designs followed, some of which made the leap into volume production, all things being relative. OSI enjoyed a particularly strong relationship with Italy's Ford concessionaire which spawned the Anglia 105-based Torino. This, in turn, led to the Ford of Cologne-sponsored 20M TS coupe which foretold the Capri and sold in reasonably large numbers.

Who precisely conceived the OSI Mustang is lost to history, but it was clearly more than a mere rebodging exercise. What's more, it received factory blessing if *Style Auto*

magazine was to be believed. While retaining the donor car's 271hp V8 and four-speed 'box, the wheelbase was shortened from 2473mm to 2400mm. It also featured a marginally narrower track front and rear (1400mm at each end, compared with 1407mm/1422mm). Much of the platform was cutaway and replaced with a tubular semi-spaceframe structure. And, unlike the regular Mustang which never was particularly sophisticated, OSI's offering featured independent rear suspension, complete with a self-locking ZF diff, plus disc brakes all round.

The big news, however, was the outline. OSI's brave new world didn't share even trace elements of the car that bore it, save for the badges. Riding on knock-off Borrani wire wheels, and bodied in glassfibre, the car's signature feature was the fold-

flat headlight arrangement which foretold the Porsche 928. Inside, there was the obligatory mahogany dash, alloy-spoked Nardi steering wheel and a mixture of burgundy leather and plaid trim.

Making its public debut at the November 1965 Turin Motor Show, the OSI Mustang was met with muted praise by the motoring media. Sergio Rogna of *Style Auto* was perhaps the most effusive, reporting (not altogether coherently): "Although from the styling standpoint some discordance has been noted in details, it is not difficult to foresee that it will appeal to the public to whom it is directed." Some doubt lingers over whether or not OSI ever intended producing replicas. Somehow, we doubt it. As it stands, only one car is believed to have been made and its current whereabouts remain a mystery.







# An Invitation



to join the national club for those  
who want to enjoy more from  
Alfa Romeo ownership

- Special Club discounted insurance scheme
- Award winning, high quality, full colour bi-monthly magazine
- Active website with members' forum
- Club shop for regalia (clothing, mugs, badges, stickers etc.)
- Area Sections nationwide with local meetings and activities
- Motorsport events from Sprints for road cars to full race series
- Access to technical expertise and insurance valuations
- Model Registers for new and classic Alfa Romeos
- National events and exhibitions



To join or for further details please visit  
[www.aroc-uk.com](http://www.aroc-uk.com), email [manager@aroc-uk.com](mailto:manager@aroc-uk.com) or call 07753 857029



# MCGRATH MASERATI

SALES, SERVICE, RESTORATION & PARTS

[MCGRATHMASERATI.CO.UK](http://MCGRATHMASERATI.CO.UK)



## 1966 MASERATI MISTRAL

Current ownership since 1988

Converted to a Spyder during restoration in the 1990s

Further information and photographs are available on our website