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I hope you'll forgive me for returning to a theme we've touched on quite a bit recently in *Auto Italia* – not so much 'back to the future' as 'back to the past'. I'm talking about the flourishing retro-modern movement, in which icons from history provide the inspiration for updated versions today.

The whole scene has really come under the spotlight this month. In an open letter to Lamborghini, Marcello Gandini – the designer of the original 1971 Countach – strongly distanced himself from Lamborghini's new Countach LPI 800-4. In fact, his press release gave Sant'Agata a serious case of burn, stating: "The makeover does not reflect his spirit and his vision... which is totally absent in this new design. To repeat a model of the past represents in my opinion the negation of the founding principles of my DNA." Ouch.

This almost precisely mirrors a conversation I had with another Italian designer – ex-Pininfarina stylist, Enrico Fumia – when I met him recently (that's him above with his own personal Spider 916, a car he designed for Alfa Romeo). Following a long chat with him, I'm delighted that he has put his thoughts on retro-modernism into an opinion piece for us this month, which you can read on page 50.

What's your view of retro design? Do cars like the new Fiat 500, Countach LPI 800-4, Lancia Delta Futurista and Kimera EVO37 excite you or make you despair? Is there a place for 'back to the past' or should today's designers be focused on pure originality?

One final word. I shared a memorable drive in the Alps (see page 70) with rally navigator Sergio Botta, who is a native of Piedmont. I took the opportunity to ask him how you *really* pronounce 'Countach', which means 'wow!' in the Piedmontese dialect. To my surprise, it's not *coon-tash* as I'd always pronounced it; it's actually *coon-tatch*. So now you know!

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ITALIAN CAR NEWS



Ferrari BR20 One-off 'Inspired by the Classics'

Ferrari has unveiled its latest customer one-off: the BR20. Based on the GTC4Lusso V12 platform, its design draws inspiration from Ferrari coupes of the 1950s and 1960s. Ferrari cites the 410 SA and 500 Superfast and says the design has “timeless elegance with muscular sportiness... without the slightest hint of nostalgia”.

The BR20 retains the donor car's four-wheel drive system but, unlike the four-seat GTC4Lusso, is a strict two-seater because of the sleeker fastback roofline, which gives the impression of a single 'flying buttress' arch running from the windscreen to the rear spoiler. Each C-pillar is hollowed for an aerodynamic channel that exits via a black panel under the rear





spoiler. The roof is painted black to connect the windscreen visually to the rear screen, which stands proud of the tailgate.

The BR20 is three inches longer than the GTC4Lusso because of a greater rear overhang. Twin taillights echo the shape of the bespoke dual tailpipes, which are

mounted lower than the GTC4Lusso's and set in a diffuser with active flaps on the underbody.

Contrasting colour sills are designed to emphasise prominent air vents in the front wheelarches. The wide front grille has horizontal slats, above which is a carbonfibre

element with chrome side inserts. The bespoke headlights are set lower than the GTC4Lusso's, while the 20-inch diamond-finish wheels are also unique to this car.

The unique cabin features seats trimmed in dark brown Testa di Moro leather and silver cross-stitching. Oak trim and carbonfibre are used in the rear luggage area.

MIKI BIASION'S DELTA EVO III

Ex-world rally champion Miki Biasion has unveiled his vision of the Delta Evo III that was planned but never put into production by Lancia. The new 'Evo by Biasion' adopts improvements that Lancia had been planning for 1994, using drawings and specifications sourced from Lancia's ex-engineer, Bruno Cena.

The improved integrale starts with reinforcements to the body. All the original silentblocks are replaced with bespoke reinforced components while the transmission has shorter lower ratios, uprated differentials and a twin-plate clutch. The steering box is uprated to Group A standards, the Brembo braking system has 332mm front and 300mm rear discs, and Bilstein dampers are specified to Biasion's wishes. Larger 18-inch wheels are fitted with Michelin Pilot Sport 4 tyres.

The original Delta engine gets rebuilt pistons, crankcase and connecting rods. In regular mode, it develops 220hp but a dashboard button can raise that to 340hp via more aggressive mapping.

The three-layer paint is guaranteed for life and benefits from officially-sanctioned Martini Racing livery. The mirrors are the same as in the Delta Group A rally car. The cabin, meanwhile, is more luxurious with Sparco seats and steering wheel, while there's extra soundproofing to increase comfort. Owners will receive dedicated Sparco clothing.

Biasion, who won two World Championships with the Delta (1988 and 1989), said: "I poured all my passion and experience into this project and I'm proud of it. I am happy to bring the Delta back to the level in which I competed with it."

Only eight examples of the Evo by Biasion will be transformed at his headquarters in Codroipo, Udine. Prices start at 250,000 euros.



Photos: Nathan Chadwick



£225K FOR EVO FINAL EDITION

An ultra-rare, ultra-low-mileage Lancia integrale Edizione Finale – just 5550km on the clock – is up for sale at DK Engineering for a record asking price of £224,995. Based on the Evoluzione II, the Edizione Finale is one of the rarest and most sought-after integrals. Built exclusively for the Japanese market, it was a limited run of 250 cars painted in

Rosso Amaranto with Turin Yellow and Blu stripes, plus strut braces, Eibach springs, Anthracite wheels and a 215hp engine. The cabin has a silver shroud for the dials, carbonfibre accents and a push-button start. The price tag exceeds the previous record achieved by Silverstone Auctions in May 2021, when the same car was sold for £218,250.

GIUGIARO CELEBRATES ALFASUD'S 50TH

Giorgetto Giugiaro was the guest of honour at a recent celebration of the Alfasud's 50th anniversary at Torino Esposizioni. Thirty examples of the Alfasud, which was designed by Giugiaro, gathered at the behest of the Alfasud Club Italia, including the extraordinary twin-engined Alfasud Wainer Bimotore.

In a speech, Giugiaro recalled how he and business partner, Aldo Mantovani, were called in by Rudolf Hruska of Alfa Romeo to meet in a bar near the Olympic Stadium in 1968. Giugiaro talked the audience through some early styling proposals and scale models, plus a previously unpublished image of himself presenting the car to Colin Chapman of Lotus. Giugiaro said: "The Alfasud was a fabulous project, unfortunately destroyed by rust. The design was excellent both in terms of practicality and visibility, as well as handling."

Italdesign's current Business Development Director, Giorgio Gamberini, said: "I was at the 1971 Turin show, just nine years old, after which my father bought a Capodimonte White Alfasud. It was such a revolutionary car, so great to drive."



ITALDESIGN GT-R 50 DELIVERIES START

The Italdesign plant in Turin, Italy has started deliveries of its Nissan GT-R 50 to customers. The collaboration with Nissan began in 2018 to celebrate both Italdesign's and the GT-R's 50th anniversaries.

Only 50 cars are to be made. Among the first is one painted in Verde Kenmeri, inspired by the 1972 GT-R show car; two more have special graphics and grey/gold paint; while others are painted in Argento Italdesign and Nero Caravaggio.

Under the skin, Nissan has tweaked the engine with a new turbocharger, pistons, conrods, crankshaft, injectors, camshafts and catalyst. The transaxle is also strengthened.



FIAT SEES RED

Fiat has launched a new range of (500)RED models in partnership with RED, the charity co-founded by U2's Bono to fight AIDS and Covid. This will see Fiat donate over \$4 million to help the cause.

The special series is available across the Fiat 500 family: (500)RED mild hybrid, New (500)RED electric and (500X)RED. All adopt the colour red for the bodywork (although other paint colours are available), plus red for the logos, mirror caps and alloy wheel highlights. Inside, red also appears on the dashboard, floor mats and Seaqual upholstery. Unusually, the driver's seat is in red while the other three seats are black (although uniform colours can be ordered).

The RED models are priced from £16,435 (500 Mild Hybrid), £22,995 (electric 500, inclusive of grant) and £24,125 (500X). The (500X)RED is based on the Cross version and can be ordered either as a hatchback or the new open-air Dolcevita version.



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ULYSSE & SCUDO NAMES REVIVED BY FIAT

The Ulysse and Scudo nameplates, last seen in 2002 and 2012 respectively, are returning to Fiat showrooms. Essentially badge-engineered versions of the Peugeot Expert/Traveller and Vauxhall Vivaro, the new Fiats are made in France. The Ulysse is an MPV available with seating for six to nine passengers. The Scudo commercial vehicle can be ordered in Van, Combi or Cab forms. Both diesel and electric power options will be available when the order books open at the end of this year (Scudo) and early 2022 (Ulysse). Full specification and pricing has yet to be released.



EVANTRA PURA

The latest evolution of Automobili Mazzanti's Evanta supercar, the Pura, has been launched in Italy. As a result of a weight loss programme, it tips the scales at a mere 1280kg. A Corvette-based 6.2-litre twin-turbo V8 engine, tuned to deliver 761hp and torque of 910Nm, is enough for Mazzanti to claim a top speed of 224mph and 0-62mph in 2.9 seconds. Only five examples of the Pura will be made each year.

NEW SWB BY END OF YEAR

The first RML Short Wheelbase (SWB) is due to be completed by the end of the year, says the UK-based company. Carbonfibre composite bodywork panels have been dry-fitted to the chassis of 'Car Zero', as well as sound deadening, heat insulation and door seals. RML says areas of the car will be left with exposed carbon weave, including the scuttle, interior door panels and items in the engine bay. Power comes from a front-mounted 5474cc Ferrari V12 engine producing 485hp, with drive to the rear wheels via a Ferrari six-speed manual gearbox. Performance claims are 0-60mph in 4.1 seconds and a top speed of over 185mph.



LAMBORGHINI SUPPORTS MOVEMBER

Lamborghini and the founders of the Movember charity, JC and Sarah Coghlan, welcomed over 200 Lamborghinis and their owners to Blenheim Palace as part of a worldwide initiative in support of the men's health charity. The 'Bull Run' saw owners from across the UK drive in moustache-liveried cars to Blenheim to raise money and awareness for Movember. Further Bull Runs have taken around the world, from New York to Bangkok, Rome to Cape Town.





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CANOSSA RACING LAUNCH

GPS Classic and Canossa Events have launched a new joint venture called Canossa Racing, designed to expand circuit activities for classic car owners. Canossa Racing has also acquired the Alfa Revival Cup, the well-known racing series based in Italy and dedicated to Alfa Romeo GT and Touring cars built from 1947 to 1981.



BITURBO COILOVERS

A new modular coilover suspension system has been developed by AS Motorsport for Maserati Biturbo models. This is claimed to address issues such as soft suspension, front strut bushing and brake/suspension dive, while also offering camber adjustment and better rear axle control. ASM says there are 30 damping adjustments, full ride height adjustment and spring preload adjustment, top mounts with spherical bearings (replacing rubber bushes), full front camber adjustment and extra front wheel clearance. The first phase is for five-bolt, post-1988 cars (Ghibli, 2.24v, 4.24v, Shamal and QP1V), with projected pricing of around £1700. More info at www.AS-Motorsport.com

MICHELIN PILOT EXALTO

Vintage Tyres is now stocking the new Michelin Pilot Exalto PE2 tyre for modern classics. Available in a variety of sizes for 13in, 14in and 15in wheels, the Exalto has modern construction and performance but a 'classic' look. Six sizes are in stock, including 195/55 R15 (suitable for Alfa Romeo 75/145/146/155, Fiat Barchetta, Lancia HF/integrale and Maserati Biturbo); 185/55 R15 (suitable for new Fiat 500); and 185/60 R14 (suitable for Alfa Romeo 33/145/146/155 and Lancia Delta). Prices start at £90 per tyre at www.vintagetyres.com with fitting centres at the National Motor Museum, Beaulieu and Bicester Heritage.



EARLY CLASSICS AUCTIONED

The very earliest examples of two classic road-going racers have recently been put up for auction. A 1959 Alfa Romeo Giulietta Sprint Zagato prototype with the serial number AR10126 00001 qualifies it as the very first example of the SZ ever made. Owned by a single family for 40 years, it has never been put up for sale before. Offered with a guide price of €700,000, it's located in Bergamo, Italy and is up for sale via lebolide.com.



Meanwhile the very first Lancia 037 Rally Stradale has been auctioned in Japan. Its chassis number – ZLA151R00000001 – makes it the first of only 217 examples produced, and a lucky survivor (chassis two and three were destroyed in crash testing). A full restoration in Japan was completed in 2019, with the odometer currently showing just 544km. The final sale price was £535,000.



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Cross Type

Does a raised ride height transform Fiat's recently facelifted Tipo to satisfy the SUV zeitgeist?

Story by Chris Rees
Photography by Michael Ward



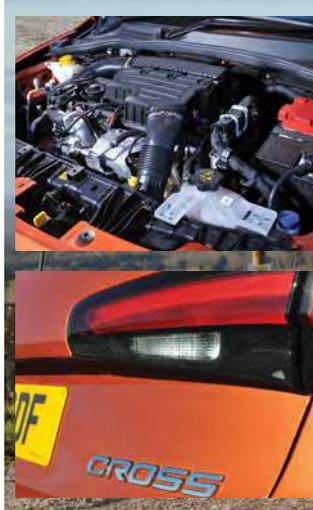
The Tipo is, I believe, the very last five-door hatchback model designed in the Fiat Chrysler era. All future cars will be based on Peugeot platforms, which will have undoubted positives (hopefully a more modern feel and more Euro-centric engineering, plus electric versions). However it may also, I fear, result in an erosion of what makes Italian cars feel special. Not that the Tipo is particularly Italian, of course. It was primarily designed for Turkey, where it's built, and where it has consistently been the number one seller. It's big business: something like 700,000 Tipos have been sold worldwide since 2015.

In the UK, the Tipo trades on its value proposition: the range starts at just £18,175, which for a Golf-sized hatch is exceptionally cheap. The version on test here costs £4k more because it's the Cross, the new-for-

2021 variant that aims to tempt buyers who've fallen for the whole SUV lifestyle thing.

First impressions are pretty favourable. The whole Tipo range now looks sharper thanks to a facelift that features LED lights, new bumpers and – most striking of all – a grille with a stonking great Fiat badge in the middle. The Cross variant adds to the visual impact with its on-stilts ride height (almost 70mm taller than the regular hatch), skid plate, chunkier front bumper, black wheelarch mouldings and silver side skirts (or 'Ice Matt' in marketing parlance). Our car's Paprika Orange paint scheme also feels 'on trend'.

The Cross really doesn't feel too off the pace to drive, either. The interior is now way better than the old Tipo's, with its dowdy analogue ambience. Exceptionally good is the seven-inch TFT digital instrument cluster ahead of the driver, replacing the



old conventional dials. It's configurable to a variety of views and looks super-crisp. The new leather steering wheel also feels better, while the air conditioning controls – thankfully separated from the touchscreen – look and feel better to use. The touchscreen is a not-too-generous seven inches across and controls things like sat nav, audio and car settings. Most of the car's controls are buried deep in sub-menus which are tricky to navigate using the touchscreen. For sat nav, it's better just to hook up your phone via Apple CarPlay or Android Auto and mirror that on screen.

The 999cc Firefly three-cylinder turbo engine has a real sparkle to it, despite having only 100hp to play with, and sounds charismatic, too, if a little busy. Like all small-capacity turbo engines, there's some lag between you pressing your foot down and the engine responding, but once the turbo's up and spooling, it flies at a decent lick. The engine feels sweet-revving, too, not that you really need to thrash it as there's plenty of torque from very low revs.

The gearbox has only five speeds – how quaint – and the chunky gear lever has a bit too much travel for my liking. The one thing that really bugs me, though, is the start-stop system: it's simply too slow and you sometimes find yourself trying to find the clutch bite point while the engine still off. I guess it does help deliver decent economy – I got 45mpg over a week of varied use.

The Cross-specific 17-inch diamond alloy wheels look great and the raised ride height provides a very decent ride. By no means is the Cross an off-roader but it does

cope with speed bumps better than the regular Tipo. The steering is very definitely on the light and detached side, and that's before you've even pressed the City button to lighten it even more for urban use.

As for the handling, the Tipo Cross is a pleasant surprise, holding its line well through corners. You can feel some torque steer when accelerating hard out of corners but the stability control system cuts in early. Speaking of safety systems, the latest Tipo has a full roster. However, if you can turn off things like the overactive lane departure control system, I never figured out how.

While the Tipo Cross doesn't feel outstanding in any particular way – let's face it, it's designed as a car to get you from A to B, pure and simple – it does have some notable strengths. There's a big 440-litre boot and huge passenger space front and rear. And the equipment you get in a car that costs so comparatively little is very impressive. 

TECHNICAL SPECIFICATIONS

FIAT TIPO CROSS

ENGINE:	999cc 3-cyl turbo
POWER:	100hp at 5000rpm
TORQUE:	190Nm (140lb ft) at 1500rpm
TRANSMISSION:	5-speed manual, front-wheel drive
WHEELS:	17in alloy
DIMENSIONS:	4386mm (L), 1802mm (W), 1556mm (H)
WEIGHT:	1335kg
FUEL CONSUMPTION:	48.7mpg
CO ₂ :	130g/km
MAX SPEED:	113mph
0-62MPH:	12.2 sec
PRICE:	£22,175





What have the Romans ever done for us? No, I'm not turning into John Cleese and I'm not about to do *that* famous *Life of Brian* sketch. Well perhaps one bit of it: the roads; obviously, the roads go without saying, don't they? So what if we took the new Ferrari Roma on some of those roads that the Romans built, all those centuries ago, which can still be readily traced on maps today?

Given that the Roma had been booked in to perform the role of pace car at our Brooklands Italian Car Day (see page 74), we simply didn't have time to drive it up to our ideal location: the very furthest northern reaches of the ancient Roman Empire in Scotland. Being confined, therefore, to a road trip in the south of England, necessity forced upon us another idea. Which leads us to present, ladies and gentlemen, the 'Roman Triangle'.

What The Roma Did For Us

We trace the tracks of some obscure Roman roads in Britain to find out how Ferrari's new Roma performs in the real world

Story by Chris Rees
Photography by Michael Ward



Having collected the Roma from Ferrari North Europe's HQ in Slough – as far as I can tell, not a location ever troubled by the Romans – the nearest Roman track we could find was the Devil's Highway. This Roman road used to cross the River Thames at the equally exotic location of Staines on its way west from London to Silchester. Although this ancient route has now almost completely disappeared, patches of it still exist, for instance in Crowthorne, where evidence can

be seen in the ancient fort of Caesar's Camp, which is kind of my childhood gaff (I remember frequenting it as a kid on a Raleigh chopper).

The minor roads that most closely follow this old route do give me the opportunity to test the Roma's suitability as a daily driver. Here, its compact dimensions and commendable visibility make life so much easier than in an F8 Tributo. Over frequently potholed tarmac, the Roma also rides surprisingly

well, especially with its *manettino* 'bumpy road' button activated.

Arriving in Silchester – where you can trace the remains of a Roman amphitheatre – we head north-west to pick up the old Ermine Way to Cirencester via Lambourn. This provides the joyous prospect of tackling the B4000, which shadows the westward course of the M4 through Berkshire and whose die-straightness is so clearly Roman. This splendid road takes you straight (literally) into the heart of the aptly named Valley of the Racehorse, home to some 1500 *cavalli* in over 50 racing yards. Plenty of long-distance visibility along this road means you can build speed quickly – not a problem for the Roma, whose 620hp twin-turbo V8 gives it pace to match almost any current Ferrari. The quoted 0-62mph time is 3.4 seconds (there's even an 'L' launch control button on the gear gate to help you out) but the more telling figure is 0-124mph in just 9.3 seconds. One further boon on this straight road is just how flexible the V8 is, perfectly capable of accelerating away from 1000rpm with ease.

But what about how it sounds? Here I feel a slight pang of disappointment. It's brawny, even boomy, at low revs. Yes, it mutates to a more urgent note as your revs rise but it never truly 'screams', remaining in the more subdued suburbs of subtle purposefulness. This is a relaxing car at speed, for sure, but never sounds truly exciting. I wish Ferrari engineers would pop in to visit Maserati for a lesson in exhaust tuning. At least it means the Roma doesn't scare the racehorses...

It's impossible to resist a detour and follow the signs to Uffington's famous white horse carved into the hillside. We ignore the main car park sign and instead follow the tiny twisting road that snakes up below the horse itself for some stunning views across the landscape below. This hilltop moment also provides an opportunity to admire the Roma's understated design, in such stark contrast to the brashness of most modern supercars. Its smoothly sculpted flanks and flowing rear end feel completely natural and organic, faintly recalling early 1960s Ferrari 250 tropes. There's no rear spoiler either – well, actually there is but it only rises when you exceed 62mph. The rear lights look modishly squared, while thin front lights frame what is perhaps the most controversial aspect of the Roma's design: its body-coloured front grille. It's a bold choice, but one that works well in sober colours like the Grigio Chiaro on our test car – although I think the radar camera beneath the grille is an unsightly monstrosity.

Heading back down from the Uffington horse, we complete a little loop to the south of Swindon to head towards Wroughton on the B4005 and then south on the A4361 through some gloriously open, lightly trafficked roads to the pre-Roman sites of Avebury, Silbury Hill and West Kennett Long Barrow. These stretches prove perfect for testing the Roma's handling and its multiple driving modes (Wet, Comfort, Sport, Race and ESC-Off). Frankly, there's very little difference between Comfort and Sport modes. But in Race mode, the gearshifts are notably sharpened up, whether you're shifting automatically or manually. The rear end also becomes much looser. Ferrari's Side Slip Control and Dynamic Enhancer allow you to hurl the Roma into bends with complete trust in its mechanical balance. If the rear wheels do start spinning, the software will dab



the brake on one wheel to keep the slide in check but allowing you some sideways action in safety. Despite quite soft damping up front, the Roma hardly rolls at all in corners and is delightfully agile, predictable and fun on these challenging roads.

The eight-speed dual-clutch automatic gearbox is borrowed pretty much direct from the SF90 Stradale and has a retro-look *cancelletto* gear lever gate (which feels a bit gimmicky to me). There's no questioning the 'box's super-quick, super-smooth changes in auto mode, but the manual-shift man in me feels happier using the delightfully snappy paddles.

Back up to Swindon, we pick up the A417, which is the old Fosse Way – one of the longest Roman roads in Britain, stretching from Exeter to Lincoln. We don't stay on this for long, though, before peeling off east at Cirencester to follow the route of Akeman Street, which connects up to Watling Street at St Albans via Bicester. Actually it's very hard to trace at all, with only parts of the road still in existence in small villages like Chesterton, Kirtlington, Ramsden and Asthall. It's more obvious when it becomes the A41 from Bicester to Berkhamsted.

On this stretch, I'm able to appreciate the interior, whose quality is really superb. The new digital dash will come as an ergonomic shock to anyone used to driving conventional Ferraris. The huge 16-inch curved screen ahead of you is brilliant: it's superbly clear and you can toggle screens using buttons on the steering wheel, including a 'View Max' button to display 'full-screen' the sat nav or rev counter, for example. The 8.4-inch central display looks a little bit like a removable iPad



Roma is good on die-straights, even better on corners. Cabin oozes quality but initially takes some getting used to





TECHNICAL SPECIFICATIONS

FERRARI ROMA

ENGINE:	3855cc V8-cyl twin-turbo
POWER:	620hp at 5750-7500rpm
TORQUE:	760Nm (561lb ft) at 3000-5750rpm
TRANSMISSION:	8-speed dual-clutch semi-auto, rear-wheel drive
DIMENSIONS:	4656mm (L), 1974mm (W), 1301m (H)
WEIGHT:	1570kg
MAX SPEED:	199mph
0-62MPH:	3.4 secs
PRICE:	£172,889

but it all works very well once you get used to it. The cabin ambience is rounded off by neat-looking switchgear. However, I never bonded with the touch-sensitive 'haptic' switches, which sometimes respond slowly and at other times are over-sensitive. One other plus: Ferrari has – thank goodness – resited the cruise control to the steering wheel, so you no longer have to

move your hand off the wheel to adjust the settings.

The Roma has practicality on its side, too. Although it's classed as a 2+2 on paper, rear headroom is so ludicrously tight that even children will struggle. Best to fold the rear seats down and boost the boot space up from 272 litres to 345 litres – perfect for all the photography paraphernalia we need on this trip. On our trip, the big 80-litre fuel tank doesn't need to be refilled either.

As we complete our Roman Triangle back towards the environs of Slough, I'm left to reflect that it's not what the Romans have done for us, but what the Modenese have. The Roma has felt right at home on pretty much every road: Roman-straight or tight-and-twisty; smooth motorway or potholed by-way. And that's surely the point. The Roma is the perfect all-rounder: a car you can happily use every day, yet plenty perky enough to feel like a pukka Ferrari – which of course, it is. 

Crystal-clear digital display is readily configurable using buttons. Cruise control is now thankfully on the steering wheel, too





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Brera of Good News

When Alfa's Brera sports coupe proved to be disappointingly unsporty, the UK importer asked motorsport guru Prodrive to wave its magic wand. We drive both Prodrive S versions – 2.2 and 3.2 – and talk to the Prodrive engineer who brightened up the Brera

Story by Nathan Chadwick
Images by Michael Ward

Look up the phrase 'in the doldrums' and you might expect to see the familiar Alfa Romeo badge lurking. Over the years there have been some great cars, wonderful marketplace successes and motorsport icons. There have also been cases of, well, the opposite.

Through it all, however, almost every Alfa has been engaging to drive. So when Nicholas Bernard, the marketing boss of Alfa Romeo UK in 2005, first got behind the wheel of a Brera, it's safe to say he was rather miffed. A solid, comfortable cruiser with chiselled looks it may have been, but it was hardly dripping with sporting vigour.

Motorsport and engineering firm, Prodrive – famed for its rallying exploits with Subaru and Colin McRae and its British Touring Car Championship efforts with BMW and Ford – was drafted in to help. At a cost of £1m, it invigorated the Brera's chassis. Cars that got the full Prodrive S kit received an enviable suspension set-up – Eibach coilovers and Bilstein dampers – although a small number of cars (anywhere between 35 and 60, it's thought) got the visual makeover but not the suspension kit when they were assembled at Southampton docks. The Brera Prodrive S was reviewed very favourably in contemporary magazines. The plan was to make 250 examples with the 2.2-litre four-cylinder engine and 250 3.2-litre V6s, although in the end more 2.2s were ordered than 3.2s.

We were lucky enough to talk with Peter Cambridge, head of the original Brera Prodrive S development programme. Prodrive got the Brera gig as a result of its efforts with the Fiat Stilo Schumacher edition, but the souped-up Brera could have been very different.

"Nicholas Bernard was the key to all of this," remembers Peter. "He was completely passionate about the car and the brand, but from a customer position he felt they needed to do a sporting version, rather than a GT. Alfa provided us with a 3.2 Q4, and we went off to do a supercharged engine to get the power up to something suitably decent, and then reworked the suspension and brakes. It went off to Italy to be assessed and ended up in a competition between us and a turbocharged version by Fiat Powertrain. Everybody was very happy with both vehicles, but the risks attached to having a high-powered car that hadn't done the full durability tests meant neither car made it past the prototype stage."

However, Alfa Romeo UK wasn't done with the idea, and wanted to use the knowledge gained to embolden the Brera in time for its mid-life update in 2008, with a few changes to the suspension to reduce weight – more aluminium parts and tubular anti-roll bars, among other items. Alfa was also

introducing a lighter, two-wheel drive version of the 3.2-engined car that had been Q4 only up until then.

The big problem was the inherent weight of the Saab-derived platform, which Peter remembers Alfa engineers describing as safe but completely over-engineered. "We hoped to mask the mass of the car through the suspension tune, which we did to some extent – you can't completely change physics. You can certainly disguise the weight of the car, though, which we managed to do."

Peter notes that, when handed the keys to the standard Brera, the team was surprised by a suspension set-up that managed to be very soft, yet didn't ride particularly well. Nicholas Bernard also had





the car's steering in his sights, as Peter recalls: "Steering feel and response was not there, full stop, so that was a key aspect for him."

Peter and his team increased the spring rate to take the ride frequency up to something more akin to a sports car. "We also rebalanced the car, so that the rear ride frequency was higher than the front, which helps to naturally counterbalance the pitching motion on bumpy roads. We set the car up with coilover dampers, so we could throw some race car springs on it, and start with some calculated figures. Then we varied the front and rear springs until we came up with the balance that we wanted, from a ride and handling perspective."

The standard Brera didn't have much suspension travel, especially at the front. Peter says: "We found that we could run a quite conservative 10mm ride height drop front and rear, which allowed us to have enough travel to control the body. That then goes on to the damper tuning, to allow the springs to control the body and give the fine balance in the handling."

The front spring rate is different on the 3.2, as well as front and rear damper rates. The damping would also control the steering behaviour. "There was a lot in the press about the 3.2 being more uncomfortable than the 2.2; that was the compromise that we struck to put the improved steering feel and response in the car," Peter explains. "We had to be quite a lot tighter on the front damper control. The exhaust was also

Brera really comes alive in 'S' V6 guise. Prodrive's Peter Cambridge ensured much-improved suspension works superbly with six-pack grunt



ALFA BRERA PRODRIVE S



different between the cars, as the 2.2 had Helmholtz resonators, another expansion chamber on the side of each silencer, to give you that nice sound.”

Most of the testing was done on the Oxfordshire roads around Prodrive, and in Leicestershire, where Bilstein developed the damper tuning. It was also developed on MIRA's low-friction circuit to make sure it was fun, and to fine-tune the handling for extreme manoeuvres. “You can just about left-foot brake a Brera!” laughs Peter.

The Prodrive S also ran special Pirelli P Zero tyres,

put headlining in. That was great, but if you're tall you ended up rubbing your head on the roof. With the blind pulled back, you had an extra inch. The key thing was saving weight that far up in the car.”

Peter says it was the best project he worked on at Prodrive. “The customer was great to work with; we did have debates as to how sporty Nicholas wanted it to be, and how sporty the press wanted it to be – he wanted it to be sportier than it actually was. We had to explain that from experience, there's a limit to how far you can go; the customer using it every



“ Prodrive fine-tuned the handling for extreme manoeuvres. You can just about left-foot brake a Brera ”

while there were unique teledial wheels, too. These might have ended up very different, says Peter: “We were over in Italy discussing wheel designs, and Nicholas was very keen on a multi-spoke design. On the way back we were reading a magazine feature about the 8C Competizione, with its teledial wheels. After some serious discussions, Nicholas agreed that this was *the* Alfa wheel. I went to Rimstock in the UK, which translated it into the 8x19in wheel. I spent a week with the designer, making subtle changes to copy the 8C wheel and to optimise the weight and strength.”

But what about one of the more curious quirks of the Brera Prodrive S – the panoramic roof filled in with headlining? The answer was weight, or trying to save it. “Replacing the glass panel with a carbonfibre panel wasn't an option,” explains Peter, “but the panoramic roof blind mechanism was heavy, so we deleted it and

day is what matters.”

Today we have one of each of the Prodrive S models to assess. In the red corner is John Baker's 2.2; in the grey is the 3.2 belonging to David Stevens. Although changed a lot from the Maserati V8-based 2002 Geneva Show concept, the Giugiaro-designed Brera was nevertheless a handsome car. Not as svelte as the g16 GTV or Bertone-penned GT, perhaps, but definitely soul-stirring. It's a look certainly enhanced by those Alfa 8C-aping 19-inch alloys and 10mm suspension drop.

Alfa Romeo certainly wasn't mean when it came to cabin quality. Compared to the GTV and GT, this is a whole level up; everything has a solid feeling to it, from the chunky gearshift to the fat-rimmed steering wheel. The red-stitched leather seats and dashboard elevate the car to Maserati levels of class. It certainly feels like a proper Alfa inside – you feel very special nestled in





the Poltrona Frau cowhide.

But do they drive like Alfas? First up, the 2.2 JTS, which packs 185hp of... well, punch would be overselling it. The price for all the safety kit, improved interior and glass roof, is a typically optimistic Italian kerb weight of 1470kg, though we'd hazard a guess it was rather more. A 60mph sprint of just under nine seconds is a bit disappointing, but the bigger problem lies in the way the engine revs. Unlike the free-revving Twin Sparks of old, the JTS seems to take an age to reach its sweet spot, by which point you've usually run out of straight.

Hang on a minute, though. Prodrive insiders proclaim the four-cylinder car to be the pick of the two around corners – and they know 'a bit' about handling. When you start to thread the junior Brera through the bends, it starts to make more sense. Without the weight of the extra two cylinders, the

nose clips in tightly to the apex more keenly, and there's excellent poise and grip. Enough to overcome the 2.2's lack of pep?

Not quite. You can feel the weight of the 3.2-litre car's weight in the corners, but largely only on the limit in slow-to-medium tight corners. The 3.2's engine may share the same capacity as the last of the Busso V6s, but that's where the similarities end. The block comes from Holden, GM's now defunct Australian outpost, but Alfa added variable valve timing and tuned it for





Unique teledial alloys were designed to ape the 8C's. Panoramic roof mechanism was removed to save weight

sound. A sound that's been further enhanced by a Janspeed-designed exhaust system.

While not as sonically special as a Busso (then again, not much is), the Brera's 3.2 has a lovely shimmering squeal that turns into a howl as you reach for the upper reaches of the rev counter, and an entertaining burble at idle. The JTS 2.2, meanwhile, fizzles and roars a little like a tarmac rally car; mildly uncouth perhaps but rather endearing.

The only problem is that the 3.2 doesn't quite have the mid-range urge of the Busso V6 – with a weight that's around 200kg more than Alfa's 147 GTA (and that's going by 'optimistic' Italian scales), it produces only an extra 6hp and 16lb ft more torque. However, unlike Alfa's front-drive Busso V6 machines, the Brera contains its power and weight in the nose without needing to go via an aftermarket differential. Barrelling into corners keeps you away from becoming on first name terms with families of dormice in the nearest hedgerow.

There's great steering feel in both cars. Whereas a normal Brera is as passive as a snoring sloth, the Prodrives are alive and feeding back fine detail about what's going on tyre-side. And while the 2.2 is noticeably





TECHNICAL SPECIFICATIONS

ALFA BRERA	PRODRIVE S 2.2	PRODRIVE S 3.2
ENGINE:	2198cc 4-cyl DOHC	3195cc V6 DOHC
POWER:	185hp at 6500rpm	260hp at 6200rpm
TORQUE:	230Nm (170lb ft) at 4500rpm	322Nm (237lb ft) at 4500rpm
TRANSMISSION:	6-speed manual, FWD	6-speed manual, FWD
WEIGHT:	1445kg	1540kg
MAX SPEED:	139mph	155mph
0-62MPH:	8.6sec	7.0sec



more comfortable than the 3.2, the ride in both is far better than the supposedly less sporty vanilla Brera. It's a remarkable achievement.

So, keys on the table – which is best? This largely depends on what you're using it for. For ultimate track precision, the lighter 2.2 obviously gets the nod, but it's also the one to choose for a daily hack with the ability to light up your face on the long, twisty way home. Its owner has driven across Europe in his and enjoyed it thoroughly – I can easily see why.

However, I'd plump for the 3.2. The extra theatre of the V6 engine and its extra poke far offsets its minor diminishment of ultimate dynamic elan, and if

used semi-regularly, will certainly bring more smiles, which will broaden into wide grins as you unleash it on long, energetic cruises.

And Peter is in the same camp as me: "The 3.2 is really quite special – it is incredibly tight, with enough compliance to make it work on the road – it just feels special." And the story could have continued, Peter concludes, had not the world economy gone to the wall in 2008. "The plan from Nicholas Bernard was to do another Brera S based on the 1750 TBi engine, which had nearly the same power as the 3.2 but with the weight of the 2.2. It would have been a major winner but sadly the world didn't accept that." 🇮🇹

Many thanks to owners John Baker and David Stevens, the Alfa Romeo Owners' Club and Peter Cambridge, who still supports the Brera – visit his website, pcadynamics.com



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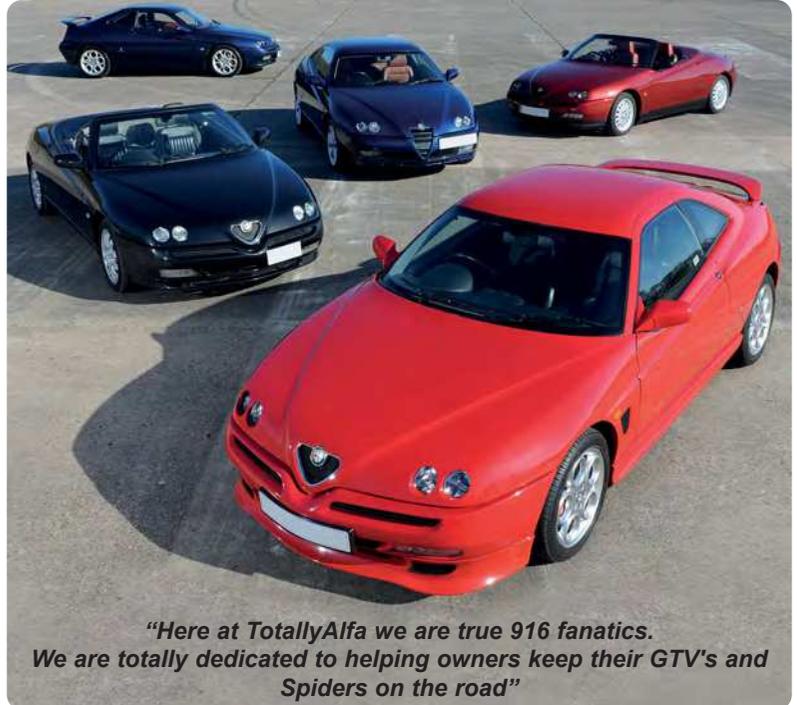
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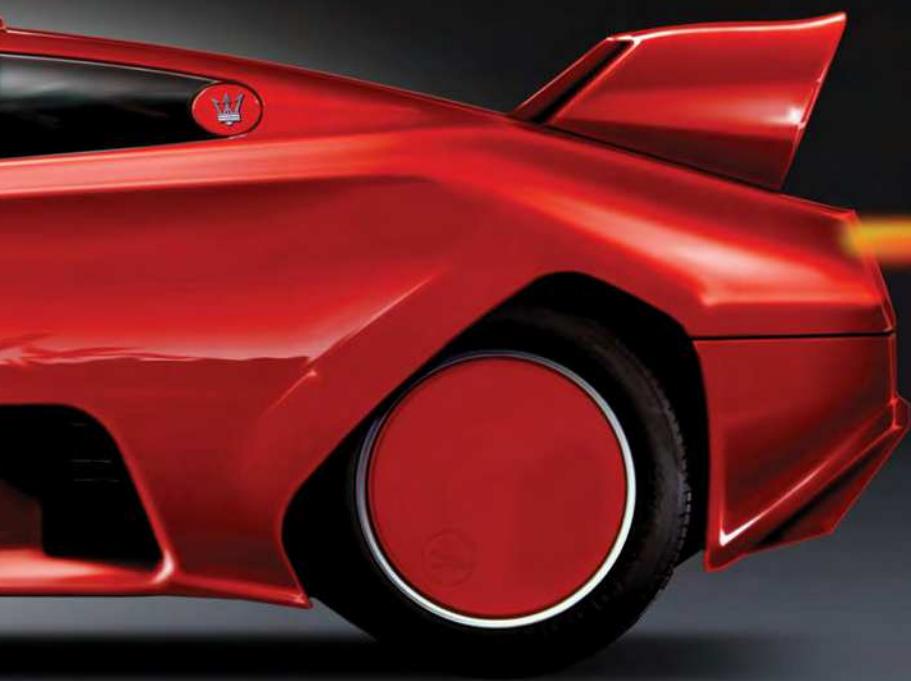
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Chubasco Source

Maserati's Chubasco was intended as a 211mph supercar to rival Ferrari and Lamborghini. The ideas behind it almost produced a radical new Ferrari, too

Story by David Rodríguez Sánchez
Images by Maserati/Roeland Frère/Giacomo Caliri





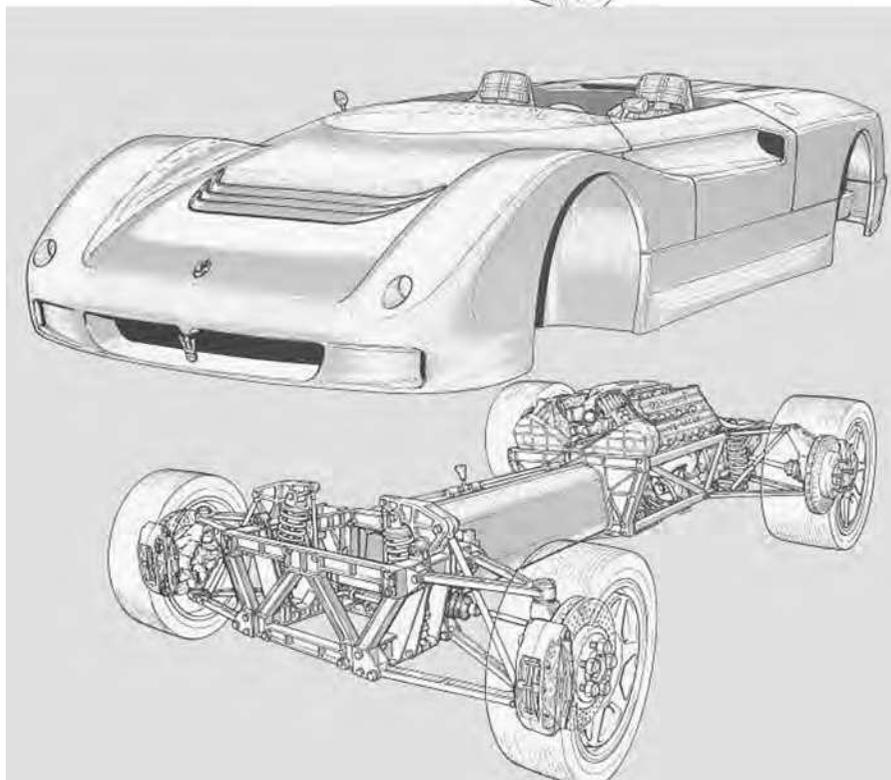
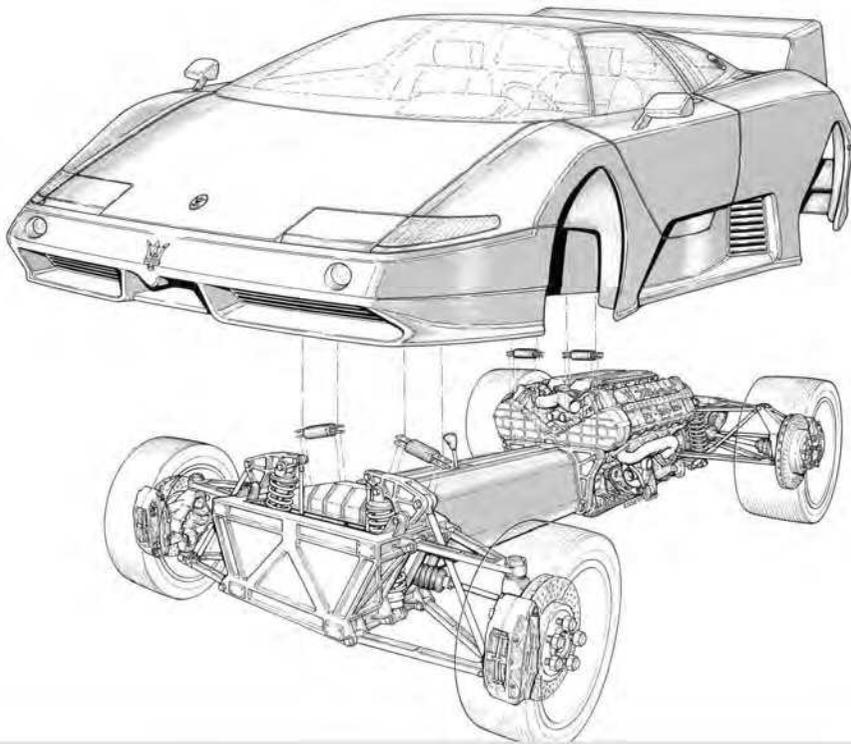
Although he'd been the guardian of Maserati since 1975, by the mid-1980s Alessandro de Tomaso realised that his cunning, skill and daring could not keep the Trident brand in his hands forever. He was combing fewer and fewer grey hairs each year, while he lacked heirs with the ability or will to take over the helm. In December 1988, Fiat acquired 49% of Maserati shares and 51% of the Viale Ciro Menotti factory in Modena, as well as 51% of Innocenti from De Tomaso. It was only a matter of time before Fiat took over all the shares of both companies (19 May 1993, in fact). At the height of the negotiations in January 1993, De Tomaso had suffered a stroke that left him physically impaired, blind in one eye and tied to a wheelchair for the rest of his days.

But he had successfully steered Maserati to its long-term survival, in part by giving it extra lustre and value with exceptional models like the Karif (1988), Shamal (1989) and Ghibli II (1992). Veteran engineer Giancarlo Rebecchi had returned to the marque, too; he was one of the best engine designers in Italy, having created many Autodelta engines with Carlo Chiti, as well as chassis, brakes and suspension.

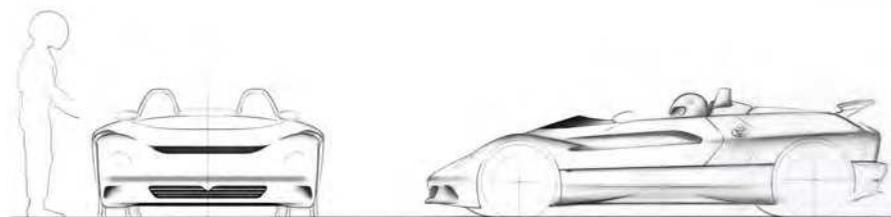
But there was another little-known Maserati in the mix: 'Progetto 340' of 1990, called the Chubasco. The story of the Chubasco – which means 'downpour' – can be traced back to 1988, when the engineer Giacomo Caliri left the Minardi Formula 1 team to set himself up as a technical consultant. One promising contact was his friend, the F1 driver Clay Regazzoni. After leaving Ferrari in 1976, Caliri had set up Fly Studio, an obscure operation based in Modena, which built for Regazzoni a unique Ferrari 365 GT4 2+2 Targa, effected by Otello Benedetti, who was one of the men behind the Ferrari P4 body.

But that's another story. In 1988, Regazzoni approached Caliri with an idea to create a new, innovative sports car, for which he had already garnered some investment. Caliri advocated a 'dual frame' chassis concept, based on the idea of the outlawed 1980 Formula 1 Lotus Type 88. The idea was to make the bodywork independent of the mechanical loads by using its own suspension system – a 'floating' body, in other words. This would provide fundamental aerodynamic benefits, sucking the car to the ground and boosting grip. Caliri's vision was to join the body to the frame by means of only four elastic fixing elements, and to use a standard Ferrari V8 engine. However, when some of the investors took the project to Argentina hoping to build it at lower cost, Caliri lost track of it and nothing more was heard about it.

Immediately after this disappointment, Caliri proposed the same essential idea to Alessandro de



Chubasco (top) and Barchetta (above and below) had almost identical Dual Frame chassis under the skin



Tomaso, with whom Caliri had collaborated at Maserati as a consultant since 1977. De Tomaso welcomed it with enthusiasm but insisted that it be implemented on a central backbone chassis, a concept that he had championed since 1963 with the Tipo 18 and Valletunga. Caliri was duly appointed technical director at Maserati and collaborated with De Tomaso's design office in Via Emilia Ovest in Modena.

Progetto 340 was officially born to create a Maserati capable of taking on the best that Ferrari and Lamborghini could offer. The '340' tag referred to the top speed target of 340km/h (211mph) and was reflected in its official Maserati project number (AM340).

In January 1990, Caliri drew up a specification for the car's bodywork and aerodynamics to be sent to Marcello Gandini, a friend of de Tomaso's since the 1960s. Gandini was already working with de Tomaso at that time on the updated Pantera and had just traced the silhouette of the upcoming Maserati Shamal. By pure coincidence, Gandini had also recently worked with Renault on the revolutionary Magnum tractor unit that used a floating cabin!

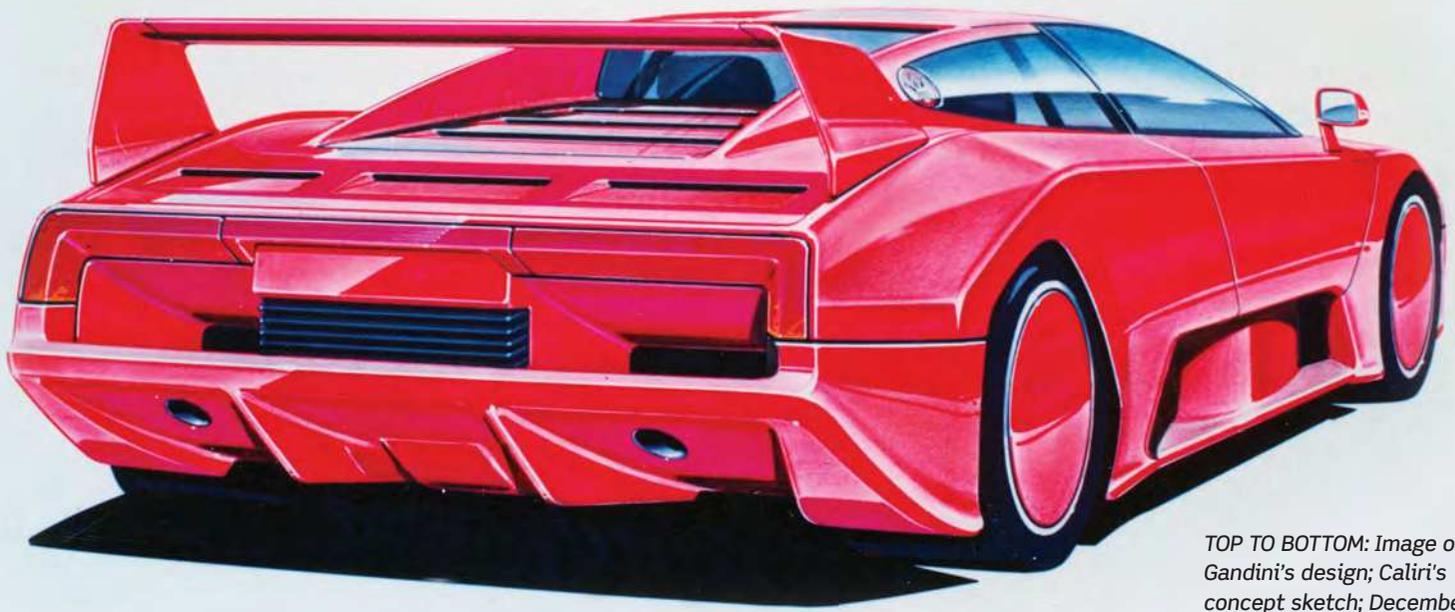
Engine man Rebecchi wanted to create an ultra-compact, load-bearing 16-cylinder engine with a 'W' format. Its four banks were to be arranged in a 180-degree layout, with four connecting rods (one per bank) to allow a very high speed of rotation. However, the W16 engine was quickly abandoned as far too ambitious. In its place, Maserati planned to substitute the perfectly suitable V8 from the Shamal, developing 430hp (although no engine would ever in fact be fitted). Its top speed estimate was downgraded to 300km/h (186mph).

De Tomaso was insistent that the Chubasco should be unveiled on 15 December 1990 at the factory. Faced with such a tight schedule, Caliri used computer aided design for various components, something of a pioneering move. Progress was fast, too, in the construction of an experimental backbone chassis whose engine was bolted directly to it, with load-bearing rear suspension.

Meanwhile, Gandini submitted a 1:5 scale model of his styling proposal, which was approved without reservation and immediately sent to the wind tunnel for testing. Gandini proceeded straight to making a full-scale model at the workshop of DMD80 (run by Di Camillo, Martin and Del Boccio in Venaria). The Maserati truck picked up the completed full-scale model on 14 December 1990, just ahead of the presentation the following morning, for which Alessandro de Tomaso was flying in from the United States.

But there was a problem. De Tomaso's eccentric superstition about avoiding settling matters on Tuesdays and Fridays seemed to come true, as the truck's unloading platform collapsed. The styling model – which was made of epowood, wood, fibres and plaster – was substantially damaged. An emergency call was made to Carrozzeria Campana, which effected repairs and repainted it just in time. De Tomaso and Gandini were apparently ignorant of what had happened as the car was rushed in to be presented to the media at noon on Saturday.

The Chubasco was a total surprise for everyone. Radical in appearance, the targa-roofed coupe used a sliding roof, detachable spoiler and Countach-style



TOP TO BOTTOM: Image of Gandini's design; Caliri's concept sketch; December 1990 unveiling; mock-up at Viale Ciro Menotti factory

scissor doors. Its lower flanks were dominated by an intricate complex of air inlets and outlets, from the front to the flanks, with two huge venturi ducts at the rear to keep the car firmly sucked to the ground. The wheels were also very distinctive, covered with smooth fairings. The visual impact was tremendous.

Maserati promised a commercial launch by 1992 and talked about production of 150 units per year, up to a maximum total of 450. But then... complete silence. It was announced that the team's efforts were being deflected to the Maserati Barchetta instead. This owed much of its technical content to the Chubasco, using effectively the same backbone chassis: polished aluminium outer casing with honeycomb panels riveted and glued in place, plus tubular subframes at each end. The fuel tank was housed within the backbone for ideal weight distribution and safety. The mid-mounted 2.0-litre Biturbo V6 was tuned to develop 315hp at 7200rpm, which provided strong performance in a car weighing just 775kg. Other highlights were a six-speed Getrag gearbox and inboard pushrod suspension that mimicked Formula 1 practice.

The Barchetta was launched on 4 December 1991. Designed by ex-Italdesign stylist, Carlo Gagno, it was intended for the track, although a street-legal Stradale version was also planned. As such, it was Spartan beyond belief, with doorless, roofless bodywork. Although it was announced that 30 Barchettas would be made, in the end only 17 were built: 15 track cars plus two Stradales, all with glassfibre bodywork by TIR of Sant'Ilario d'Enza in Reggio Emilia. In 1992, there was a one-make race series called the Grantriofeo Monomarca Barchetta Maserati. The series continued into 1993, but there were not enough takers and it folded after that. One final project that also used the same backbone chassis idea was the De Tomaso Guara of 1993.

In May 1993, when Alessandro de Tomaso divested all his interests to Fiat, Caliri – along with his loyal secretary Claudia and his main engineering collaborators, Gianluca Pivetti and Carlo Neri –

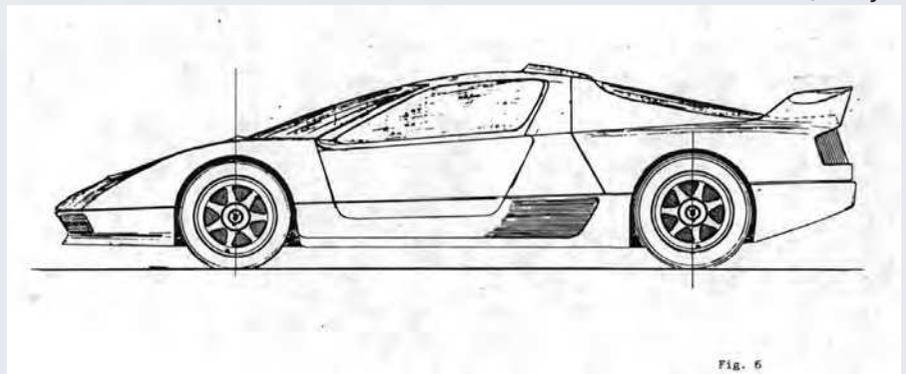
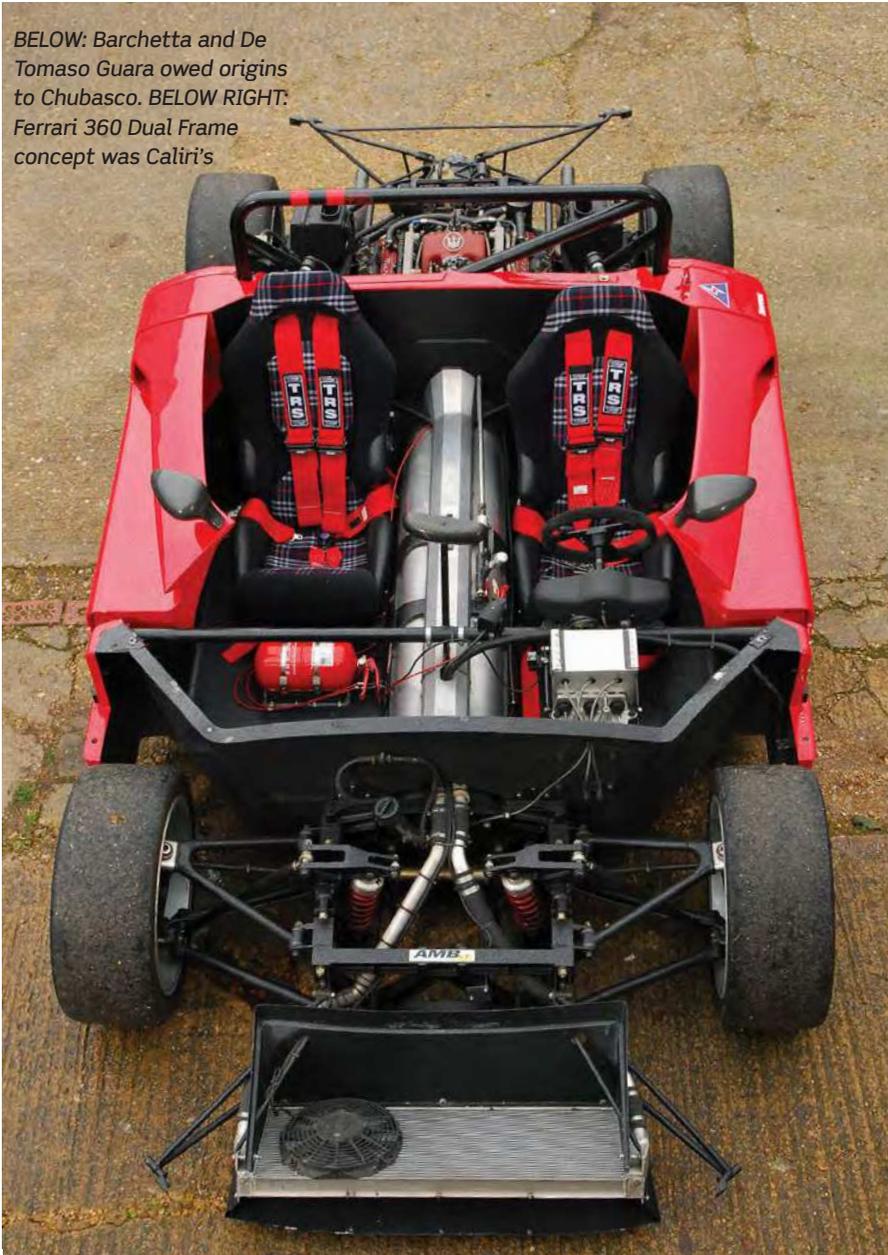


Fig. 6



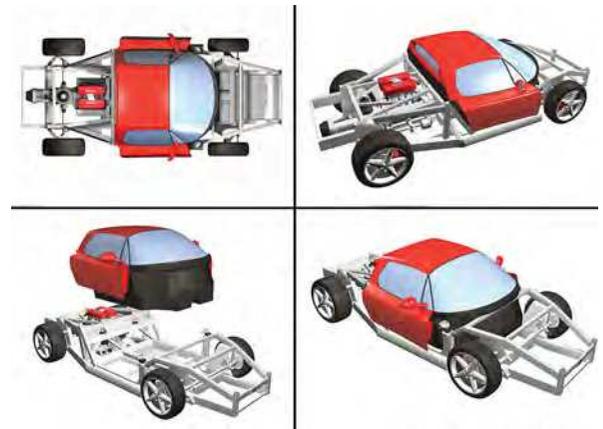
BELOW: Barchetta and De Tomaso Guara owed origins to Chubasco. BELOW RIGHT: Ferrari 360 Dual Frame concept was Caliri's



continued in their capacities under the new regime. They worked on the new Quattroporte IV (Project AM337, a programme initiated by De Tomaso, with Gandini as designer) and on Project AM338, the 3200GT (designed by Giugiaro). The latter was the very last Maserati in whose development Caliri would take part since, in 1997, he was transferred to Ferrari to become Head of Innovation.

At Maranello, Caliri had the opportunity to develop two prototypes using the Dual Frame idea. The F50DF used the F50 as a starting point, while the 360DF reinvented the Ferrari 360 Spider. Caliri got Carrozzeria Campana to make the bodywork for both. Between 2000 and 2005 they were tested and showed immediate benefits. Caliri also proposed to use a completely new carbonfibre chassis for the 360 that would be interchangeable with the regular one. Unfortunately, Amadeo Felisa, who was in charge of Ferrari's technical development at the time, didn't sympathise with Caliri and rejected his proposals.

Fiat's lack of interest in historic vehicles and Maserati prototypes meant that, after the transfer of ownership of the Trident brand, the Chubasco prototype found the best imaginable home in the Panini Museum in the Modenese countryside. Meanwhile the 360 Dual Frame prototype was publicly unveiled for the first time in May 2013 at the Ferrari Museum. 🇮🇹



Thanks to the Caliri family for their collaboration in preparing this article, and also to the late Sergio Seghedoni, to whom this article is dedicated. He personally provided many details for this story but sadly passed away soon after due to Covid-19.

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Welsh Wizardry

Paul Davies is lucky enough to own two Italian rally legends: a Lancia Delta integrale Group A and a genuine Fiat Stilo Abarth Trofeo. We're lucky enough to drive both in his homeland of Wales

Story by Richard Aucock
Photography by Michael Ward



Lockdown was hard for Jez Macwhirter, owner of Macwhirter Motorsport in Neath, West Glamorgan. With no rallies running, business had dried up. This brilliant young motorsport engineer was, like many of us, facing challenging times: a garage full of Mitsubishi Evo rally cars and nobody to drive them. Enter Paul Davies, with a fascinating project: to bring his seven-year labour of love, a turn-key Lancia Delta integrale Group A homage, to life. One that would be convincing enough to take anyone back to the 1989 San Remo Rally.

Paul is, in a way, our very own Miki Biasion. Lockdown

was the opportunity to finish creating this most remarkable skunkworks project, ready to wow the world when it opened up again. Socially distanced they may have been, but Jez and Paul worked tirelessly as one to mastermind this masterpiece.

Paul has been a rallying fan for as long as he can remember. "One of my first memories was watching a Lancia Delta S4 blast off the line in 1985. I remember thinking, 'What was that?'" He had the bug. Life gradually took over but, after a few decades as a diehard fan, Paul decided to take the next step. He bought a rally car to learn his craft: a Broom Yellow Fiat Stilo, an original and super-rare Abarth Trofeo



competition car. These two Italian racers are how Paul came to live his dream.

The build-up for the Delta took years and, while rallying the Stilo, involved diligently sourcing and gathering original parts, rather than starting with a complete car. Paul's unique approach saw him take time and wait for the right period pieces to come to him. Only once his haul was suitably comprehensive did he think about building a car. "It was no-compromise, if you like: I aimed to make it as authentic as I could, and to create a running rally car replica, not just a show car."

This Delta was sourced from Stefan Burkart in Germany – of Delta Parts fame – and was originally prepared by Auto Integrale. A rush of work for the Reading specialists saw the car transferred to Macwhirter Motorsport, with Jez continuing the build with technical support from Auto Integrale. This is where the magic really started to come together.

It was a ground-up build, with the shell stripped of all paint and underseal. Pleasingly, no rust was found, while the Sparco rollcage was replaced with a Group A item, as Paul recalls: "We used the original

homologation papers and built it as near to factory-spec as new rulings would allow." This also required the fitting of harness bars, while Jez insisted that twin-prong jacking points to the front wings be fabricated, and sill tubes fitted, to aid servicing during events.

The engine was built by Keith Turner and Auto Integrale. It's got a forged bottom end, Integrale Developments race-rally cams and valve springs, Group A head gasket, 12mm head bolts, T34 turbo and a Walkers baffled sump and windage tray. A dyno run on Carless racing fuel rated it at 404.8hp and 370lb ft of torque, although the car will probably be mapped to keep it to around 370hp for now.

Electronics, and the wizardry behind them, are a key part of this car, unlike on original Deltas. You see, Jez is a MoTeC evangelist. The Delta has a MoTeC M84 ECU, which he painstakingly linked to quality motorsport-type wiring and connectors. This replaced the entire original wiring loom, a task so time-consuming that it was only something he could have considered doing during lockdown. It also saved 4.5kg in wiring.

Now, whenever there's a problem, Jez simply plugs in



LANCIA INTEGRALE GRP A & ABARTH STILO TROFEO

his laptop. Hundreds of feeds mean he can drill down issues in minutes, as he recounts: “Deltas tend to fluff a bit on idle when hot and start running lean as the fuel evaporates. With MoTeC, I can dial in some hot idle enrichment, which literally takes 10 seconds. On the old set-up, it would have been there forever. If you know what you’re doing, you can do anything.”

To create the perfect car for Paul to go rallying, originality clearly takes a back seat to perfection. Model historians, look elsewhere. One example is the Bacci Romano five-speed dog ‘box, with Bacci strengthened casing, all pre-built at the factory, including the selectable middle differential. Making it all but impossible to drive for novices, but oh-so-effective in competition, is a Tilton full race-spec twin-plate clutch, which is either in or out, but never in-between. Rather like the gearbox, you need to be firm with it: you can’t mess about.

The interior is breathtaking. Paul amazed even Jez with some of the parts he sourced. “He just kept dropping me a line, week after week, saying look at what I’ve found! I’ve no idea where he got most of it –

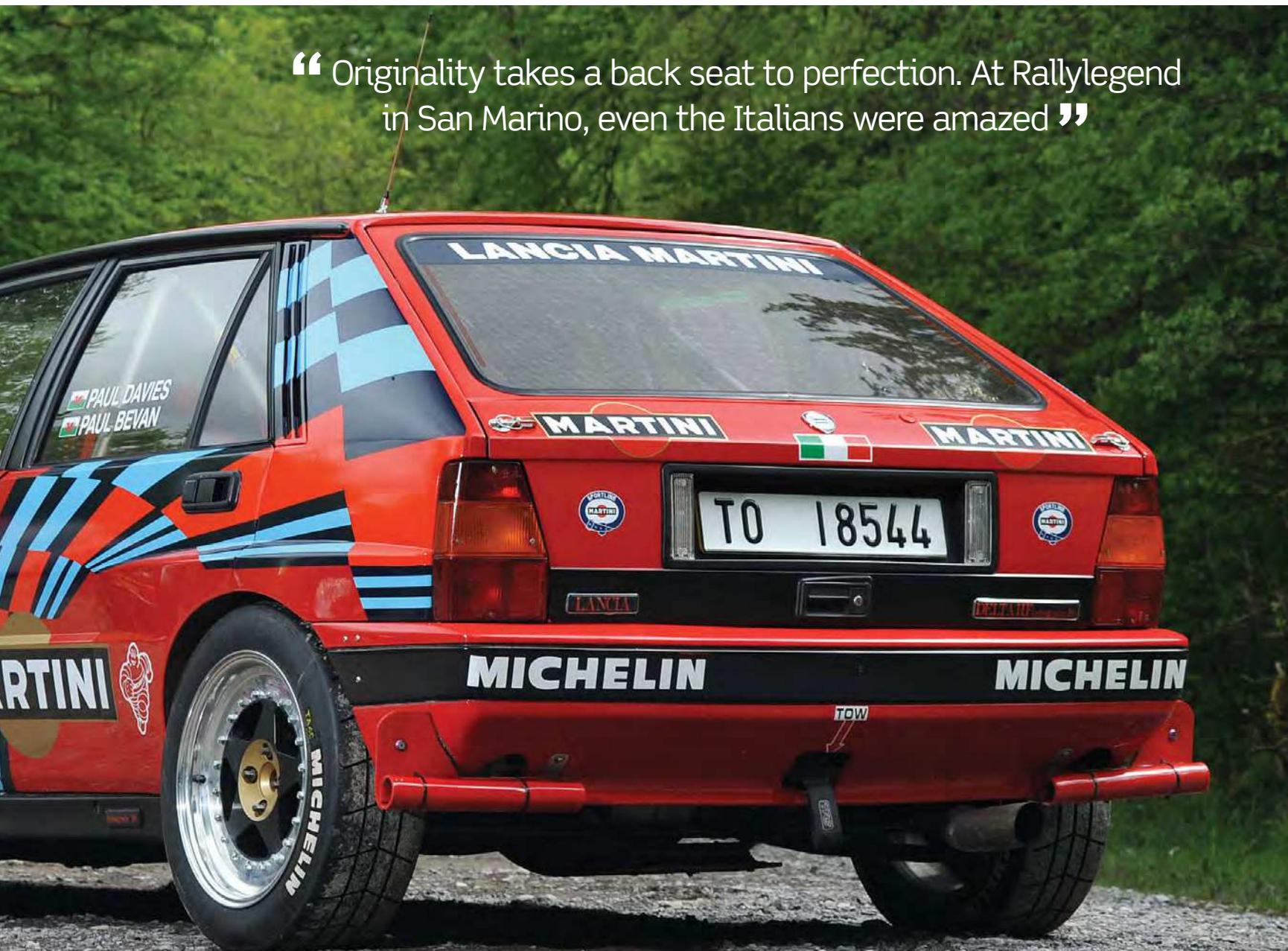
when we did Rallylegend in San Marino in 2020, even the Italians were amazed.” Details include Abarth dials, a works Abarth brake bias valve, Abarth steering wheel, Group A-spec Halda timer, period Motorola CB radio, Sparco heritage Martini seats, Sparco door storage bags and – the crowning glory – a Sparco timer fitted to the door.

“It took me 10 years to find the timer: it’s so rare, even Sparco itself couldn’t help me find one. But then I heard about someone who used to work for Sparco: turns out they had one. ‘It’s very sentimental to me,’ they said. But it can’t have been that sentimental, as they sold it to me!” Jez shakes his head. “Seriously, I don’t know how he does it.”

If you weren’t yet convinced what a remarkable machine this is, Paul then takes me through the other original Group A elements it wears. The lamp pod with its original SIEM lamps. The carbon airbox. The Kevlar heater box housing. The radiator fan and housing. The water header tank. The finned Safari Rally-type steering oil tank. There are also Safari-type Group A oil and water radiators, a quick-release exhaust

Amazing Keith Turner-built engine delivers over 400hp. Settings are easily changed thanks to MoTeC

“Originality takes a back seat to perfection. At Rallylegend in San Marino, even the Italians were amazed”





system, and front and rear anti-roll bar kits. Not to mention the titanium Bilstein suspension and adjustable top mounts, which benefit from Walkers front wishbones and upgraded Macwhirter Motorsport mountain kits.

And there's more – lots more, far too much to detail here. "I can't help myself," says Paul. "I've aimed to make it what it should be like, rather than using parts that cut into the car." Even the headlights are set slightly back into the car, like the originals, to let in more air – geeky, brilliant detailing.

The modern-retro blends are fantastic, too. Jez points to the RCD breakers, which sit where the car

stereo normally would. They look period but conceal 21st century electronics. There's even a heated windscreen, switched on using the original dash button for the heated rear window.

Our enjoyable day in the Welsh hills was flying past. With the focus on the Delta almost complete, Paul asked: "Anyone hungry?" It was lunchtime and, with the sublime preparation you only get from motorsport crews, he unpacked a coolbox full of delicious food. With this sort of attention to detail, it's no wonder the Delta is such a masterpiece (and I'm now addicted to Welsh cakes). As we chomped, we planned the next part: special stage action in the Stilo.

Very special interior parts include works Abarth brake bias valve, Halda timer, period Motorola CB radio and Sparco timer



LANCIA INTEGRALE GRP A & ABARTH STILO TROFEO

FIAT STILO ABARTH TROFEO

I've always liked the shape of the Stilo three-door. It looks even better in Abarth Trofeo Group A F2000 guise. Built by N Technology – Fiat's motorsport arm – this car retains many of its factory parts, including the Toora wheels, PIA lamp pods and Bilstein suspension. Other amusing 'OE' elements include the stickers in the instrument pack that cover the always-on airbag light. "They could have programmed it out of the ECU but instead they just covered it up!"

This original Fiat Stilo Challenge car was run by Willie Bonniwell in 2004, including on Wales Rally GB. It eventually ended up in Northern Ireland before Paul purchased it in 2012. He's since driven it in 14 rallies, including Rally GB National in 2014. The crew came 55th out of 70 finishers, "which would have been better, but we had to drive the last day with a snapped rear strut, which could not be changed as there was no service available for the final day". Greater success followed in that year's Welsh Clubmans Forest Championship, where Paul finished fourth overall, and first in class for front-wheel drive cars – although he humbly says that was "due to the car's reliability rather than driver skill".

It is this sheer dependability that is in evidence during the shoot. While the Delta requires a professional approach, the Stilo sits in the corner until it's needed, then is fired up and sent away. No





worries, no concerns, just twist and go. This led to the first mind-boggling experience of the day when it was time to go for a blast.

To get my eye in, Jez took me out first. Now, I'm used to competing on smooth racetracks. Sitting in a rally car is foreign to me. So imagine my surprise as we charged down the rutted, puddle-strewn tracks at press-on speeds, suspension crashing and, I thought, surely about to break and crumble, if the wheels didn't do so first. It seemed impossibly brutal and impactful. For a moment, I thought Jez had taken leave of his senses. Until we did a handbrake turn and went back even faster.

This is rallying. Tough, no-nonsense and action-packed. That's why they build them so strong, shouted Jez over the howling 1.8-litre engine and custom-made exhaust, and why there's so much suspension travel and such well-honed dampers. The rollcage sees off all the forces that would destroy a regular road car, and the sophisticated suspension and tyres allow you to drive it. "The faster you go, the better it is," laughs Jez.

That wasn't something this novice was going to discover when we swapped seats. Due to not having power steering (presumably requiring another sticker in the instrument pack), it requires real muscle to

drive. However, thanks to a tightly-geared differential, it offers magnificent steering feel and feedback. Even though I didn't know what I was doing, I was confident in doing it, and dearly wanted to slip and slide it around like a pro. "It's far from the fastest around, but it's still fun to drive," said Jez. "And tough: they built 'em strong."

Finally, a surprise. Satisfied I wasn't a lunatic, Paul prepared me for the second mind-boggling experience: he let me drive the Delta back to base. Now I'd get to be Biasion, with Jez as Tiziano, giving me instructions all the way through brilliant period headsets. Authenticity overload.

Of course, the clutch and gearbox were tricky, but I coped. The engine ran beautifully, though, even at low revs; nothing tricky here, thanks to Jez's mastery of MoTeC. It felt positive through the corners, although there was no way I was going to push Paul's priceless pride and joy too hard.

Then we came to a straight. "Give it a blast!" exclaimed Jez. Honestly, it simply exploded forwards on a rush of turbo rocketry. Planted, positive and addictively alive, it was absolutely extraordinary. And as Paul said when back at base, there's still more to come: more original parts, more power, and more rallies to hone the set-up and iron out any remaining bugs.

Abarth Trofeo Group A F2000 was built by Fiat's motorsport arm. Has Toora wheels, PIA lamp pods and Bilstein suspension





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FLAT OUT AT RALLYLEGEND

For 2021, everything was building up to Rallylegend, the crew's second running at the famed event (the team focuses on events in Spain and Italy as the integrale is simply too noisy for most UK competitions).

The expertise of Macwhirter Motorsport saved Paul from heartache at Rallylegend 2021 before it had even begun. "We were at a pre-event test in Tregaron in Wales," he explains. "After a few set-up changes, we noticed a drop in oil pressure. We stopped the test to avoid risking any further damage." A wise decision, as it turned out: a bearing had spun its shell. Cue a ground-up rebuild, and a race against time to ready the car for Rallylegend.

Preparation continued right up until the last minute, before the journey through France for an overnight stay in Turin. But even this didn't stop Paul being Paul. While the rest of the crew departed for Rimini near San Marino the following day, Paul recalls: "Two of us went via Bacci Romano to pick up diffs and shafts for future fitting." Watch this space on that. They also collected a stage recce and chase vehicle – a Lancia Ypsilon, of course – and set up the service compound.

With co-driver Paul Bevan, who has more than 30 years' experience of the sport, Paul ran the Friday morning shakedown stages and pleasingly reported no issues. "We were all ready for the evening start – although there was a slight delay as the mass of spectators

on the 6.6km stage was immense."

Then, drama. "Awaiting the start, we noticed the water temperature rising. A quick check didn't show anything obvious. It took us over lateness time, although we were able to complete the stage using water from spectators at the start line." Jez's diagnosis? Simple: a melted fan connector, which had dropped out of position when the light pod was installed. "All fixed, we had a great run for the second stage of the night."

There were six Saturday stages and, on the second longest, Paul reported the brakes locking, "which wasn't the best feeling when pushing something with over 400hp". Sadly, the problem worsened, and eventually called time on the day's activities. Back at service, Jez again diagnosed it: the brake balance bar had jammed in a partially closed position. An adjustment of the pushrods and an improvised support for the balance bar ensured it wouldn't stick again, which meant the two Pauls could get out for the final day's Super Rally stages.

"The lads set some good, competitive times during the final day," says Jez, "and it was brilliant to see them make the finish ramp to celebrate and have a proud photo opportunity with the Welsh flag." Paul agrees: "We had a good run. The car felt nicely set up for the bends and jumps: all in all, it was an unbelievable experience – the atmosphere, just like the cars, means it's like being back in the 1980s.

"From the start, we rebuilt this car to make it look as close as possible to the real deal, but more importantly, to be a proper usable rally car. It's still a work-in-progress, but we're not far off. As for Rallylegend, it's an event that's hard to miss after you've been there once. And where else can you get a proper pina colada from the service park of a rally? I'm more of a cup of tea man myself, but it had to be done!" 🇮🇹

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The 50-Year Itch

How the 'lost' 1971 Bertone Countach prototype has been recreated for a collector – and why its original designer, Marcello Gandini, detests the all-new Countach

Story by Chris Rees



It's one of the most lauded and influential supercar designs of all time. Marcello Gandini's empyreal sculpture for the 1971 Lamborghini Countach seared itself into the collective consciousness and became the template for the 'wedge' school of supercar design that persists to this day. The purest, and arguably the most beautiful Countach of them all was the very first

prototype, unveiled on 11 March 1971 at the Geneva Show: the LP 500.

It seems incredible that the 1971 Turin Show prototype – an historic and priceless machine – should have been deliberately destroyed. But that's precisely what happened when, in March 1974, the LP 500 was sacrificed in crash tests at MIRA in the UK, ahead of the car's homologation as the

rather different LP 400.

Fans of the *ur*-Countach – and let's face it, who doesn't love that super-clean original shape? – will be delighted to hear that Lamborghini's Polo Storico division has recreated the LP 500 from scratch at the behest of an anonymous collector. It looks amazing, as it should do being the result of over 25,000 hours of work over four years at



the Sant'Agata factory.

Huge numbers of photographs, documents, meeting reports, drawings and memories were called upon to establish the form and function of every detail. The LP 500's platform chassis was completely different from the tubular frame of the production Countach and Polo Storico has physically redesigned it.

As for the bodywork, the team started by taking a 3D scan of the first Countach LP 400 (chassis 001) and then recreated the original LP 500 style using traditional hand-beaten sheet metal methods. The LP 500's bodywork differed in many areas compared to the 1974 LP 400 production car, most notably lacking the later rear cooling 'elephant ears' and NACA ducts, using fewer

exotic materials and having different lighting. As for the paint, PPG's archives were used to analyse the original yellow colour, identified as Giallo Fly Speciale.

The original-style space-age cabin has also been recreated by hand, including the single-spoke steering wheel and banana-shaped seats with their curiously segmented padding. Ahead of the driver are huge



warning lights in red and yellow, flanked by gauges, while a separate monitoring panel includes a schematic of the car's systems with its own warning lights.

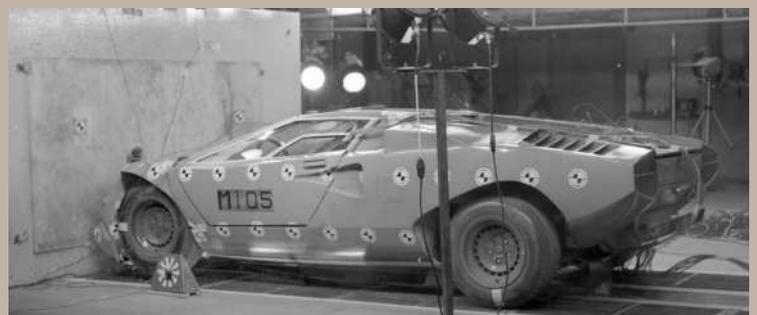
The 1971 engine was unique: a 5.0-litre (4971cc) version of the Bizzarrini-designed Lambo V12 (hence the LP 500 nomenclature). It had a claimed 440hp at 7400rpm and a top speed of 186mph was suggested by the factory (although this was never put to the test). The production LP 400 would make do with 3929cc and 375hp. Lamborghini has not said exactly what engine it has used in the recreation but declares that "original

spare parts or restored components of the time were used, or failing that, parts were completely rebuilt".

The 1971 wheels were Bertone-designed Campagnolos, 7x14 up front and 9x14 at the rear, shod with 60-profile rubber, which sounds massive by today's standards but was the lowest profile ever seen on a road car in 1971. Pirelli has recreated the original Cinturato CN12 tyres (much wider than the later LP 400's, at 245/60 R14 front and 265/60 R14 rear), using the 1971 tread pattern and aesthetics but with a modern compound and structure.

The recreated Countach LP 500 made its debut at the Concorso d'Eleganza Villa d'Este in October, where it appeared alongside other Countachs to celebrate the car's 50th anniversary. The one-off was then taken to the Vizzola Ticino racetrack in Italy, where its owner took it for a few shakedown laps. 

Original LP 500 was destroyed in UK crash test. Recreation sticks as close as possible to the unique spec of the 1971 prototype



GANDINI BLASTS NEW COUNTACH

The designer of the original Lamborghini Countach, Marcello Gandini, has severely criticised the 'reborn' Countach LPI 800-4 limited edition. In an extraordinary statement issued by his daughter, he distances himself from the new LPI 800-4. The move came after he appeared in an official Lamborghini video alongside design chief Mitja Borkert (pictured right).

Gandini states: "I have built my identity as a designer, especially when working on supercars for Lamborghini, on a unique concept: each new model I would work on would be an innovation, a breaker, something completely different from the previous one.

"It is clear that markets and marketing itself have changed a lot since then, but as far as I am concerned, to repeat a model of the past, represents in my opinion the negation of the founding principles of my DNA."

The statement concludes: "Marcello Gandini would like to reaffirm that he had no role in this operation, and as the author and creator of the original design from 1971, would like to clarify that the makeover does not reflect his spirit and his vision. A spirit of innovation and breaking the mould which is in his opinion totally absent in this new design."

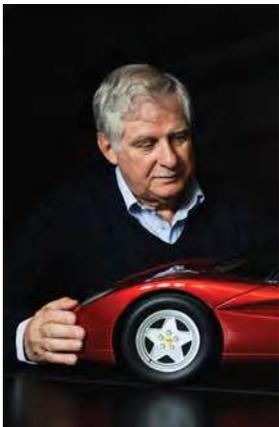
Lamborghini was moved to respond officially, stating: "The project of the new Countach LPI 800-4 derives from the company's will to pay homage to one of the most iconic cars in Lamborghini's history. The model derives from the knowledgeable work of Lamborghini's Centro Stile and R&D department, and it represents a modern reinterpretation of one of its iconic cars consistently with the design DNA that characterises old and new Lamborghinis. The company has never attributed any role to Marcello Gandini in the realisation of the Countach LPI 800-4."



OPINION: ENRICO FUMIA

Get Behind Me, Retro

IN THE WAKE OF GANDINI'S CRITICISM OF THE NEW COUNTACH, ANOTHER PROMINENT ITALIAN DESIGNER - ENRICO FUMIA, THE MAN WHO STYLED THE ALFA GTV/SPIDER AND 164 - ARGUES THE CASE FOR ORIGINALITY IN THE FACE OF EVER MORE CASES OF RETRO DESIGN



“Originals are always better than remixes because they bring real novelty”

For a long time I have disliked the so-called modern-retro style. Because behind the pretence of being a cultural design movement, modern-retro hides the lack of creativity of those who practise it. This is why, for me – a designer devoted to true innovation – it is both useless and misleading.

Useless, because it does not bring real novelty but merely childish copies. To my eyes, these 'silicloned' forms are ridiculous – all the way from the Mazda MX-5 (whence the retro look started) to the New Beetle, and especially the 21st century Mini and Fiat 500. Misleading, because it prevents the true avant-garde that only far-sighted designers can achieve, if they still exist.

I hope so. Too many people know the past only superficially and are totally unable to look into the future; people with no imagination, no fantasy, who are obliged by marketing 'sages' to ask customers what they want: a cunning way to avoid any responsibility in case of a flop. On the contrary, if a design is a success, they are proud to have 'read the future'. In reality, they have just recycled the past like a remix of music myths, instead of trying to create new myths. Originals are always better than remixes. Myths become myths because they bring real novelty – fresh winds, not refried air.

Marketing departments are one side of the – for me valueless – modern-retro coin. The other is so-called design schools.

Once upon a time, design centres were guided by experienced stylists who penned cars with their own hand. When firms decided to replace skilled designers with design-managers, everything changed. Generally speaking, design-managers never style their own cars but instead yearn to be on stage talking about design rather than doing it. To overcome this discrepancy, they adopt the title of Chief Designer ('validated' by having come from a design school) and promote themselves as inspirers of the style of certain cars.

But what is more important for this argument is their compliance to the marketing 'gurus', making it impossible to achieve real novelty in car design. Novelty is what I am

asking for from those really skilled workers who merely use their knowledge and ability to make only 'reborn myths'. To me, these just look like arrogant designs, even if presented as tributes to mythical cars or designers (whose comments I can only imagine).

A true tribute is not an 'improved' copy, but instead comes from an effort to pay homage to 'stilemi' (styling features). And only a few such features, not all. In other words, I am very bored and disappointed to see endless remakes, announced as 'new and more powerful' versions of cars like the Stratos, integrale, 037, GTA, Miura and even the Isetta, with ambitious labels like 'Evolution' and 'Continuation'.

To me, these Evolution,







Illustration by Enrico Fumia showing the 'covert' design elements on his Lancia Y that were inspired by classic Lancias

or Evo, cars looks more arrogant than ambitious. They are not real evolutions of the species but simple copies. Evolution is something that's improved or updated day by day, not by being defrosted and recooked after decades.

As for 'Continuation' models (espoused by the likes of Aston Martin and Jaguar), the word sounds

better than 'replica' but even if it comes from the manufacturer of the original car, to me it is an admission of an inability to create new myths.

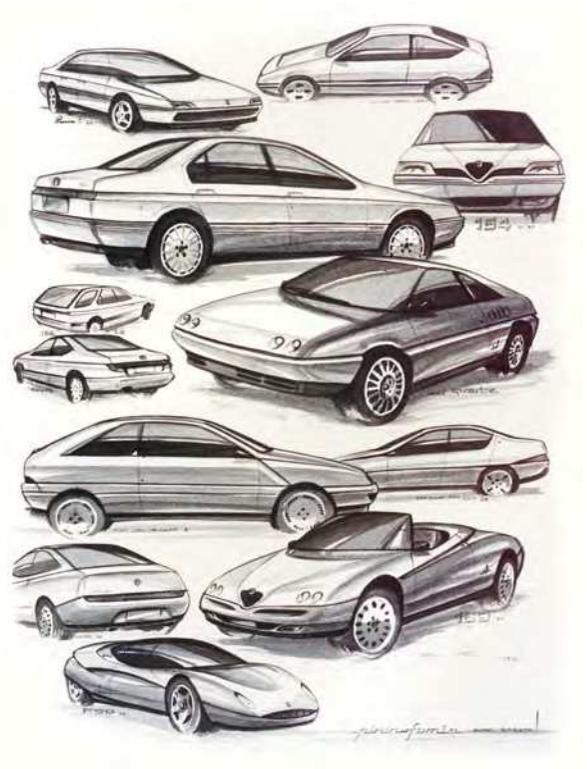
It's even worse if dead brands are resurrected. Why do they think they will be able to resuscitate a brand, instead of respecting it? I consider this trend a kind of identity theft, not far

removed from the charge of cloning made against the Chinese. Of course, the ancient Romans copied the Greeks at the beginning, but later they did the Colosseum and the aqueducts, which were not found in ancient Greece. The same was true in the Italian Renaissance, when there was great competition among kings, princes and

popes to use the best painters, sculptors, poets, architects and musicians 'on the market'. Leonardo da Vinci was number one.

In case someone argues that renaissance means rebirth, I agree. I just think that the word Renaissance should not be associated with such reborn cars. Renaissance (with a capital 'R') means a New Era, a term not





Even when inspired by the past, Fumia argues for originality, which is plain to see in his designs that reached reality (top right)

only valid in Italy's past, but also in the golden age of the Italian *carrozzerie*, particularly from WW2 up to the 1990s, when superb and distinctive cars were born – not reborn. In that glorious time, if a designer was inspired by the past, it was better not to declare it, to avoid being accused of a lack of creativity.

I never showed which cars inspired me when I designed the Alfa Romeo 164, Spider/GTV 916 and Ferrari F40. However, I did announce what I called an

'Identity Cycle' to justify the Lancia Y's "out of the ordinary" styling (as the advertising for the car declared). The Lancia Y did look unusually new but covertly it was inspired in particular by the Lancia Ardea, something not obvious at first glance. When I unveiled the Y at the Fiat Group, one of the 'sages' suddenly became afraid that we were introducing an "old car", as he said. I simply replied: do you really think it looks old? "No," he honestly answered. So, no problem

at all, I concluded. Result: twice the number of Ys were sold as had been predicted.

To me, this confirms that a different cultural approach exists for using the 'retro' look. I mean a 'back to the future' where the 'back' part isn't too visible, but instead elegantly masked. Future-look must be the main target, I strongly believe.

It should be clear from all this that I refuse any retro-look – or as I say: "Vade retro... retrò", a play on the Latin "Vade retro Satana!" (get behind me,

Satan!). This is because, for me, the modern-retro movement is not a modern angel of a New Age to be followed, but a misleading devil inviting you into a hell of refried déjà vu.

Despite all of the above, I am still confident that miracles can happen and that courageous designers exist to be innovators rather than copiers – new names capable of designing new cars. By all means use the philosophy of the past, but please copy its spirit and not its shape. 



JAWS

When F1 engine capacity was limited to 1500cc in 1961, Ferrari was perfectly prepared. The 156 'Sharknose' utterly dominated a season that was ultimately marred by tragedy

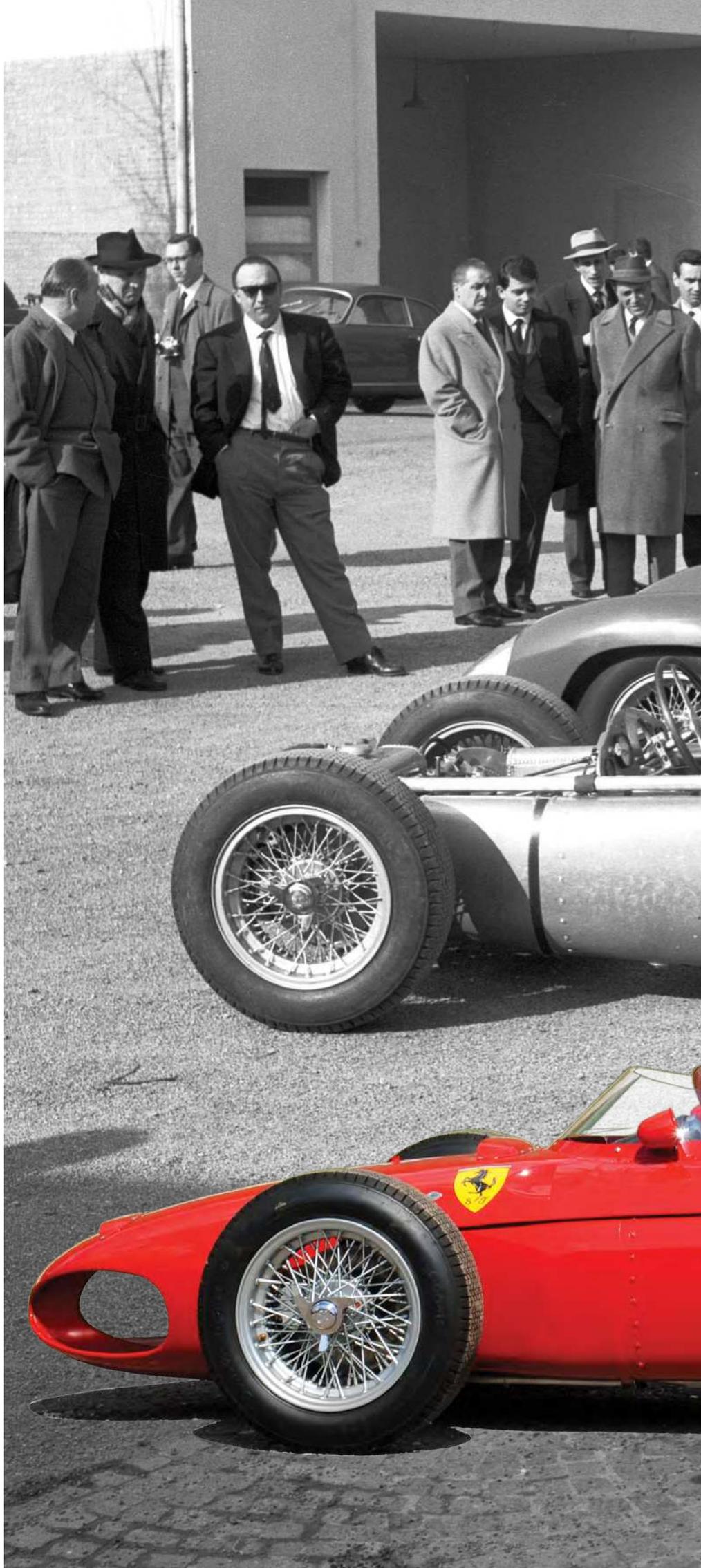
Story by Peter Collins
Images by Peter Collins & Jason Wright

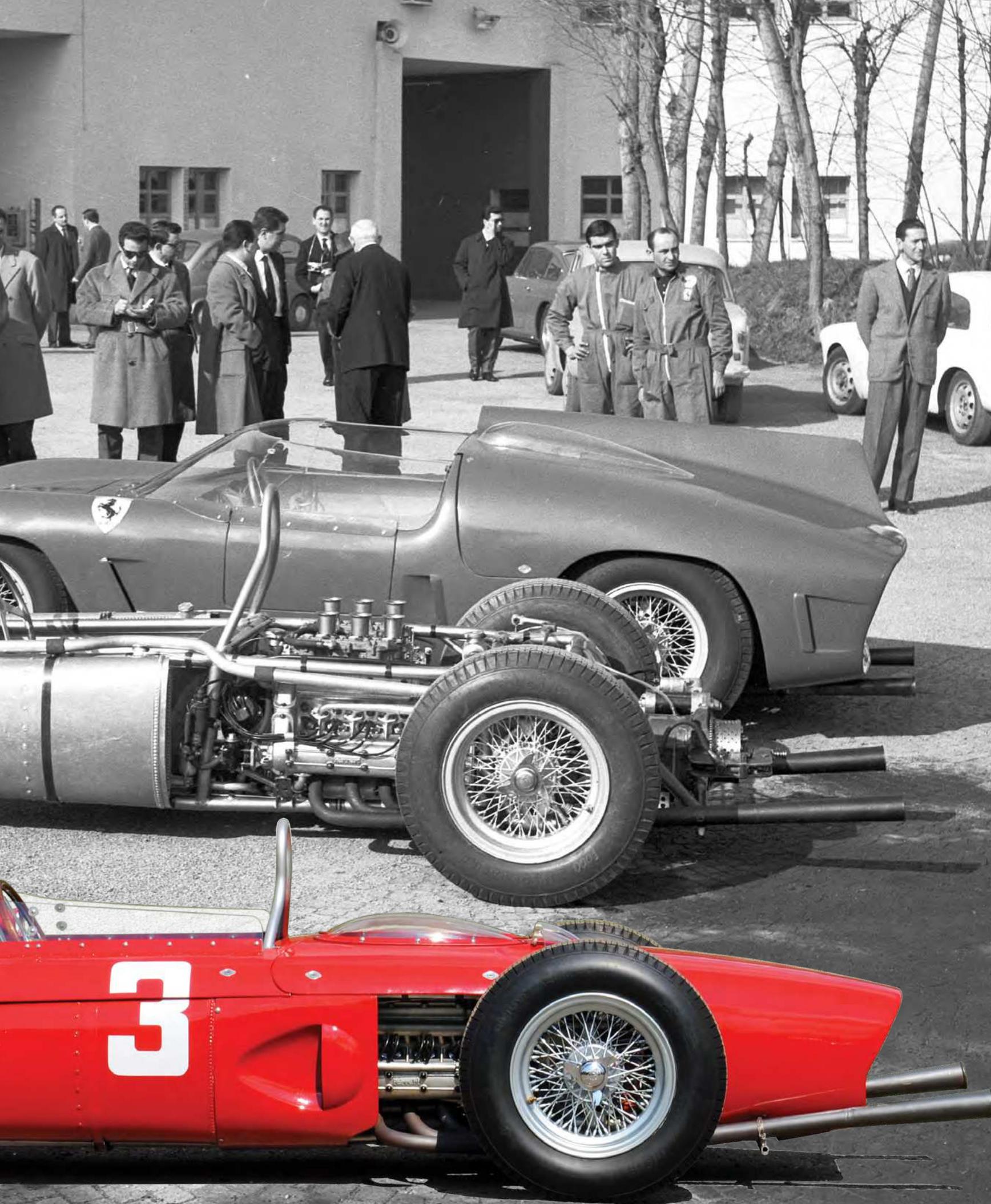
As I write this, it is 60 years since Phil Hill crossed the line to win the 1961 Italian Gran Prix at Monza and take that year's World Championship. That event was overshadowed, however, by the tragic accident that took the lives of Wolfgang von Trips and several spectators. The cars they were driving have gone down in history as the Ferrari 156 'Sharknose'. But what was the Sharknose and how did it come about?

Time was when Grand Prix drivers displayed character traits that might be considered politically incorrect, in complete contrast to today's drivers who seem to be mere cardboard cut-outs and marketing men. Both generations clearly displayed one basic super-talent, though: the ability to drive more quickly than pretty much anyone else on the planet.

To do that in the 1950s involved strength and bravery as well as consummate skill. Some, like Mike Hawthorn (who won the 1958 World Championship in a Ferrari), were able to exit their cars at the end of a day's work and switch to 'relax' mode very quickly. In October 1958, the RAC Club hosted a celebration of Mike's championship win – the first ever for an Englishman – and Tony Vandervell's Constructors' win with his Vanwalls. Given that those present were more than capable of enjoying themselves, the evening must have been somewhat raucous at times. Until...

An important VIP that evening was the Commission Sportive Internationale (CSI) president, Auguste Perouse. In his closing speech, translated by Pat Gregory of the RAC, he announced that the new Grand Prix regulations from 1961 would, amongst other radical changes, feature a 1500cc engine capacity limit. Even though the then-current 2500cc limit still had two years to run, there was outrage in the room. No one





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had any idea that this decision had been formally taken. The CSI committee of seven members had voted 5-2 in favour, with only UK and Italy voting against.

Italy's objection was interesting as, in early 1959, Enzo Ferrari denied he had any interest in making a mid-engined car, even though Cooper's monoposto design clearly showed the way in terms of packaging (a light

most important part of a car.

Multi-talented Chiti started his project by taking the famous Dino V6 engine initiated by Vittorio Jano in 1957 and which were built in small (1500cc), medium (2400cc) and large formats. It had become clear to Chiti that the 1500 version needed considerable upgrading, so he took the medium-size 2400 version and used

“ The sharknose idea had been sold to Chiti as having possible aerodynamic advantages ”

and low chassis with its engine in the rear), all the more so with the smaller engine capacity rule. But at the same time, Enzo's chief racing engineer Carlo Chiti already had a suitable chassis in the workshops at Maranello, having bought one of Scuderia Centro Sud's Coopers to study. His biggest problem, though, was Enzo's fundamental principle that the engine was the

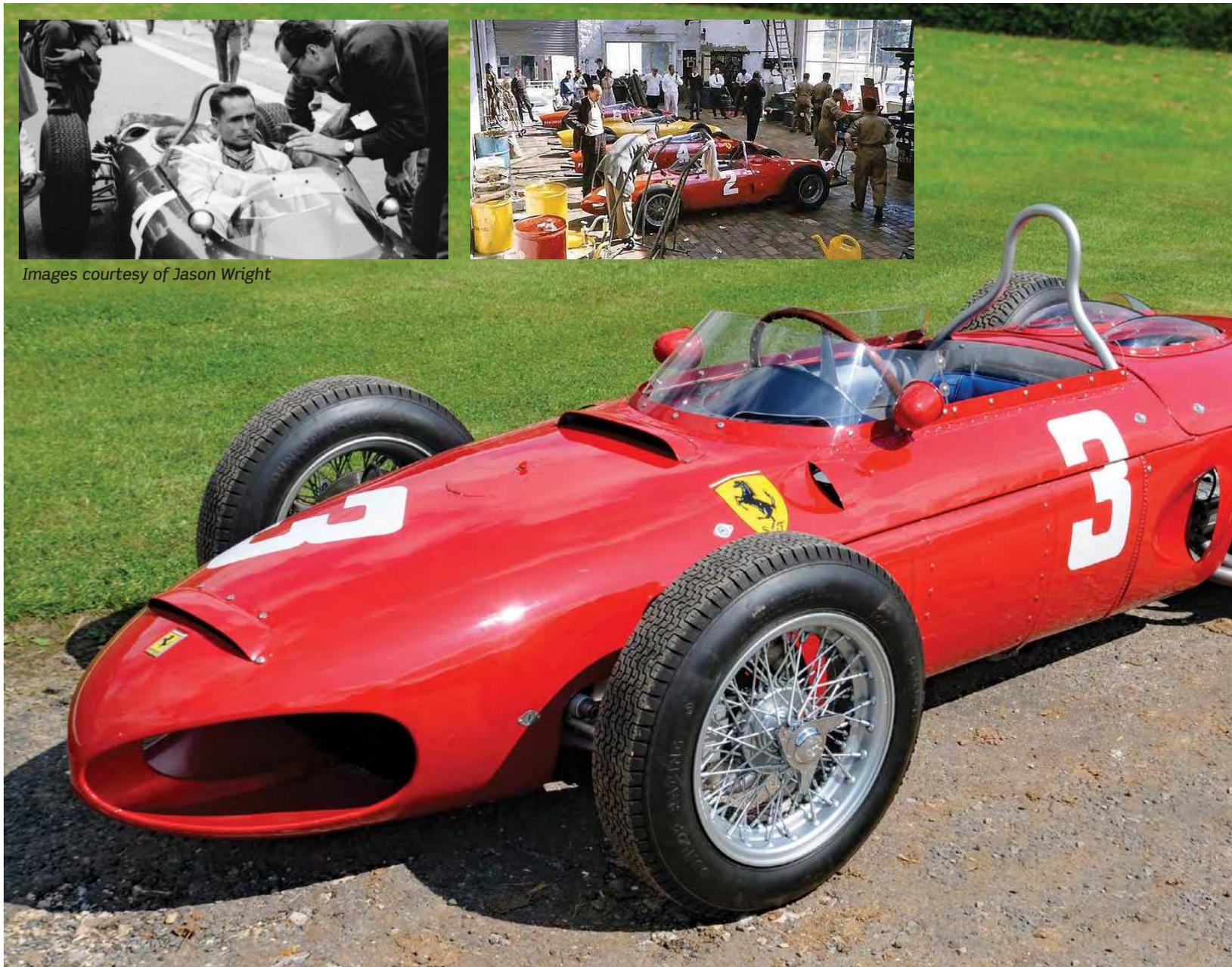
that to produce a reduced-size 65-degree 1.5-litre V6. He also had the advantage that Formula 2 rules for 1960 were for 1500cc engines, so racing development could take place hiding in full view of the opposition.

The first rear-engined monoposto constructed at Maranello took to the test track at Modena in late May 1960. One week later it made its race debut, in

Phil Hill in the Sharknose in 1961; pit garage ahead of 1-2-3-4 at Spa; air intakes were added to cool cockpit



Images courtesy of Jason Wright



FERRARI 156 SHARKNOSE

the hands of Richie Ginther, at the Monaco Grand Prix, at last with full consent from Enzo. Chiti could breathe more easily now and promptly scrapped the idea of the 246 engine in that chassis (0008) and developed a much tidied-up version for Formula 2 with his 1500cc V6. This was effectively a prototype for F1 in 1961 and ran in the hands of Wolfgang von Trips at the Formula 2 Solitude Grand Prix at the end of July. The car won, helped considerably by the job of main Ferrari test driver having fallen in 1960 to Richie Ginther, whose contribution to the development of mid-engined racing cars at Ferrari, both Grand Prix and sportscars, should never be underestimated.

As late as early 1961, Gregor Grant of *Autosport* was predicting that the Ferraris wouldn't have the power they claimed and wouldn't have the handling either, as they were mere copies of old Coopers. But in February, at Ferrari's annual press conference at Maranello, an astonishing line-up of new cars was on show. All had two commonalities. The first was practical because, for the F1 cars, Chiti had developed the Jano Dino V6 engines well beyond what the

original genius engineer had designed and endowed the monopostos with two different 1500cc engines. One had a traditional 65-degree vee, while the other was a brand new 120-degree version. The second common aspect was something initially thought to be merely cosmetic: both single- and two-seaters had curious twin 'nostrils' on their front ends, which would become known as the Sharknose.

The origins of these were claimed by Hans Tanner as being from Fantuzzi, following the fashion of three Maserati 250Fs that he had bodied with twin-nostril noses to make them look more modern and thus attractive to race promoters in the days when starting money was important to entrants. The idea had been sold to Chiti as having possible aerodynamic advantages.

There is no record of the date that the first complete 156 Sharknose took to the track, but March 1961 on the Modena circuit is as likely as anything. However it was April when the first example broke cover in a race, at the Siracuse Grand Prix. The singleton entry was piloted not by a factory driver

Triple-choke Webers were unique to the 120-degree V6. Long tail resulted from early wind tunnel work



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but by Giancarlo Baghetti, an up-and-coming Italian who had been chosen by a consortium of Italian teams for advancement and this was his chance to show his talents in a Ferrari Grand Prix car before the real season began.

He won. There was serious consternation amongst the UK 'garagistes', as Enzo liked to call them. If a relatively unknown driver could win first time out against the likes of Stirling Moss, what could 'real' drivers do? Not only that, but Baghetti also won two subsequent F1 races in a Sharknose, at Naples (on the same day as the Monaco GP) and then at the full-blown French GP at Reims.

An interview with Phil Hill in *Automobile Quarterly* in the 1970s reveals much about the following 1961 season, which was dominated by Ferrari's Sharknose racers. Even Denis Jenkinson waxed lyrical after those Baghetti wins. It had taken Phil some time after arriving at Maranello to understand the atmosphere of "loony unpredictability" there and started to feel at home with it. Whilst he was analytical and intense about driving the cars, he felt his team-mate von Trips was "tremendously turned on by everything about racing". They were two completely different people.

"I drove race cars designed with a sense of structural integrity," said Hill. "It was simply unnecessary to be concerned about chassis breakage, as there was no drilling for lightness at Ferrari, or anything like that. Everyone else was groaning about the 1500cc F1 but the 156 [Sharknose] felt so good. It had a five-speed gearbox that was astoundingly easy to shift. It was all very quick. But [the car] was nowhere near as nimble as Moss' Lotus at places like Monaco."

Enzo Ferrari never designated a number one driver for the team in 1961, which made what initially seemed like a relatively easy season into something of a trial for Phil: "The in-team tension was excruciating. Certainly, Trips and I were locked all year in direct combat as if we were in different teams."

The season from Enzo's perspective was almost as good as it gets. The Sharknoses won every single

Grand Prix they entered except Monaco and the 'Ring – and in those they finished second. They set up a never-to-be-beaten result in the Belgian GP at Spa when four cars finished in an astonishing 1-2-3-4. By the time of the Italian GP in September, the team had it all to play for. Phil Hill recalled: "When I won at Monza it was a soaring feeling in the car, but it didn't last long. Returning to the pits, Chiti's face said it all."

Enzo never congratulated Phil or thanked him, as was his wont. As far as he was concerned, it was his cars that had done the winning and to a certain extent, that was the case. Hill said: "Mr Ferrari was castigated [over the Monza accident] by both the Communists and the Catholics in Italy – by the former for building such extravagant cars in the first place and by the latter for causing a death in one. But Ferraris were never fragile. They never broke. We did not have steering columns break, hubs fail or wheels fall off."

Amidst all this, at a meeting with Enzo, Phil emotionally said that he would drive again for the team in 1962. But then there was the infamous walk-out of key staff at Maranello and Hill found himself back at square one without his allies, Carlo Chiti and Romolo Tavoni.

The 1962 season has always been described by pundits as a disaster for Ferrari, whose cars were slow on the straights because of their wider rear track, but Hill's initial results were not too bad – maybe poor by the standards of 1961 but two third places and one second in the early Grands Prix kept him in contention for the title. His second place at Monaco was a drive fully worthy of a champion. What didn't help, however, was the arrival of a new team manager, Eugenio Dragoni, who had a mighty ego and liked to play politics with the team. Hill left at the end of the year.

By the time of the 'Ring GP that August, though, new engineer Mauro Forghieri had fresh ideas and fresh cars in mind. An experimental 156 appeared there and for 1963, the combination of a new car and the arrival of John Surtees saw the team heading back to the top again. 🇮🇹

BELOW LEFT: Carlo Chiti's wind tunnel models.

BELOW: Phil Hill leads the 1961 Belgian GP at Spa



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Firing On All 4C

Alfa's 4C is an undoubted classic: an out-and-out sports car with a carbon tub and supercar pace. With prices on the rise, is now a good time to buy? And what should you be looking for?

Story by Nathan Chadwick
Images by Michael Ward



The tale of Alfa Romeo in the decade following the successful 147 launch is one full of missteps, mismanagement and unfulfilled potential. Wags at the back might point out that's always been the way for Alfa, even in the good years, but by 2010 things were looking decidedly bleak.

The Giulietta launch had been haphazard (changing its name from Milano at the last moment) but at least it was selling well; other members of Alfa's line-up weren't. Despite updates to the 159, including the excellent 1.75 TBi four-cylinder turbo

engine, the saloon was to disappear from sale in 2011 with no successor. Only the Giulietta and MiTo would fly the flag for Alfa.

The 4C came like a bolt from the blue. Well, red, actually – the concept car stunned the 2011 Geneva Motor Show with its satin-finish matt red paint. When the production car was unveiled two years later, some felt that the purity of Marco Tencone's design had been lost, notably adopting controversial spider's-eye headlights and parts bin mirrors, but it was still one of the prettiest mid-engined sports cars ever seen.

The term 'baby supercar' is attached to all sorts of



machines, but the 4C was the real deal. There was nothing second-rate about its specification. The carbon central tub weighed just 107kg, and while Alfa Romeo quoted an overall dry weight of just 895kg for the car, a more realistic kerb weight figure was around 1100kg. Not everything was carbon: aluminium was used for the subframes front and rear, while the outer body was in composite (claimed to be 20 per cent lighter than steel).

The 4C got its name from its four-cylinder engine, derived from the 1.75-litre turbo lump that had debuted in the 159, but mounted centrally and



“ The 4C shines at high speeds – and it’s certainly capable of these, despite having ‘only’ four cylinders and 240hp ”



driving the rear wheels. It had more power (240hp) and was 22kg lighter, too, using all-aluminium construction (in contrast to the early iron-block Giulietta Cloverleaf unit).

Much to the chagrin of hardcore three-pedal loving enthusiasts, the 4C was resolutely paddleshift only, using the same TCT dual dry-clutch transmission as the Giulietta. Alfa’s familiar ‘DNA’ multi-mode system had an extra Race mode added. All-weather and Normal modes kept most of the driving assists active, while Dynamic mode slackened them off for a bit of slip, while Race mode (activated after a five-second button press) turned them off completely.

The suspension was double wishbones up front and MacPherson struts at the rear, while the brakes came from Brembo. The ‘power’ steering was just how tuned-up your biceps were – there was no extra assistance here, which might come as a shock the first time you park the car.

At launch, UK buyers could choose a special Launch Edition, which included open intakes on the front bumper, an ‘LE’ badge on the centre console, leather

seats with microfibre inserts, red or white stitching and red or white door pulls. You also got carbonfibre for the rear spoiler, headlight nacelles, gear selector buttons and mirror covers. The grey forged teledial wheels were larger, too (18in front and 19in rear versus the regular 17in/18in cast aluminium items), while the LE also had a racier exhaust and recalibrated suspension.

Otherwise, options for the standard car included an Akrapovic exhaust system, which at over £3k was an expensive (and rare) option. The popular Racing pack added 18in/19in wheels, retuned springs and dampers, thicker anti-roll bar and sports exhaust. In 2015 rear parking sensors became a no-cost option, as did cruise control. Paint protection film was initially a cost option (£1200) but became standard on UK cars post-2017.

2015 also saw the launch of the 4C Spider with its removable cloth roof. The Spider had chassis tweaks to strengthen it (adding 45kg to weight), upgrades to the audio system and transmission cooling, plus the option of yellow paint. Curiously, the original headlight design from the 2011 concept made a return on the open-top car.



Coupe and Spider worth about the same. Special editions are sought after. Non-standard black roof (above) looks good

Special editions included the 50th Anniversary Spider, 50 of which were released in 2016 to celebrate 50 years of the Duetto Spider. This had a race exhaust, dark 18in/19in wheels, seats in red or black with contrasting stitching, lots of carbon trim and red, white or yellow paint.

Then in 2018, 108 Competizione special editions were made available internationally in Vesuvio Grey with carbon accents. Another 108 Spider Italias were released, this time in Misano Blue with piano black accents. Coupe production wound up in 2019, with Spider construction continuing for another year.

ON THE ROAD

The 4C is a stunningly pretty car but getting into it risks revealing unpretty parts of your body to the public. The sill is wide and the gap between steering wheel and seat is tight but once in, there's enough room for those up to 6ft 5in tall.

The engine comes to life with a four-pot growl that seems at odds with the car's silken exterior demeanour. The unassisted steering is heavy and the





If front ball joints are creaking, investigate immediately. If they fail, you can lose a wheel

Early 4Cs suffered from condensation and mouldy boots. Later versions have a boot lid liner



Carbon tub does have some metal elements in it. Check very carefully for any signs of accident damage



Rear chassis components car can sometimes corrode. Luckily these are easy straight replacements



Clutch replacement is a big job. If gearbox refuses to engage a gear, it's likely to be the hydraulic pump



Alternators can suffer from water ingress, resulting in seizure or even the casings splitting in two





Light weight is what makes the 4C such a supercar slayer, mostly thanks to its exotic carbon chassis

view out is restricted, so getting out of tight parking spaces is not the work of a moment.

The 4C shines at high speeds and it's certainly capable of these, despite having only four cylinders and 240hp. The turbo punch puts it into genuine supercar territory: it can reach 62mph in around the same time as an Alfa 8C Competizione (4.5 seconds). This being a turbocharged unit, a little lag is expected – but once it's spooled up, 240hp is plenty in such a lightweight package. Such is its mid-range torque that you don't get the traditional sports car joy of wringing it out to the higher reaches of the rev range. The paddleshift is pleasingly quick and responsive.

It doesn't have a luxuriant soundscape, though – the TBI engine is growly and boomy, and its exhaust is on the thunderclap scale of aural pleasure – think Abarth 595. The 4C can become a little tiresome on the motorway, especially with a sport exhaust fitted.

B-road journeys throw up the car's dynamic Achilles' heel, one that resulted in an initial roasting from the mainstream press. While the damping is fairly smooth and linear, the steering can be fidgety, there's a tendency to tramline, and its relationship with cambers borders on the offensive. Pretty soon after launch, Alfa Romeo UK did a recall that included geometry changes, aluminium straps for the rear wing and updates to the ECU and transmission software. But by then the reputational damage had been done.

With standard suspension, it feels nervous on B-roads, a workout to keep under control. It also feels wide for British B-roads. A bit of a failure, then? Not a bit of it – the 4C is a lightning bolt of adrenaline that demands your attention from the second you step into it. It's quicker point to point on most British roads than most supercars and you'll be having far more fun in the 4C.

The steering is extremely positive, allowing you to place the front wheels with absolute precision. There's excellent grip with the nose starting to edge wide in extremis, and you'd have to be pretty fruity with the loud pedal to force the rear wide. Pretty soon you're into a rhythm with it. While there isn't the same kind of

communicativeness about what's going on at the tyre blocks as say an Elise or Cayman, the 4C delivers excellent grip, neutrality and stability.

On track, the 4C is sublime. On the road, the 4C isn't perfect, but luckily its foibles can be dialled out courtesy of Alfa Workshop, has become the UK's leading specialist in 4Cs. It's come up with a variety of packages, from suspension shim kits that iron out the steering weaknesses to adding much more power (see *Auto Italia* August 2019 and April 2021).

ENGINE/TRANSMISSION

We asked Jamie Porter of Alfa Workshop what to look for and what typically goes wrong with the 4C. The good news is: not much. Forget those who bemoan Italian reliability – the engine is bulletproof. The only time an engine's been stripped at the Alfa Workshop is to modify it, and for no other reason. It does need a cambelt every five years, but there are no reports of belts snapping. Alternator casings have been known to split in two – budget around £750 to fix the problem.

A Stage 1 engine remap (£990) will take power to 280hp and remove some of the mid-throttle surge. A Stage 2 remap (£2340) produces 300hp and includes a USB interface for further tweaking, in addition to a higher rev limit and revised launch control strategy. Go for the hybrid turbo option (£4742) and you get 330hp and a filled-in torque curve at higher revs. A twin-scroll turbocharger costs £6184.

Clutches tend to wear at around 70-80k miles if driven hard (say on track days). You'll get your first indication that something's awry with slip in first, third and fifth gears. It's a big job: budget £2000 for a standard replacement, £2500 for an upgraded item. The voltage stabiliser for the hydraulic gearbox pumps has been known to fail on rare occasions, which manifests as a refusal to go into gear. The casing splits in half and pushes the plug off the control unit; budget £300-£400 to address this problem. A few instances of a cracked third gear cog have come to light, as well as the input shaft bearing which can deteriorate, causing transmission oil to leak onto the clutch.



TECHNICAL SPECIFICATIONS

ALFA ROMEO 4C

ENGINE:	1742cc 4-cyl DOHC turbo
POWER:	240hp at 6000rpm
TORQUE:	350Nm (258lb ft) at 2100-3750rpm
TRANSMISSION:	6-speed semi-auto, rear-wheel drive
DIMENSIONS:	3989mm (L), 1864mm (W), 1183mm (H)
KERB WEIGHT:	1100kg
MAX SPEED:	160mph
0-62MPH:	4.5sec

CHASSIS/BODY

Rattles from lower damper mountings have been known, but they don't fail – it's just annoying, needing a full damper unit replacement at £800 apiece. The lower front ball joint is the most alarming potential failure – if you hear creaking from the front suspension, get it checked out immediately. If it fails, the wheel will come off, taking the front wing with it. Unlike a conventional ball joint, which wears into the cup, the 4C's ball joint wears through the top of the cup. Budget £300-£400 to remedy the problem – *before* your wheel comes off.

The paint protection film on the sills and rear wheelarches can become tatty; budget around £500 to have it rewrapped. Most later cars had a front wrap as standard, but early cars may not have it. Only unwrapped cars really suffer from gravel rash.

The two aluminium crossmembers that go from the carbon tub back to the rear of the rear subframe have

occasionally been known to corrode at the front. However, it's a simple case of unbolting the old part and putting another one in.

Although the carbon tub is rust-free, the flip side is that any prang that reaches the subframe, let alone the tub itself, could well result in a write-off. If you do come across a car that's had an interaction with something solid, pore over the details of its resurrection with great care.

Fancy curing the 4C's steering ills? Alfa Workshop's shims are very cheap and effective. Going further, a full Nitron R1 two-way damper set-up costs £3414 and a full race Nitron R3 three-way package is £4410.

INTERIOR

There's not much to the 4C's interior, which means there's not much to go wrong. The seat bolsters are resilient to entry and exit, which is a good job considering how tight entry and egress are passenger kick plate car come lose. Other than making sure everything works, you're really looking for signs of nail marks and other surface damage.

RUNNING COSTS

A 24k-mile service is around £400, growing to around £700 at 36k miles, 72k miles and 108k miles. A cambelt and water pump service (every five years/60,000 miles) will set you back around £670 (the rest of the service will take the bill to just under £1k). A set of original brake discs and pads will set you back £627 for the fronts and £522 for the rear. Pads are £207 front and £162 rear, but upgrading to Ferodo pads is £288 front and £267 rear. A full Ferodo disc/pad set-up costs £708 (front) and £627 (rear).

Rear tyres tend to last a maximum of 8000 miles. Choose between Michelin Pilot Super Sports or Pirelli P Zero/Zero AR Racing. Michelins don't come in the exact size, so you have to go slightly wider, but owners report they are more comfortable and avoid tramlining better, while Pirellis have better turn-in for track work.

PRICES

At launch, the 4C cost £51,265 new. For a while you could pick up a used one from as little as £32,000 but the 4C has now begun to ascend in value as a modern classic. The cheapest we could find was £38k but the majority of UK cars are in the £40k-£50k range. Always buy the version you really want with all the right kit right from the off, because upgrades such as carbon items can be expensive – carbon mirrors cost £1k apiece, for example. 

TYPICAL PRICES

2018 Coupe

14k miles, black,
£37,995

2016 Spider

14k miles, yellow,
£42,995

2017 Coupe

19k miles, red,
£45,990

2017 Spider 50th Anniv

5k miles, white,
£47,495

2017 Spider 50th Anniv

10k miles, red,
£48,950



Thanks to 4C owner Ben Sparkes, plus Jamie Porter and all at Alfa Workshop (01763 244441, www.alfaworkshop.co.uk) for their help with this feature

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CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS



High Times

Our editor takes his Alfa SZ on a week-long Alpine adventure, culminating in a madcap 12-hour rally over 21 mountain passes

Story by Chris Rees
Images by Gregory Owain



On top of the world. That's not just how I'm feeling but also – pretty much literally where I find myself. At 2744 metres above sea level, illuminated in the road ahead by the six-pack of lights on my Alfa SZ, is white lettering that reads 'Italia'. I've not only made it to the highest tarmacked international pass in Europe (Colle dell'Agnello), I've also climbed a figurative mountain – a long road to realise a dream.

You see, when I first bought my SZ over six years ago, I promised myself that I would one day drive her to her homeland. I'd had a trip lined up in 2020 but, ahem, 'events' intervened. With Covid abating in 2021, my trip was back on. What better way to experience the SZ than to drive down to Italy on one rally and then take part in another while there?

In 2019 I'd done a superb called the 12in12 Rally – an epic drive in the Italian Alps in which you must traverse a minimum of 12 passes and a maximum of 21 within 12 hours. To get to the 2021 event, organiser Tony Calo suggested a separate two-day rally for those living in northern Europe, dubbed the Hanniball Run. That sounded good to me, so I duly packed my bags into the SZ and met two other Brits on the Dover ferry – Aaron Banks and Gregory Owain in their MGF and Bainzy Bains in his Morgan. Headed down in convoy, we reached Troyes in northern France to rendezvous with the rest of the Hanniballers, including competitors from Belgium and Norway.

There are all sorts of organised rallies out there, mostly luxury excursions that hold your hand every step of the way. Not so Tony's events, which are much more down to earth. Pure driving is pushed the fore and your days behind the wheel are long to the point of gruelling. Not for Tony those detailed tulip-style rally routes; instead you get simple waypoints and it's entirely up to you how you make your way between them.

The Hanniball Run and 12in12 are all about mountain roads. From remote, undulating sections of forest to super-challenging ascents, the routes take you through some of the best, and least-trafficked, roads that Europe has to offer. Day one brought us to our hotel in the Jura mountains, overlooking Lake Geneva. Gathering for beers, we heard the tale of the first rally casualty: John Ganderton's Mercedes SL had been written off on a sharp bend. Luckily, the Triumph 2.5 PI of Kris Schouppe and Yvan Roggeman

Homecoming: SZ crosses border into Italy over highest road. Navigating well is vital. Col du Galibier, a Tour de France regular, provides a sensational waypoint on way to Italy





THIS PAGE: Get used to armfuls of lock; 124 Spider and Ritmo Abarth; Beta in Bra. OPPOSITE: Mixing with Alpines; Beta HPE Volumex; winning Spider; Sergio Botta with Chris Rees

was on hand to loop back and pick up the unlucky pilot.

Day two was a long drive from Geneva up over the Alps into Italy. The route avoided anything big and crowded, instead drawing you up higher and higher, over as many Alpine passes as possible. Today I went in convoy with the MGF of fellow journalist Aaron Banks and photographer Gregory Owain. Aaron's tuned MG was perfect for these roads and we had great runs up pretty wooded inclines, only occasionally interrupted by the road being dug up. The grandeur of the Alps beckoned, punctuated by names familiar to anyone who follows the Tour de France: Chatillon, Glandon, Télégraphe and – above all – Galibier at 2642 metres. It was here that we bumped into a gaggle of Alpine-Renaults and had tremendous fun dicing with A110s up this epic pass. We were also caught here by Norwegian Geir Kongshaug in his Caterham Seven, on the rallies as part of a bonkers 6000km tour of Europe, all without a roof, windscreen or heater. It's true to say that Geir, above anyone, truly lived the spirit of these events.



After one final high pass in France – Col d'Izoard – it was on to the Italian border at Colle dell'Agnello and the famous moment of the Alfa's homecoming. Descending out of the Alps on a seemingly never-ending series of hairpins, we ended the day at our castle hotel in Costigliole di Saluzzo. The next day, Tony had organised a presentation to the mayor of Bra at the local cheese festival: adorning the SZ with a Welsh flag, I handed over a (by now very ripe) Snowdonia whisky-infused cheese.



And so to the main event: the 12in12. Starting very early to take advantage of clear roads, we had staggered starts depending on vehicle age, power output and weight. I was fully expecting to drive solo but at breakfast, Tony Calo bounded in to ask if I'd like a navigator. It turned out to be Sergio Botta – not only the most genial chap imaginable but also an old hand at rally navigation and someone who knows the roads intimately.

I quickly discovered that having a good navigator is the key to doing well when you only have waypoints on your map. At the very first pass, we were caught by a Fiat Ritmo Abarth 130, hooned to within a centimetre of its life by professional rally driver Piergiorgio Deila and William Sampó. But at the next junction, Sergio advised me not to follow them, but to take a right turn. "Shortcut," he winked. Sure enough, by the next pass we'd emerged ahead of the Ritmo.

The first big pass of the day was the



little-known Colle Valcovera. The road up here is one of the most stunning you can imagine: twisty but open, with panoramic vistas to live for. This was also where the attrition began. First up: a stricken Porsche 914, alternator expired, being pushed up the hill by fellow competitors. It was apparently then resuscitated with a recharge from the Lancia Beta HPE Volumex of Francesco and Paolo Rosatti!

Then, on the super-narrow downward road, the rutted, holed, tree root-infested surface caught out Aaron's MGF, ripping off its coolant pipe from the underside. Luckily he had enough water on board to replenish the system but it showed that you need to take things steadily at times. I'd long since put the SZ's active Koni dampers into their 'high' position. While this knocked off a smidgen of handling finesse through fast curves, the extra ride height gave me the confidence to tackle some of the less-than-perfect roads with gusto.

Over the border into France, by the lunch stop it was obvious that Team SZ was doing quite well, something I put down entirely to Sergio's navigating skills. My co-pilot was keen to complete the full roster of 21 passes, and I concurred. I won't say all their names but safe to say they go through some of the most amazing landscapes imaginable, including the highest piece of tarmac in Europe (2802 metres, for the record). I must highlight some epic dices with Kris Schouppe's superbly driven 1972 Triumph 2.5 PI.

We finally arrived at the end-of-event BBQ at dusk, exhausted but exhilarated. In Tony's rankings, I was surprised that I'd got third prize in the Hannibal Run and even more surprised with second in the 12in12, just ahead of Kris's Triumph 2.5 PI and behind Jon and Jed Gore Court's Alfa Romeo Spider 2000 Veloce – the winners telling me afterwards that they had *really* been pushing hard at certain points! Must admit, there was something very satisfying about two British-registered Alfa Romeos topping the table. Just as satisfying was meeting VIP guest Enrico Fumia (the man who designed the Alfa Romeo 164 and Spider/GTV) who presented beautiful signed prints of his Lancia Y grille design to the winners.

The Hannibal Run and 12in12 Rally could not be better designed for showing what your car can do. And arriving back home after an epic week during which I did more than 2200 miles, the respect I have for the SZ has only increased. My recommendation? Do it yourself. You won't regret it.

Want do it yourself? Four dates for 12in12 in 2022 have been announced: 18 June, 25 June, 2 July and 17 September. For more info, visit 12in12.mystrikingly.com or email 50passesin5@gmail.com



12IN12: THE WINNERS

- 1st Jon/Jed Gore Court – Alfa Romeo Spider 2000
- 2nd Chris Rees/Sergio Botta – Alfa Romeo SZ
- 3rd Kris Schouppe/Yvan Roggeman – Triumph 2.5 PI



Italian Car Day

Thousands of enthusiasts sighed with relief as our huge Italian Car Day event returned to Brooklands – on a Sunday in October for the first time ever

Story by Mike Rysiecki

Photos by Tony Harrison & Richard Betts



So many annual events have enjoyed renewal as they've returned after the pandemic pause – and Italian Car Day was no exception. Twenty-eight months of anticipation were released at Brooklands Museum following the enforced gap since the last running of the UK's largest Italian car event. Such is the popularity of this gathering of the cognoscenti, as ever organised by *Auto Italia* magazine, that even a one-off switch from the regular May Bank Holiday weekend to a date in early October did nothing to slow the arrival of keen

participants. Three teeming lanes of Italian cars formed in orderly fashion waiting for the gates to open at 8am.

Immediately noticeable among regular attendees was the pandemic-friendly repurposing of the club house paddock into a family chill-out area. While this meant the traditional focal point for unique and unusual cars to gather was now dispersed, it also brought the joy of gentler discovery in the surrounding zones for rare UK-based Italian metal.

The area next to the *Auto Italia* stand featured a tribute to Guy Croft, the master

tuner of the Lampredi-designed Fiat *bialbero* (twin-cam) engine, who sadly passed away in 2020. This was a worthy reminder of just how far that engine found applications throughout its lifespan (1966 to 1998), with sizes ranging from 1297cc to 2110cc and carburettor, fuel injection, turbo and supercharger aspiration at various points in its life. Guy preferred his communication to be direct rather than politically correct and the sporting Fiat scene in Britain was all the better for his no-nonsense approach. Fittingly, his body of work can be appreciated in the recently published book, *Bialbero*, by Phil and Michael



Ward. The car display included stand-out examples of Fiat's Coupé and Spider, Lancia's Beta and Montecarlo, as well as Michael Ward's freshly prepared 1972 Fiat 124 Special T wide-arch restomod.

The superb classic Abarth display, curated by Tony Castle-Miller, was populated with Middle Barton Garage customer cars, including several OT 1000 models. Leading the Abarth group on to the Mercedes-Benz World test track was Mike Kason's fuel-injected 130hp 1000 TC Corsa which he says happily revs to 9000rpm. Also in this group was Tony Castle-Miller's 1965 Abarth Simca 1300

longnose, driven by Geoff Divey.

The six demo runs of 10 cars each on the Mercedes-Benz World test track were as varied as ever this year. Pace car duties were performed by *Auto Italia's* event supremo Phil Ward in a Bologna-plated Lamborghini Huracán Evo and editor Chris Rees in a Ferrari Roma.

The second group was populated mainly by modern Abarths and Fiats but also included Jez Hayter's recently acquired 1968 Lancia Fulvia 1.3, which has recently tackled Shere Hillclimb and is destined for a road trip back to Italy via several Alpine passes. A third,





mainly Alfa Romeo group, included Giulia QVs, along with other modern runners.

The pace picked up with each group and the fourth included a couple of Hawk Lancia Stratos replicas. Vince Abbott's example channels Sandro Munari's 1976 Monte Carlo winning example in Alitalia livery. He describes this father-and-son project build as a "reliable, affordable replica with a 300hp Alfa V6 engine". Model experts might notice the addition of a roof ventilation scoop which, although not present on the original Munari Monte Carlo rally car, was an essential later addition. Vince explains: "Because of the shape of the visor-like wrap-around windscreen, no airflow enters through the side windows so a roof scoop was added for ventilation on warmer weather events." Those same model experts will have been thrilled to see a fully authentic, original Lancia Stratos in the

special vehicle display area.

Two of the 10-car groups were for Ferrari and Ferrari-engined cars ranging from F355 through 458, 488, 512TR, 612 and 812 GTS. A group of 10 Lamborghinis made up a crowd-pleasing finale of Urus, Diablo, Gallardo, Murciélago, Aventador and Huracán. Stand-out among those group were Daren Hooper's one-of-a-kind 770hp Aventador SVJ in a 1971 Miura SVJ retro colour and Matt White's one-of-13 RHD Diablo Roadster. Matt, who prefers an old-school approach to his leisure and pleasure motoring with "manual transmission, no driver aids and high-profile tyres" had driven this 'pre-Audi' Lamborghini from Cornwall that morning and was returning at the end of the Brooklands Italian Car Day. He pointed out the importance of the additional engine cooling vents necessary for when the removable hardtop is placed over the engine cover.

Back in the demo car run paddock after his run, we spoke to Neal Hurren, an Italian Car Day regular, now on his third Lamborghini. His previous black Gallardo and green Huracán Performante have made way for a tastefully understated grey V12 Aventador S. Other than a few factory-fitted yellow interior accents, the car is a standard 740hp example. Neal describes the car's carbon brakes and four-wheel steering as "Goodwood track-friendly".

Back in the main display area, this year's event was particularly rich in Italian GTs and supercars from the 1960s and 1970s. Notable Maseratis included Indy, Khamsin, Merak, Ghibli Cup and Shamal. Other rarities included a superb 1967 Series 1 Iso Grifo and a De Tomaso Mangusta. Special Lamborghinis included an Espada and two Urracos, including Tony Wates' 1975 Urraco P250S – one of only 40 made in RHD and an ongoing



Scale and variety of event is clear to see from this shot down the old Hangar Straight at Brooklands



restoration. The Ferrari Owners' Club was out in force, too, with some excellent machinery such as a 330 GTC, 400 GT and Dino 2.46 GT.

Abarth, Fiat and Alfa Romeo owners are loyal stalwarts of Italian Car Day and the 2021 event was bursting with enthusiasts from these marques. The Alfa Romeo Owners' Club display was remarkable not only for the 400-plus cars in attendance but also for the sheer variety, from dozens of 105s through to a good turnout of Stelvios. Alfettas were particularly noticeable by their numbers this year, with six or seven on display including a very recent acquisition from club member Alan Parkes. Everyone was full of enthusiasm for the beautiful green Giulia GTAm brought along by Alfa Romeo GB, too.

We counted no fewer than 17 Abarth Puntos among the dozens of 500/595/695 cars on Brooklands' banking. Fitting in well with Brooklands' vintage vibe were a superb

Fiat Balilla, a 1930 Alfa Romeo 6C Spider and a Lancia Lambda, the latter celebrating its 100th anniversary in 2021.

Probably the most intrepid of the Fiat owners were a group of three 'amigos'. Owen Burgess, Georgina Wootten and Andrew Rainbow-Ockwell originally met through their ownership of Fiat Pandas and have recently returned from collecting three LHD classics from Italy. Their Lancia Delta HPE HF, Fiat 126 and super-rare Fiat 132 2.5 diesel traversed Switzerland, Austria, Germany, Belgium and France en route back to the UK, being well documented on social media. Only the Fiat 126 needed some 'manual assistance' on to the channel ferry. It was tremendous fun seeing Owen's *Jurassic Park* Panda at Brooklands, too.

Among the rarest Fiats here were two 130 saloons, while equally rare was an Abarth 500 Assetto Corse – a 205bhp race car that

pays tribute to the original Abarth 595. There was strong competition for the prize of cutest Italian car at the event. Several classic Fiat 500s could have qualified – including a superb Abarth-liveried van – while we loved the 500-based Fervee jeep and classic 600 Multipla, too. However, this year there was a fresh contender: Academy Motorsport brought along a 1957 BMW 600, fresh from a six-year nut-and-bolt restoration. Owned by the late Stirling Moss as his speedy central London runabout, it bears the '7 SM' registration plate with pride. Moss had the original 582cc engine replaced by a more powerful BMW 700 motor.

Thanks to the thousands of owners and their cars who made this year's event so memorable. *Auto Italia's* Italian Car Day will return to its spring slot at Brooklands in 2022 – the date for your diary is Saturday 30 April 2022. See you there!



Milano Autoclassica

Catwalk classics mooch into Milan

Story & images by Matteo Licata



1952 OSCA MT4

The first weekend of October saw the 11th edition of Milano Autoclassica, occupying two pavilions of the sprawling Milano Fiere complex. As has been the case since day one, the Milan show trades on quality rather than quantity: there are many larger exhibitions, but you'd be hard-pressed to find one with better cars. This point was finely made by a gorgeous trio of barchettas from the 1950s greeting visitors on their entrance: a Maserati 200S, a Ferrari 750 Monza and my personal favourite, a dainty yet purposeful OSCA MT4 from 1952.

Restomods are definitely a growing trend, but the term doesn't do justice to the Kimera EVO37, as there's precious little left from the base Lancia Beta Montecarlo in the finished article. The Piemontese outfit brought along its cherry red design mock-up and the fully functional silver prototype that we tested in our November issue, and people just couldn't

take their eyes off its spectacular, impeccably finished engine compartment. Judging by the enthusiastic crowd that the modest Kimera stand effortlessly pulled in throughout the show's duration, the company could undoubtedly sell far more than the 37 units it plans to make.

Speaking of mid-engined Italian jaw-droppers, the 50th anniversary of the Lamborghini Countach was celebrated in grand style in the fair's so-called 'Lobby' area, where the Lamborghini Club Italia presented no fewer than nine Countachs. These represented the model's full evolution, from the original LP400 up to the over-the-top 25th Anniversary model.

But Milan still means Alfa Romeo, even if no Alfas have been made anywhere near Lombardy's capital for over two decades now. The Arese factory may be gone, but you'd be forgiven for thinking it had never stopped churning out Giulias and 75s, given how many

examples of these perennial favourites were available for sale on site.

On Saturday afternoon, the exhibition was the stage for an auction hosted by Wannenes that saw 39 lots auctioned off, from vintage and modern cars to highly collectible motorcycles. Indeed, some of the Alfas I'd most wanted to take home could be found among those auction lots. In particular, a stunning 1300 Junior Zagato from 1972 was resplendent in a wonderfully period Champagne Metallizzato finish and had just shy of 50,000km from new. Restored about 15 years ago, it looked absolutely fantastic inside and out.

Another lot that caught my attention was a humble Alfa Giulia Nuova Super 1300 from 1974, still wearing a thick coat of dust and flat tyres for maximum 'barn find' effect. Discovered in an old garage after many years by a family member of the deceased original owner, this Giulia certainly represented a



perfect base for a sympathetic restoration. Complete and in excellent condition, the body still wore the original factory paint, and the interior was intact and very well preserved.

Although only 361 examples of the Giulietta 2.0 Turbodelta were made between 1983 and 1984 (even if some took until as late as 1986 to sell), this exclusive variant of Alfa's 'wedge' saloon seems to be the one I spot most frequently at car shows. One such lovely example was for sale in Milan at a hefty 54,900 euros. Yet even the Turbodelta's low production number still trumps the unicorn that is a manual DeTomaso Longchamp: the model exhibited at the fair was one of only 17 equipped with a ZF five-speed manual transmission.

But rarity doesn't always translate to sky-high asking prices, and there was no better proof of this than a truly gorgeous Lancia Gamma 2000 saloon from 1977, which could have been yours for less than 10,000 euros. Fewer than 15,000 Gamma saloons were ever made, but data gathered from the Automobile Club of Italy indicates that just 885 Gammas (including coupes) remained registered in the country as of 2020. And I bet very few of those are in such outstanding condition as this one: with a single owner from new and a mere 20,000km on the odometer, it was as good as one could possibly get.

Much like the base-model Fiat Coupé 1.8 for sale nearby: with a mere 1900km on the

clock and still proudly sporting its original plastic hubcaps, it was a true time-warp car if I've ever seen one, completely unblemished inside and out. Models like the Coupé have been receiving increasing attention from Italian enthusiasts over the last few years, as the market seems to be increasingly shifting towards 'Youngtimers'. These models from the 1980s and 1990s seemed to attract the most negotiations, and sales exceeded what many expected.

A total of 71,578 visitors passed through the gates between Friday and Sunday, which was an excellent result compared to the pre-pandemic high of 76,553 in 2019. It's a tangible and welcome sign of recovery for the whole classic car show sector.



CLOCKWISE FROM TOP LEFT: Kimeras, Giulia GTA, 1900km Fiat Coupé, many Countachs, Giulia Zagato, 'barn find' Giulia Nuova Super

READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

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

FIAT PANDA 100HP

PAUL FOX

Have you ever wondered what becomes of some of the cars that you feature in *Auto Italia* – cars that you have quite plainly bonded with? Well I can inform you about one such car you featured in 2008.

In Issue 149, you published a Buyers' Guide on the Fiat Panda, with a 100HP as your photographic subject. It had the registration number R008 UZE and belonged to Fiat UK as part of its press fleet. This car is very much alive and kicking and I've just become the owner of it! The previous owner was a journalist with *Auto Express* magazine.

We have had a Panda Eleganza in the family since 2007 and it has been a brilliant car that has never once failed an MOT. I read the



feature on the Panda 100HP *Auto Italia* issue 304 and it made me think I ought to own one before they have all gone to the great car park in the sky.



The 100HP has just covered 44,000 miles and has just had a reconditioned gearbox and clutch (a legacy of all the journos who drove it perhaps?). Having driven it for a





couple of weeks now, my first reaction is, wow what an engine! It reminds me a bit of a Fiat 128 Rally my mother had in the 1970s, which was the car I learnt to drive in and subsequently took my driving test in! I have fond memories of that car and the 128 Coupe that followed it. I went on to have two 127s one after the other before being offered the usual Fords as a company car .

ALFA ROMEO ALFASUD TI RALLY

RENE KILLER, SWITZERLAND

This Alfasud Ti 1.5 was delivered on 28 October 1980 to a private customer in Pistoia. Two years later, it was modified by the Montecatini team for rallying and raced

for around three years in Italy. From 1985 to 1989, it raced with the Pistoia Corse team in GrA in the Italian championship. Orlando Lamberti was the car's owner, driver and mechanic all in one, until he sold it in 2014 to an Italian enthusiast. Sadly the new owner didn't have time for the car and he put it up for sale in November 2015, when I saw the advert and and drove to Pistoia for a visit.

After lunch and a bottle of wine, I agreed to buy it, along with hundreds of parts as well. In April 2016, I brought the car to Switzerland and worked for many hours to obtain a street-legal number plate. This year on 24 January I was finally able to drive the car on Swiss streets.

This car has never been restored and is in

super original condition, with no rust and no big crashes. I am very happy that it is in Switzerland now. I have another project coming up, too: the Niccolini 1976 Trofeo Alfasud championship-winning Ti 1.300. I will be modifying this car for the road.



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fiatclub.com.au

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Fiat & Lancia Club of Western Australia fiatlancia.org.au

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Club LanciaSport
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Lancia Montecarlo Consortium
lanciamontecarlo.club

International Association of Lancia Clubs
viva-lancia.com

Stratos Enthusiasts Club
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Lancia Gamma Consortium
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DIARY DATES 2022

January 13-16

Autosport International
Birmingham NEC
autosportinternational.com

February 10-13

Automotoretrò
Lingotto, Turin
www.automotoretro.it

February 18-20

Race Retro
Stoneleigh, Warks
www.raceretro.com

March 9-12

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

7-10 April

Sorrento Roads
Naples
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 9-10

79th Members' Meeting
Goodwood Motor Circuit
goodwood.com

April 21-23

Salon Privé Chelsea Edition
Royal Hospital Chelsea
www.salonpriveconcours.com

April 30

Italian Car Day at Brooklands
Brooklands Museum
brooklandsmuseum.com

May 22

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



May 28-June 2

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

June 15-18

Mille Miglia
Brescia, Italy
1000miglia.it

June 23-26

Goodwood Festival of Speed
Goodwood House, Sussex
goodwood.com

June 28-30

London Concours
Honourable Artillery Company
londonconcours.co.uk

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

June 30-July 3

Le Mans Classic
France
www.lemansclassic.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 16-18

Goodwood Revival
Goodwood Motor Circuit
goodwood.com

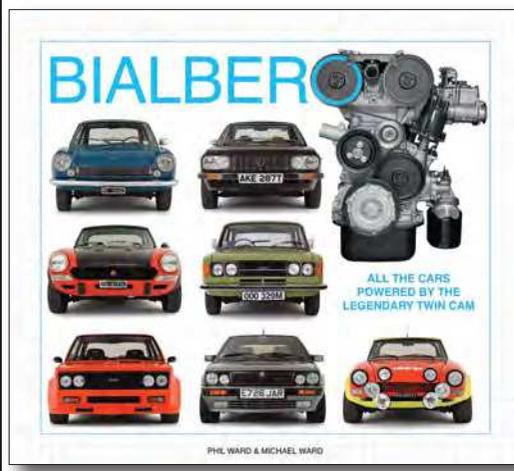
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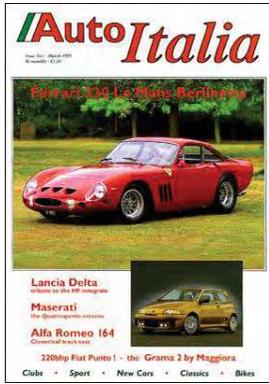




**ALFETTA GTV 6
VS LANCIA GAMMA COUPE
ABARTH 1000 GT BIALBERO
UNIQUE FERRARI 195**



Some features may appear in a later issue



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CISITALIA

DE TOMASO

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ALFA ROMEO



1972 Alfa Romeo Giulia Spider 105 Series 2, 2.0 L. 44,867 miles, beautiful classic left hand drive red Spider in stunning condition with black vinyl interior. Sympathetic and full restoration by the previous owners in 2017, documents covering its time in the UK included. Very special car which drives wonderfully! £27,500. Email: hannah@hplandscapes.co.uk. A311/063



1975 Alfa Romeo Spider Veloce 2000 Convertible. 89,000 miles, red/black hood. Stunning classic owned by me for over six years - only selling as now downsizing collection. Excellent condition, runs fine, had over £8000 work done, contact me for details as no room to list here. Have all paperwork and relevant invoices etc, V5 included genuine RHD. Regularly serviced and has current MOT, expires 7/5/22. History goes back to original owner from 1975, £23,895, fair price for a classic in this condition. Tel: Richard D'Cruze, 07521 728363. A311/064



1991 Alfa Romeo 75 2.0 TS LE. 104,200 miles, red, no.1024 (reg 'J770 PPG'), MOT till 05/22. Recaro seats, excellent condition, 10 disc CD changer (in boot). All bodywork from new, no rust. New slave/master clutch cylinders, rear brake pads, petrol pump, battery, 4 new tyres + tracking. Manuals bodywork, electrical and mechanical. Very nice car, last true rear wheel drive Alfa, very few TS LEs left, deserves good owner, £4500 ono. Tel: John, 07941 894419. A311/062



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. A311/028



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 Alfaholics stainless exhaust, five newly refurbished wheels including spare rim, £6000, has to make way for Quadrifoglio! Tel: 07778 743552 (car located in Somerset). A311/027



2000 Alfa Romeo 166 GTV 24V 3.0L V6. 118,700 miles, silver. I am selling my much loved Alfa Romeo GTV 3.0 V6 Lusso (g16). 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). A311/022



1996 Alfa Romeo 166 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. A311/023



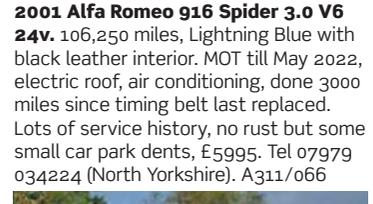
2001 Alfa Romeo 166 Spider V6. 78,000 miles, rare V6 Busso Lusso Meteora Grey/red leather. Full body restoration, complete respray, underneath Waxoyl. Engine head gasket replace, also recut valves/multi angle seat cut with new valve stem seals, new clutch and flywheel. New cambelt/water pump, lots of history with documentation. New calipers and discs, full Alfaholics 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. A311/024



2007 Alfa Romeo 159 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). A311/029



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). A311/026



2001 Alfa Romeo 166 Spider 3.0 V6 24v. 106,250 miles, Lightning Blue with black leather interior. MOT till May 2022, electric roof, air conditioning, done 3000 miles since timing belt last replaced. Lots of service history, no rust but some small car park dents, £5995. Tel 07979 034224 (North Yorkshire). A311/066



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. A311/065



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. A311/025



2014 Alfa Romeo Giulietta Multiair 170. 42,000 miles, service history, virtually unmarked, Silver blue (Lunar Pearl) Sportiva limited edition: sat nav, climate control, leather, turbine alloys, red Brembos etc, 4 recent Pirelli PZeros, full cambelt kit @ 32,000. Superb condition, £8750. Tel: 01626 363876 evenings. Email: andyswelsh@hotmail.com. A311/030

FERRARI



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. A311/020

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. A311/008



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. A311/019

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. A311/007

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. A311/018



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, trickie 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. A311/021



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. A311/006

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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. A311/017



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. A311/009



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. A311/002



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, Autotell 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. A311/003



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. A311/015



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 00H', £110,000. Tel: Mark, 07966 432260. A311/013

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. A311/004



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. A311/014



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. A311/011



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. A311/005



Ferrari F430 Challenge race car. Purchased in the USA on 16 February 2016 and imported to 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. A311/016



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. A311/010

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. A311/012

FIAT



Fiat 500 Gucci. Rare and original limited edition 2012 Fiat 500 1.2 petrol Gucci black edition, with only 65,000 miles. Excellent condition inside and out. Recent bodywork refresh, new stripes, replacement gearbox, cambelt change and service. All original Gucci features: leather interior, leather steering wheel, branded gearlever gaiter and gearknob, sill covers and wheels. Includes original instruction book, original hardback sales brochure and service booklet, MOT to March 2022, £8400. Tel: 07703 029823 (Gloucestershire). A311/072



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. A311/073

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. A311/031

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Maserati Karif. 1989, one of just 39 RHD, 35K miles from new. Leda/Eibach suspension, Zender bodykit, Fondmetal alloys. Featured in *Auto Italia* (2004), massive history file, MOT'd till September 2022. Very quick and in immaculate condition, full details on request (private reg removed, now 'F716 TFP'), £32,000 ovno. Tel: 07836 549167. Email: simon.park100@btinternet.com. A311/074

PARTS



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. A311/001

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: bnlefeley@outlook.com. A311/034

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. A311/040

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. A311/041

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. A311/037

Fiat Strada 130TC spares. Mk2 grille, tailgate, rear lenses, washer bottle, exhaust manifold + other parts. Tel: Martin, 07941 851991. A311/067



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. A311/061



Ferrari 348 rear bumper. Excellent condition, £1750, further details please contact Allen Worthington. Tel: 07771 652477. Email: allen.worthington@ntlworld.com. A311/042



Ferrari Daytona Spyder roof clip covers. Genuine Ferrari 365 GTS/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. A311/050



Magneti Marelli ECU. Magneti Marelli ECU AEC 103A Dinoplex module. This is a used unit, and it will require remapping, offers. Email: danny@bluecatcafe.co.uk. A311/045



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. A311/056



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. A311/057



18" split rims and tyres. Were fitted to my Ferrari 355 but have now returned to the originals, will of course fit other Ferrari models. Fronts are 8.5" x 18". Rears are 9.5" x 18". The wheels are in very good condition, no kerbing and come with wheel bolts. The tyres are Pirelli P Zero Trofeo Rs: 225/40 ZR18 fronts & 265/40 ZR18 rears and are pretty much brand new. Wheels £800, tyres £800, wheels and tyres £1500, buyer collects, (can send photos of tyres upon request). Tel: 07977 396357. A311/046

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. A311/036

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. A311/038



Ferrari tow hook. Emergency tow hook from tool kit, 8.5 inches long, £110, OEM. Email: mark.charles@ntlworld.com. A311/044



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. A311/049

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. A311/039

Ferrari 208 F106C engine. Very rare F106C 2 litre V8 engine and cylinder heads for sale complete with camshafts, cam covers, crankshaft. Date codes from 1975, less than 1000 of these were made I believe. There is no gearbox or diff with it, I have no idea of the condition of the internals. Very rare engine, spares or repair, does NOT run!! Asking £6000. Tel: Andrew, 07375 288003 (Staffordshire). A311/068

MISCELLANEOUS



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: ataque@gmail.com. A311/051

Trident magazine. Full set of Maserati Club magazines, bound and in perfect condition, very rarely offered for sale, offers please to Geoff. Tel: 07860 562659 (Lincs). A311/069



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. A311/059



Registration number 'P1 FGT'. Put your car on the 'Front of the Grid' with this amazing registration! £3250, on retention, immediate transfer. Tel: 07768 028400. Email: briantdavies@aol.com. A311/078



Ferrari 612 owners manual. £75. Tel: Paul, 07734 111654. Email: paulhf12@gmail.com. A311/060



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). A311/075

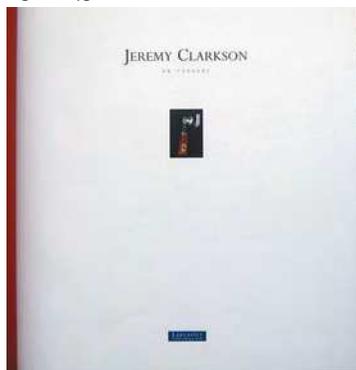
Ferrari 355 Spyder brochure. 36 full colour pages, presented in a white Ferrari folder, excellent condition, £50. Email: r19831993@aol.com. A311/033

Specialised Ferrari 575 car cover. Black with yellow piping (discreet prancing horse emblem in yellow). Please email me or send WhatsApp for photos. Email: dncorp@aol.com. A311/035

'Original Ferrari V8'. Bought this new and is still in same condition, price to be discussed. Tel: 07900 930255. Email: henryclewarth@gmail.com. (East Sussex). A311/032



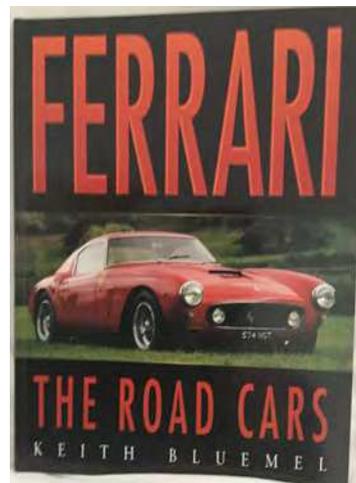
Original 308/328 4 piece leather luggage set. Originally purchased for a 308 and never used. Email: simon1.fowler@btinternet.com. A311/043



'Ferrari' by Clarkson. Number 368 of limited edition of 1500. Mint condition, in slipcase, very rare, £100. Email: mark.charles@ntlworld.com. A311/048



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. A311/077



Ferrari The Road Cars. Author Keith Bluemel, 144 unmarked pages with colour photos throughout, excellent secondhand condition, £6.95 free postage. Tel: 07399 359072. A311/076



Registration number 'WT 55'. On retention, immediate transfer, asking price: £12,750. Tel: 07768 028400. Email: briantdavies@aol.com. A311/079



Kyosho Ferrari F1 model collection 1:64. Very rare discontinued collection, 17 models are unopened, 4 have been made. The eagle eyed amongst you will realise that the total number of models here is 21!! The reason for this is that I already had one of the models but I can't remember which one so there will be a double of one of them. None of the unopened model boxes have a description of which model is inside, £250 plus postage. For more info and photos get in touch. Tel: 07977 396357. Email: nick@njwassociates.co.uk. A311/047

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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. A311/070

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. A311/071

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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.

OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Giannini Fiat 128 NP S Sport Coupe

NOT ALL COACHBUILT ITALIAN SPORTS CARS ARE PARAGONS OF BEAUTY, AS GIANNINI'S 'INTERESTING' 1971 FIAT 128-BASED PROTOTYPE PROVES

Story by Chris Rees
Images by Richard Heseltine



It was in March 1971 that Adolfo Melchionda designed a notorious car that was bodied by Carrozzeria Sports Cars, the iconoclastic Modena-based coachbuilder founded by ex-Formula 1 driver, Piero Drogo, along with Lino Marchesini and Celso Cavaliere, and active between 1960 and 1971. This car was the Ferrari 330 GT 2+2 Navarro, widely regarded as one of the ugliest Ferraris of all time (and which undoubtedly also qualifies as an Obscurati – watch this space).

But it's another Melchionda design that we're highlighting this month. We've already featured one Giannini-badged coupe in Obscurati: the Fiat 500-based Giannini Sirio (see *Auto Italia* September 2015). This month it's the turn of an even

more bizarre one: the 128 NP S Sport coupe.

Rome-based tuning firm Giannini had a notable presence at the November 1971 Turin Show, showing off a range of tuned Fiats, from 500s to 127s to 128s. Then there was this: the Fiat 128-based NP S Sport Coupe 2+2. Adolfo Melchionda's design was, frankly, weird. Its shovel nose was particularly arresting, with a suite of lights mounted behind huge Perspex cowls, the fogs and indicators being mounted on flat platforms. Access to the engine was via an ungainly matt black panel that was roughly screwed into place. The lower half of the body narrowed as it galloped gracelessly to the tail, which was severely cut-off. Draped clumsily above this was a comically

concave Perspex tailgate. The glassfibre body was, according to press reports, extremely poorly moulded. Up front was a Giannini-tuned Fiat 128 NP S 1118cc engine delivering 76hp at 7000rpm, good enough for a claimed top speed of 124mph.

Which coachbuilder crafted the body? That's not at all clear. Melchionda's previous collaborator, Piero Drogo, had fluttered out of the coachbuilding business in June 1971, so he couldn't be used. Various other theories have been promulgated, including Eurostyle, but that seems unlikely. One report suggests it was made by a small (but unnamed) coachbuilder in Rome, while another cites Stefano Contedini, who would collaborate with Melchionda on future projects.

Any prospects Giannini's coupe may have had for a production

future were certainly not helped by Fiat unveiling its own 128 Sport Coupe at the same Turin show, a design that was as beautiful as Giannini's was gopping. Unsurprisingly, Giannini decided against a production run and stuck to its much less ambitious, but undoubtedly more profitable, line in tuning Fiats.

Adolfo Melchionda's career as a designer wasn't over, though. In 1972, he rebodied a Fiat 850 with an upturned boat body for Giannini – yes, seriously – while in 1984, he penned the Arcobaleno, a natural gas-powered MPV-style prototype based on the Fiat Uno. Perhaps realising his days in the motor industry were numbered, Melchionda had much more success as an author of fiction. As for the unique Giannini 128 NP S Sport Coupe, its fate remains unrecorded.



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