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Alfa red, black leather upholstery. Spec inc convenience pack, lane assist, adaptive cruise control + wireless phone charging pad. 20" dark alloy wheels, climate controlled air con, E/W + door mirrors, steering wheel paddles, keyless entry and start, touch screen infotainment system complete with rear camera and sat nav. This one has the limited slip differential as an option. Price £45,695

### ALFA ROMEO GIULIETTA TB MULTIAIR SPRINT

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



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**W**hat's the greatest car ever made in Italy? That's a hell of a question, right? You might also think that it's an impossible question to answer. But hey, we certainly like a challenge here at *Auto Italia*, so we're not shying away from coming up with a definitive answer. In this bumper issue of the magazine, we're having a proper go at declaring the Greatest Italian Car of All Time.

Our first challenge was even beginning to define what a 'great' car is. Is it the fastest, or the best to drive? Is it the best-selling? The most beautiful? The most advanced in engineering terms? The most culturally significant? Of course, it's all of these things and more. But one thing I can say for sure: every car in our list is one that we here at *Auto Italia* respect with utter conviction.

Starting on page 26, we've distilled the heady array of all the cars ever made in Italy down to a Top 50. Then we've narrowed it down again to a Top 12 and ranked them in order. Of course, that means we have a number one car.

I'm sure you will find a few eyebrow-raisers in there. And that means I really want to hear from you. What's got you falling off your seat in shock? What cars have we missed off our 'greatest ever' list? Have we got our rankings wrong? And most important of all, what would you have voted as your greatest Italian car of all time? My inbox is open...

**Chris Rees**  
Editor

chris@auto-italia.co.uk

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

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# ITALIAN CAR NEWS

## Ferrari Teases Purosangue



**F**errari has revealed the first official image of its new Purosangue model – the very first crossover SUV in the company’s 75-year history. The model was first confirmed back in 2018, and while Maranello still refers to it as the ‘Ferrari Utility Vehicle’ (FUV), it’s expected to be named Purosangue (‘Thoroughbred’) when it’s officially launched in October 2022.

The digital teaser image shows only the nose of the car, featuring a large front grille, narrow headlights and an aggressively sculpted clamshell bonnet. Based on a

development of the Ferrari Roma platform, the new car will be the largest Ferrari ever made at about five metres long, as well as being Ferrari’s first five-door offering. Details of the powertrain are not yet known, but speculation suggests that a pure V12-engined model will be joined by a hybrid version, similar to that used in the 296 GTB.

With the Urus now Lamborghini’s best-selling model, the sales potential for the new Purosangue is substantial. Expect it to be priced well above the level of the Urus, probably in excess of £200,000.

### NEW HURACÁN TÉCNICA IS ‘JUNIOR STO’

A new version of Lamborghini’s Huracán – called Técnica – plugs the gap between the existing Huracán Evo and STO. The new model borrows its rear-drive layout and 640hp 5.2-litre V10 engine from the STO but has a unique exhaust system that’s claimed to give it an aural edge over the STO in the mid to upper rev range.

Recalibrated driving modes span Strada, Sport and and Corsa. New 20-inch wheels use semi-slick Bridgestone Sport tyres, while the carbon-ceramic brakes have a more road-orientated compound than the STO.



The Tecnica lacks the STO's wild aerodynamic add-ons but a big new rear wing helps to contribute 35% more downforce than the Evo RWD, at the same time delivering 20% less drag. A unique rear end features a 61mm longer tail than the Evo, with a lengthened glasshouse inspired by Lamborghini's Essenza SCV12. High-exit hexagonal exhaust tailpipes are flanked by large apertures beneath contoured tail-lights. An all-new carbonfibre engine cover sits flat to improve visibility.

At 1379kg, the Tecnica weighs 10kg less than the rear-drive Evo. Performance claims are 0-62mph in 3.2sec, 0-100mph in 9.1sec and a top speed of 203mph. Its main rivals are the Ferrari 296 GTB, Maserati MC20, McLaren Artura and Porsche 911 GT3. When it arrives in showrooms later this year, expect it to exceed £200,000.



### ALFA TO REVIVE ZAGATO SZ?

Alfa Romeo is planning to launch a series of dramatic new concept cars – one each year over the next five years – and Alfa Romeo CEO Jean-Philippe Imparato has confirmed that the company is already “working on potential one-off and few-off” projects. That means we can expect a mix of pure show cars and limited-edition production models, including collaborations with existing Italian design houses like Pininfarina, with the first one likely to be by Zagato.

The prospect of a new Zagato Alfa Romeo concept car was hinted at in Zagato's corporate Christmas card (above), showing artwork of cherubs surrounding what is clearly an Alfa Romeo coupe. Its lines suggest that Zagato may be designing a 21st century SZ, inspired by the legendary 1989 car that saw limited production (below). The new Zagato Alfa concept car is set to be revealed in the summer of 2022.

Imparato has referenced the Alfa Romeo Duetto and 33 Stradale as reference points for future sports car designs, and says he also wants a new Alfa Spider to reach production. “We have so many ideas,” he said. “If you visit the [Alfa Romeo] museum, in five minutes you understand the potential of what we have in mind... I have to support the storytelling of Alfa Romeo in the future. It's not for tomorrow, but I would love to have a Duetto one day.”



### BIZZARRINI 5300 GT HITS THE ROAD

The revived Bizzarrini brand has put its first 5300 GT Corsa Revival prototype on the road for final endurance testing. Built at Bizzarrini's base in the UK, the 5300 GT Corsa Revival combines elements of the original 5300 GT of the 1960s with modern safety, for instance using reshaped fuel tanks. The prototype's Rosso Corsa Bizzarrini 222 paint scheme has been recreated using a colour sample from an original panel.



For racing, the GT Corsa uses a single-piece composite body over a steel frame with a six-point rollcage and safety fuel cell that meet FIA Historic Racing regulations. A full carbonfibre bodysell will be offered to those customers who do not wish to race in Historics. The 5300cc V8 engine uses Weber 45 DCOE carburettors to develop over 400hp, giving the 1250kg car a strong power-to-weight ratio. 24 examples of the Revival will be built, with the first deliveries scheduled for May 2022.





**ARES S1 SPEEDSTER**

Italian coachbuilder ARES Modena has unveiled a new open-air version of its S1 supercar called the S1 Speedster. This replaces the previously announced S1 Spyder, using a new wraparound windscreen that offers greater aerodynamic protection than before, with a cockpit entirely enveloped by glass surfaces.

Design updates (which will also be incorporated in the S1 Project coupe) include revamped horizontal full-LED headlights and DRLs with integrated indicators. The interior has new seats and a new triple-display infotainment system.

The Speedster is powered by a mid-mounted naturally aspirated V8 engine connected to an eight-speed dual-clutch gearbox that sends power to the rear wheels. The bodywork is made entirely of carbonfibre. Only 24 units will be made, priced at a rumoured £500,000 each; the order book is now open.

**NEW FIAT 500 'BOCELLI'**

A new range-topping model has been added to the electric Fiat 500 range: La Prima by Bocelli. This builds on the existing La Prima model, which is the most popular version, accounting for one in three Nuova 500 sales.

The Bocelli name comes from the Italian opera singers, Andrea and Matteo Bocelli. Together with audio company JBL, the car features a new premium 320W audio system with 'Virtual Venues' technology.

A new 'Sanitizing Glove Box' is also standard: a UV lamp inside the glove box 'cleans' contents like your smartphone or keys. Operated by a button on the central console, a blue indicator and audible signal inform you when the three-minute irradiation cycle is completed. Other standard features include full LED headlights, 17-inch wheels, 'La Prima' badging, braided dashboard and ice beige 'soft-touch' seats.

The new 500 Prima by Bocelli is available in hatchback and convertible forms in a choice of six colours: Onyx Black, Rose Gold, Ice White, Mineral Grey, Ocean Green and Celestial Blue. Prices have yet to be announced.



**FIAT TO REVIVE TOPOLINO**



Fiat will reportedly revive its famous Topolino badge on a new pure-electric microcar. The rebranded version of the Citroen Ami electric quadricycle (above) has already been developed for launch, according to *Automotive News Europe*.

The new Fiat Topolino will share its 8hp (6kW) electric motor and 5.5kWh battery with the Ami. Its top speed will be limited to 32mph, allowing it to be driven by teenagers in Italy, and it will have a range of 75km (47 miles). A folding canvas roof is set to differentiate it from its Moroccan-built sister models, the Citroen Ami and Opel Rocks-e. The Topolino will slot in as Fiat's cheapest model, likely to cost from £8000. Whether UK sales will happen has not been confirmed.

**DESIGN GONG FOR DAYTONA SP3**

Ferrari has scooped four prizes in the Red Dot Product Design awards. The Ferrari Daytona SP3 received the Red Dot: Best of the Best award, while the 812 Competizione, 812 Competizione A and 296 GTB also picked up design prizes. Between 2015 and 2022, Ferrari has won a total of 23 Red Dot Awards, more than any other car manufacturer. Ferrari has won Best of the Best prize no fewer than seven times in the last eight years. This year's Daytona SP3 follows in the footsteps of the FXX-K, 488 GTB, J50, Portofino, Monza SP1 and SF90 Stradale.



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## FOR SALE

Here we have a rare opportunity to purchase a fully converted Alfa Works 2.0 410bhp Alfa Romeo 4c, the base car is a September 2017 with half leather/Alcantara seats, late style headlights, race exhaust carbon side pod and mirror caps, the current mileage is 43,000 and has only cover just over 1000 on the new engine build.



The car was featured in the April 2021 issue of Auto Italia where full review and specs can be found.

### The main upgrades are as follows -

**Alfa works 2.0 conversion**

**Omega CNC pistons**

**Arrow con rods**

**Modified and balanced crank**

**Quaife Diff**

**Stage 1 Colombo & Bariani cams**

**Twin scroll turbo**

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**Titan 7 lightweight forged alloy wheels**

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## LANCIA PREPARES INTERNATIONAL RETURN

Lancia will return to international markets in 2024 after a seven-year period of isolation in its home market. New national managers are being appointed, Lancia's CEO Luca Napolitano has confirmed, with Germany, France, Belgium and the Netherlands the first to see a return of the Italian brand. Other European countries could soon follow, while a return to right-hand drive production might also see the UK added. World markets like Japan, South Africa and Australia aren't likely to see Lancia return until after 2030, if at all.

Lancia retreated to the Italian home market in 2017, and since then has offered only one model, the Ypsilon (pictured right). The next-generation Ypsilon, due in 2024 and set to be built in Zaragoza, Spain, will be chosen to spearhead Lancia's export push. This will be the first full-electric Lancia, although conventionally powered cars will continue to be sold until 2028, at which point Lancia will become an electric-only brand. Meanwhile a new Lancia fastback, codenamed L74 and internally referred to as the 'Aurelia', is due in 2026, with a small SUV to follow in 2028.



## MIKI BIASION DEMOS KIMERA

Two-time World Rally Champion Miki Biasion has driven the Kimera EVO37 at the recent Costa Smeralda historic rally. He was demonstrating the supercar in its new Martini livery – inspired by the Lancia Rally 037 that won the WRC in 1983, and celebrating the 150th anniversary of Pirelli. Biasion has formed part of Kimera's test team alongside company founder and fellow rally driver, Luca Betti. The EVO37 prototype has been used for technical development and the fine-tuning of customer cars.

## MILLE MIGLIA AT SORRENTO

The Gulf of Sorrento saw a new 'Roads by 1000 Miglia' programme arrive in April, bringing classic cars to compete in areas outside the traditional Mille Miglia route. The Sorrento-Positano-Sorrento regularity race saw 20 time trials held along the hairpin bends of the coast. The event was won by Alfonso Facchini and Luigia Olivetti in an MGA, while Ricco/Molteni in a 1962 Alfa Romeo Giulia 1600 Spider won the City of Sorrento Trophy challenge and a 1955 Ferrari 750 Monza Spider Scaglietti won the Popular Jury prize.



## FERRARI 250 SCHEMATICS

UK specialist GTO Engineering is launching the world's first set of technical schematic drawings for the Ferrari 250 series (1959-1964). GTO has technical schematics drawings for over 50 Ferrari models, but the Ferrari 250 is reportedly the only series for which schematics don't yet exist. The firm used Computer Aided Design to create the new schematics from scratch.

Various drawings have been created, from brakes and suspension to engine and gearbox, with a total of 33 drawings over 80 pages. These are available both online at [gtopartshop.com](http://gtopartshop.com) and in printed form, the latter priced at £99.95.

GTO Parts has also announced the opening of its European base in Modena, Italy, to supply original and OEM specialist parts for Ferrari and other classic Italian cars.



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## TERRE CUNEESE RALLY

In April 2022, a new regularity event was launched called Terre Cuneesi Regularity Trophy, organised by Savigliano Corse. Held in the town of Marene in northwest Italy, some 27 classic cars took part, including a Lancia Stratos, Fiat X1/9, Fiat Dino Coupe, Lancia Fulvia, Fiat Cinquecento and many Alfa Romeos, including Giulietta, Duetto and Giulia Spider. The event winners were Romano Prato and Enrico Indemini in their 1959 Alfa Giulietta. Second place went to a Porsche 911, while in third came Camilla Remigio and Damilano Marina in their 1966 Lancia Fulvia Coupe 1.2. The event will return to the town of Marene in 2023.

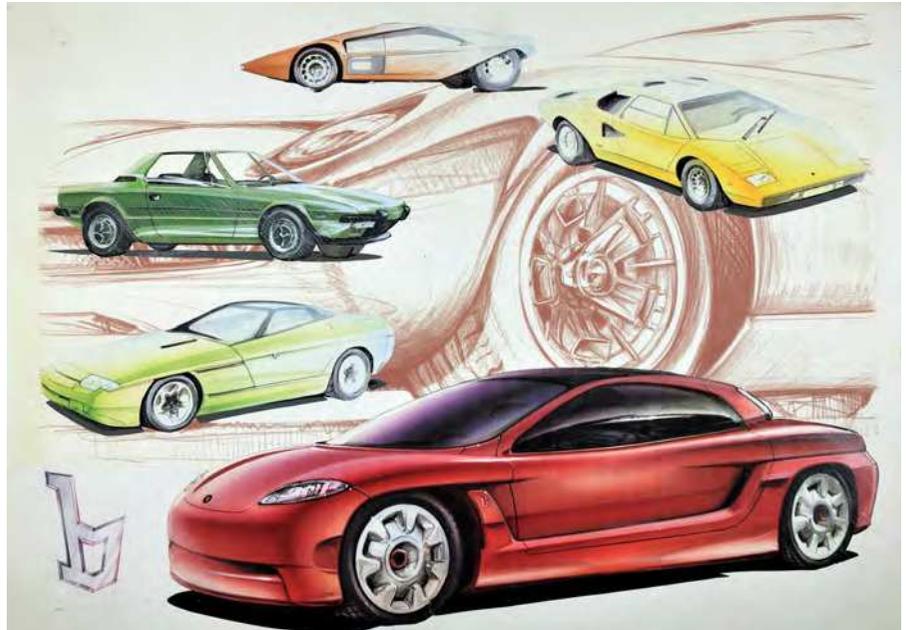
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## BERTONE ARCHIVES SAVED

The priceless archive collection of the defunct *carrozzeria*, Stile Bertone, has been saved by the Italian government. The Central Archives of the State (Archivio Centrale dello Stato) started acquiring Bertone's archives in 2018, a process that has now been completed with the arrival of documentation from the Bertone Cento company.

The Bertone archives are comprised of 33 boxes containing over 1000 folders with sketches and technical drawings of prototypes designed and built between 1950 and 2013. In addition, there is a photographic archive consisting of about 70,000 items, administrative documentation, promotional materials and papers from the studio of Nuccio Bertone, as well as physical models. To make the materials available to researchers, the institute says it will digitise the archive.



## NEW ALFA 12C BOOK

A new book telling the story of a long-lost Alfa Romeo 12C prototype has been published. Titled *The Missing Link?*, it tells the story of the 12C Prototipo of 1941 (pictured right), as featured in *Auto Italia* December 2021. This wartime project used a Colombo-developed 12-cylinder engine mounted in a modified Alfa 8C 2900 chassis, with reported input from Ferdinand Porsche. The unique lightweight body featured a front end that evoked the 158 Alfetta single-seater. The car has now been restored by Egon Zweimüller and Dino Cognolato for Progetto 33, founded by Stefano Martinoli, the owner of the 12C Prototipo. Published in a limited run of 250 individually numbered copies, the 272-page book has several authors, including Giuseppe 'Pino' Allievi, Lorenzo Ardizio, Luca Dal Monte, Karl Ludvigsen and Bernd Ostmann. It was launched at Salon Privé in April, alongside the 12C Prototipo itself. For more information, visit [www.progetto33.ch](http://www.progetto33.ch)



# AUTO ITALIA EVENT DATES 2022

## ITALIAN CAR DAY – SATURDAY 30TH APRIL

We are pleased to announce that in 2022 we are back to our usual early spring date. Be prepared for an eye-opening variety of Italian machinery on static display and in action on the Mercedes-Benz World track and up the famous Test Hill.

Tickets are on sale on the Brooklands Museum website.

Please pre-book tickets for the event.

For information on taking part on the **Test Hill** please email [phil@auto-italia.co.uk](mailto:phil@auto-italia.co.uk).

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

## PRESCOTT ITALIA WITH AUTO ITALIA – SUNDAY 22ND MAY

We are again teaming up with Prescott Hill Climb to run the second Prescott Italia event. Along with a plethora of fine Italian machinery there will also be Italian food available to add to the atmosphere.

Further information to follow on social media but to book tickets and purchase non-competitive runs up the Hill head to:

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

## NORTHERN ITALIAN CAR DAY AT RABY CASTLE – SATURDAY 9TH JULY

This fabulous location is proving to be an ideal venue for Italian car owners in the North East and North West of England, as well as Scotland – with many cars travelling from the south, too. With the castle open this year (tickets sold separately) it is a fantastic addition to our calendar.

Tickets will be on sale through the Raby website nearer the date.

Please pre-book your tickets for this event. Tickets for the Castle can be purchased at the same time.

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

## AUTUMN MOTORSPORT SUNDAY – SUNDAY 9TH OCTOBER

Having lost this event in 2021 due to the pandemic we are pleased to announce its return in 2022. All makes of car welcome under the motorsport banner. Tickets are on sale through the Brooklands Museum website.

Please pre-book tickets for this event.

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

**ALL DATES SUBJECT TO CHANGE**



# One Extreme to the Other

Alfa's new Estrema editions promise a 'junior Quadrifoglio' experience. But do they deliver on the road?

Story by Chris Rees  
Photography by Olgun Kordal/Alfa Romeo





This sounds very interesting, I mused to myself: new versions of the Giulia and Stelvio with 'Estrema' badging (that's Italian for 'Extreme'). Since the invitation to the launch mentioned elements of the mighty Quadrifoglio V6 being incorporated into the regular four-cylinder range, my interest was well and truly piqued, and anticipation levels were on the thumb-twitching end of the scale.

And when I first clapped eyes on the line-up ready to go for my test drive, that anticipation remained just as mustard-keen. All the cars were painted black – so black, in fact, that I could hear David St Hubbins' voice in *This Is Spinal Tap* – "How much more black could it be? The answer is none." Extreme!

But with each passing moment I spent with the new Estrema, it seemed less and less extreme. It essentially consists of four upgrades, none of them particularly extreme: some extra carbon trim, new wheels, and standard active damping and mechanical limited slip differential.

The Estrema is a limited-production 'special series' – the first to be sold globally by Alfa – and is presented as offering "sporty driving with the soul of the Quadrifoglio". It sits at the top of a simpler line-up –

(the same red needlework also applying to the dashboard, steering wheel and gearknob). A 14-speaker Harman Kardon audio system is also thrown in.

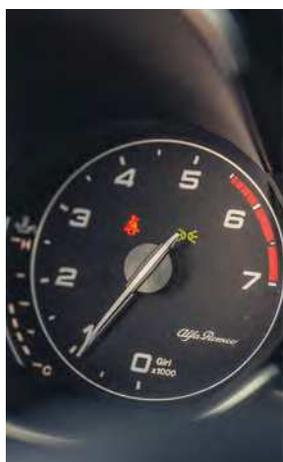
So let's turn to the mechanical side. Active dampers used to be a pricey (£2k) option across the non-Quadrifoglio range, but they're now available only on the Estrema, I suppose to give you some incentive to opt for this new edition. They certainly make a difference to how the Estrema models ride, especially the Giulia. On billiard-smooth roads, the firm setting gives a more hunkered-down attitude; while on rougher roads, the softer setting takes the thumpiness out of tarmac imperfections. The active damping settings change according to which mode you're in – Dynamic, Normal or All-weather.

And what about Alfa trumpeting the standard fitment of mechanical limited-slip differential on the Estrema? UK Giulia customers may raise an eyebrow here, since that's been standard for the last model year. The reason is that right-hand drive markets only get the Giulia in rear-wheel drive; the Q4 all-wheel drive system has never been re-engineered for RHD. LSD is a novelty for Q4 buyers – which makes the Estrema more of a big deal in other markets than ours.

Guess which version of the Giulia I'm testing?



“ With each passing moment I spent with the new Estrema, it seemed less and less extreme ”



Sprint, Veloce and Estrema – and is essentially a dolled-up Veloce with the 280hp 2.0 petrol engine (in the UK – it's possible to have a diesel Estrema in other markets).

Does it look extreme? Not in the way the Quad does. Carbonfibre wraps the mirrors and the 'V' of the front grille. And while the handmade carbon looks great – and you have the kudos of a genuine GTA part in the case of the mirrors – we were expecting more.

There's a choice of just four paint colours: black, white, red or blue. There are new-style teledial alloy wheels specific to the Estrema (19-inch on the Giulia and 21-inch on the Stelvio), which look good even if their weight-saving (only 100 grammes) is insignificant. Apart from badges, that's it for the exterior.

Inside there's a smattering of extra carbonfibre trim and seats upholstered in Alcantara with red stitching

Yes, it's the Q4, a model you can't buy in Britain. It also makes detecting how well the limited-slip diff works a bit tricky, but I know from driving the current Giulia with mechanical LSD that it works very well to rein in over-exuberance on corner exits, whatever DNA mode you're in.

As for the Stelvio, that is of course all-wheel drive as standard and the LSD does give extra grip in tricky conditions. The handling is pin-sharp – the best, in fact, of any SUV on the market – while the pointy steering is a sheer delight. The 280hp petrol engine in all Estrema models benefits from superb smoothness, strong torque (it peaks at a mere 1750rpm) and a great soundtrack in Dynamic mode.

The latest cabins – which were changed significantly for the 2020 model year – are so much better than the



## TECHNICAL SPECIFICATIONS

### ALFA ROMEO ESTREMA

ENGINE:	1995cc 4-cyl petrol
POWER:	280hp at 5250rpm
TORQUE:	400Nm (295lb ft) at 2250rpm
TRANSMISSION:	8-speed semi-automatic
MAX SPEED:	149mph (Giulia), 143mph (Stelvio)
0-62MPH:	5.2 secs (Giulia), 5.7 secs (Stelvio)
FUEL CONSUMPTION:	35.3mpg (Giulia), 32.5mpg (Stelvio)
CO <sub>2</sub> :	182g/km (Giulia), 197g/km (Stelvio)
PRICE:	Est from £48,000 (Giulia), £55,000 (Stelvio)



original launch versions, with notably improved quality. In both the Stelvio and Giulia, the horrible sharp-edged plastic gearknob is now a far nicer leather item, with a natty Italian *tricolore* flag at its base. The main rotary control knob feels much nicer to the touch, too.

The letterbox-shaped central screen is only 8.8 inches across but at least it's now a touchscreen with drag-and-drop graphics, rather than knob-controlled, and works far better than the pre-2020 system. The seven-inch screen between the main dials ahead of you offers plenty of information, too.

UK pricing for the Estrema has yet to be announced but in Italy it carries a premium of €5000, so we'd expect UK prices to be around the £48k and £55k mark for the Giulia and Stelvio respectively. If you want an Estrema, you'll have to hurry, since production will run only until August 2022 in limited numbers (more or less 2000 units, although it's not a numbered series).

### VERDICT

The Estrema feels very much like the tail end of the FCA era of under-investment in its brands. The contrast with the exciting noises coming from Alfa's new boss, Jean-Philippe Imparato, could not be more distinct. While we can look forwards, it appears, to all-new coupes, spiders and high-performance hybrids, for the moment it's simply a case of polishing the existing jewels.

Despite the Estrema launch being held at the headquarters of Alfa Romeo's F1 team in Switzerland, the new model really doesn't live up to its 'extreme' billing. There's very little extra lustre to report on and we would have loved to see more of the Quadrifoglio's aero package, like its boot-mounted spoiler and wider sills. Alfa did look into boosting engine power, but since the Estrema is a global model, any such move would have had an impact on emissions and priced it out of certain markets. What a shame. 🇮🇹

*Smatterings of carbon and new wheels are hardly the stuff of dreams. Alfa needs to do more to win buyers back to its excellent cars*



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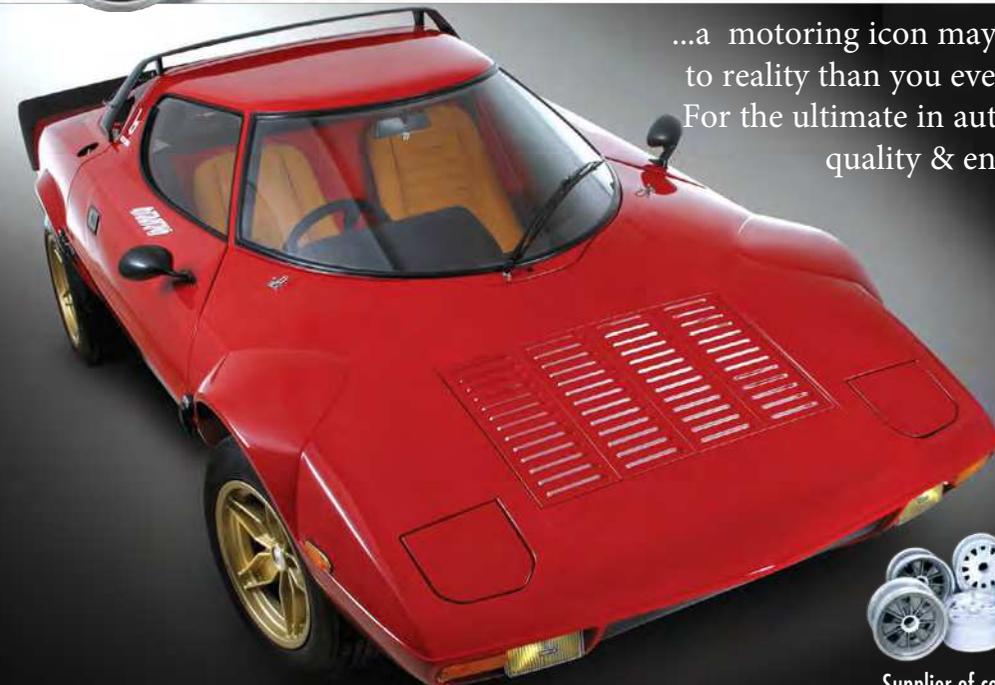


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# Last, Not Least

Maserati's long-awaited Grecale SUV is finally here. We road test the range-topping 530hp Trofeo

Story by James Fosdyke



**M**aserati is late to the mid-size SUV party, and it's all too aware of the fact. The Levante has cut a lonely figure in the Maserati range ever since its introduction six years ago, but now it finally has company in the shape of the Grecale, which vies for buyer attention alongside the Porsche Macan and Alfa Romeo Stelvio. To make up for its tardiness, Maserati says the Grecale brings with it more than just a raised ride height and pretensions of sportiness, which the Modena-based company clearly believes are the automotive equivalent of supermarket *Sangiovese* – all well and good, but too easily lost in a box of interesting alternatives.

From the moment you sit in the all-new cabin, it's clear that Maserati has introduced plenty of new ideas. Technology now plays a starring role, with two central touchscreens and a digital instrument display, all of which work reasonably well, while there are push-button door catches nicked from the Fiat 500e and a head-up display, as well as a configurable digital clock.

But although the tech will hog the limelight, the real highlight is the improvement in quality. The Grecale's cabin feels much better built than that of the Levante, although there are some ergonomic issues, particularly when it comes to the shift paddles and the indicator stalks. Perhaps more of an issue, however, is the cheap-feeling metal-effect plastic trim and tacky switchgear on the steering wheel.

One of the offending wheel-mounted buttons is the ignition switch. As for the engine range, we've already driven the entry-level Grecale GT (March 2022 issue) and found its 300hp 2.0-litre mild-hybrid engine more than sufficient. Now our focus turns to the model every enthusiast will want: the high-performance Trofeo. Fitted with a detuned version of the MC20's 3.0-litre Nettuno V6, its 530hp output gives it a 20hp advantage over the Alfa Romeo Stelvio Quadrifoglio, with which it shares its remarkable 'Giorgio' platform – albeit with modifications.

But there's more to the Grecale Trofeo than just power. It also has a wider rear track than the GT, as well as a clever limited-slip differential and lower, firmer suspension to make it more aggressive through corners. Its all-wheel drive system is also slightly more rear-biased, for extra sporting feel. In short, the clues are in the names. Whereas the Grecale GT is designed to be more of a grand tourer, the Trofeo is a tauter, more hunkered-down machine for great mountain roads or even racetracks.

Our first opportunity to sample the driver-orientated Trofeo presented one significant challenge. Although the weather was balmy, Italian law meant we were stuck with Pirelli winter tyres, which are hardly ideal for testing dynamics. To add insult to injury, most of our time with the Trofeo was spent extricating it from the centre of Milan, Italy's most congested city.

When we finally got the chance to open the taps on that sonorous V6, the impact was remarkable, if not perhaps as startling as we might have hoped. The official figures state a 0-62mph time of 3.8 seconds, but even in the sportiest Corsa drive mode (unique to the Trofeo), the Grecale just doesn't *feel* that quick. Somehow, the Stelvio Quadrifoglio (which has the same official acceleration time despite its lower power) feels punchier, more exciting and more visceral.





Part of the issue is unquestionably the Grecale's soundtrack, which doesn't curdle the blood in quite the same way as the Stelvio Quadrifoglio's. The Alfa's V6 howl reverberates through tunnels and valleys, spreading its message of hooliganism, whereas Maserati's Nettuno V6 is more restrained and aristocratic – something we've already noted in its first application aboard the MC20 supercar. It still makes a lovely growl at idle, but when you're on the move it's only got a bit of edge at higher revs in the sportiest driving modes, and then the noise is somehow less meaty and aggressive than in the Alfa.

With winter tyres and only a short blast on open roads, it's difficult to learn too much about the Trofeo's handling, but the Grecale is certainly based on solid foundations. The 2.0-litre car handles well, and the stiffer suspension undoubtedly improves body control in the corners. The Trofeo doesn't roll quite as much, and the body feels a little more eager to follow the wheels when you turn into bends, but you still get a real sensation of the car's two-tonne weight.

The rear-biased all-wheel drive system plays a part, too, giving the car a slightly more balanced feel than the GT. If there is a weak point, it's the steering, which feels a bit too light and slightly woolly,

although we suspect that was at least partly down to the winter tyres.

But when it comes to the grown-up stuff, the Grecale fares well. Not only is it spacious and practical, but it's also relatively comfortable, albeit noticeably firmer than the 2.0-litre Grecale models and stiffer than an air-sprung Porsche Macan. Crucially, though, it's much more supple than the Stelvio Quadrifoglio, especially if you use Comfort mode. That setting sacrifices some of the otherwise very commendable body control, but it's great for motorway driving, bringing high-speed comfort almost in line with the GT model.

As well as being more comfortable than the Stelvio, the Grecale is also more refined. We've already touched on the character of that Nettuno V6 engine, but what really makes the Grecale peaceful on the road is the soundproofing. Maserati has worked hard to ensure that at higher speeds, the Grecale is very relaxing indeed. The Trofeo isn't quite as refined as the GT – and nor should it be – but there's still very little in the way of wind or road noise in the cabin.

Even fuel economy is good, with cylinder deactivation technology shutting down the right-hand bank of the V6 when the situation allows. That effectively turns the engine into a 1.5-litre three-

*Feeling of quality aboard is exceptional. Maserati's famous dash clock is now a configurable digital item*

*Twin central touchscreens and digital instrument display work well. Comfort is a clear, well-realised goal*



“ The Trofeo’s rear-biased all-wheel drive system gives the Grecale a sportier feel around corners ”



TECHNICAL SPECIFICATIONS

MASERATI GRECALE TROFEO

ENGINE:	3000cc V6 twin-turbo
POWER:	530hp at 6500rpm
TORQUE:	620Nm (457lb ft) at 3000rpm
TRANSMISSION:	8-speed auto
TYRES:	255/40 ZR21 (front), 295/35 ZR21 (rear)
BRAKES:	360 x 32mm (front), 350 x 28mm (rear)
DIMENSIONS:	4859mm (L), 1979mm (W), 1659mm (H)
CO <sub>2</sub> :	254g/km
WEIGHT:	2027kg
MAX SPEED:	177mph
0-62MPH:	3.8sec
PRICE:	£90,000 (est)





cylinder, and allows an official economy figure of 25.2mpg. That's about 5% better than you'll get from a Stelvio Quadrifoglio and a slight improvement on Porsche's less powerful Macan GTS.

And then there's the space on offer. The Grecale may sit on the Giorgio platform, but it has been stretched slightly, giving it a longer wheelbase than the Stelvio. That means rear legroom is plentiful, and despite the svelte roofline, rear headroom is adequate for all but the very tallest passengers. In Trofeo form, the 570-litre boot is also a boon, offering considerably more space than the Stelvio or the Macan.

With all that talent, the Grecale is surely set to be one of Maserati's most popular models, but whether it will emulate the success of the Porsche Macan remains to be seen. The Macan feels slightly more polished, and while the Porsche name may not be quite as appealing or as exclusive as the instantly recognisable Trident, it's hardly plucked from the bargain basement. Nevertheless, the Grecale is a worthy alternative to the Porsche, and Maserati will have no trouble finding willing customers.

While the 2.0-litre versions will be flying out of the



showrooms, the Trofeo is destined to be much more exclusive. If it's as expensive as expected, it'll cost around £25,000 more than a Macan GTS. But if you stop thinking of the Grecale as a rival to the Macan and start imagining a more grown-up, more luxurious Stelvio Quadrifoglio, it makes much more sense. Yes, the Alfa is more exciting to drive but the Grecale is quieter, more comfortable and more premium, not to mention more practical. Even if it costs £10,000 more, that doesn't sound like such a bad deal. 🇮🇹

*Grecale Trofeo shares platform with Alfa Stelvio (top) but is bigger, has own settings and more power*



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Matteo Licata

# Matteo & Giulietta



Our Italian columnist, design critic Matteo Licata, reflects on his personal role creating the Alfa Giulietta's cabin

In all honesty, I can't consider my career in automobile design a successful one. However, I'm chuffed that I got to live my childhood dream and even more so to shape a little piece of Alfa Romeo's history: the cabin of the Giulietta hatchback.

In early 2008, still fresh from my design bachelor's, I worked as a consultant at the Fiat Group design centre here in Turin. Back then, the Giulietta – simply known internally as 'Project 940' – was 'done' and production was planned for 2009.

However, Sergio Marchionne sat in the '940' interior buck while reviewing all ongoing projects and voiced his displeasure with the design in no uncertain terms. A collaborative effort between Bertone and Alfa's Arese design studio, the original interior wasn't a looker, but that was due to the tight costs and engineering constraints imposed on the project. However, Marchionne's intervention meant a new interior had to be made without postponing the 940's launch date; we were in a hurry.

I say 'we' because this is the point where my path and the one of the future Giulietta crossed. In Turin, five proposals were produced, each the work of a single designer, albeit certain elements were shared. My design took inspiration from the dash of the early Giulia 105 coupes, which had a black vinyl padded surface contouring a wooden trim piece.



This arrangement benefited from being visually dominated by horizontal lines, preferable for interiors to help give a sensation of width and space. My proposal won out in February 2008, and since the various managers involved didn't want to incur Sergio's ire again, we were allowed significantly more freedom to bring it to reality. Despite that, we still had to incorporate some existing components, given

the car's basic engineering wasn't going to change. Unfortunately, the large HVAC (Heat, Ventilation, Air Conditioning) assembly made the dashboard 'eat' into cabin space more than I'd have liked. The instrument cluster came from the 2007 Fiat Bravo, disguised by a plastic binnacle inspired by classic Alfa Romeos, with new graphics for the dials.

Air vents are one of my pet hates, which is why I tried to conceal the two central ones while still allowing enough air volume to pass through. Since my design didn't feature a screen, we were thankfully allowed to make the optional sat-nav screen retractable (those weren't yet the days of touchscreens). We couldn't win every battle, though: the steering wheel and gearknob from the Alfa Romeo MiTo had to be carried over for cost reasons. Due to the financial crisis, the Giulietta's launch was deferred to coincide with Alfa Romeo's centenary in 2010 and, by then, I was already out of Centro Stile. It's been great to see my design selected and go into the about 480,000 Giuliettas built during a decade. Every time I see one, memories come rushing back.





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# What's the Best Ever Italian Car?

It's a big question, but one that must be answered: what is the greatest car that's ever been made in Italy?

Story by Auto Italia Staff  
Images by Michael Ward

**G**reatest of All Time is an accolade handed out in every walk of life. It's no easy question to answer, not least because there are a million different ways of deciding what makes something 'the best'. But we had to ask ourselves – and find an answer to – the question: what is the greatest Italian car ever made? Unsurprisingly, we've been on quite a journey. The arguments have been batted back and forth with vigour. At the end of it all, we've come up with our answer.

Let's say straight from the off that this is not an exercise in deciding the best-driving cars of all time. Our list would look very different if it were. Of course, driving dynamics certainly play their part, but we're considering all sorts of other things. We've asked ourselves what exactly makes a great Italian car? Was it a design milestone? Did it hit the mark in its era? How significant were its innovations? Did it change the game? Did it revolutionise the way we drive?

One thing that all our 'greatest of all time' nominees share is that they define Italian-ness – that indefinable quality that makes Italian cars unique. That could be design flair, advanced engineering solutions, competition-bred dynamics, a feeling of *dolce vita*, or simply that sublime mix of the rational and irrational that Italians do so well.

We have only two rules. First, all nominees must be road-going production cars. Second,

they must be valued at under £1.5 million – in order to avoid things getting skewed by stratospherically valuable machinery, and frankly, because we couldn't locate an Alfa Romeo 33 Stradale for our photo shoot!

We also decided at an early stage that we wanted the widest possible cross-section of cars to represent the full flowering of Italian greatness. We'd argue that a Fiat 500 is every bit as great, in its own way and in its own class, as a Ferrari is among its peers. So we've created five classes from the humblest city cars to extreme exotics, all of them epitomising what makes Italian cars great.

Those five classes are: 'Bambini' (small cars), 'Hot Cars' (performance cars), 'In the Family' (practical cars), 'Sports Cars' (coupes and spiders) and 'Exotica' (GTs and supercars). We've considered what are the best cars in each class and nominated a shortlist of 10 for each. The best two cars from each class then go into our final shootout. We've also added two 'wild card' entries – star cars you can still buy new today – to make a final Top 12.

So over the next 40 pages, we'll work our way through all the cars that, in our opinion, are the greatest ever made in Italy – culminating in a Top 12 shootout on page 38 that will see one crowned the overall winner. We'd love to know if you agree or disagree with our choices – and if so, what cars you'd demote and put in their place. In the meantime: Italian stars, start your engines!







FIAT

# CLASS 1: Bambini

## Nobody does small cars like the Italians

Ask anyone to conjure up an image of an Italian car and it'll probably be a Ferrari. But immediately after that it'll be a Fiat 500, for nothing is so quintessentially Italian as a Cinquecento parked in a side street in Rome. Put simply: nobody does small cars like the Italians. A whole string of best-selling *bambini* has made Italy the undisputed champion of the city car class. Even today, the Fiat Panda and 500 between them represent 55% of sales in the smallest 'A' market segment.

So what are the best city cars and small cars ever made in Italy? Fiat has been acing it ever since the 500 Topolino ('little mouse') debuted in 1936. Arguably, though, it was Fiat's 600 that ranks as the most important car in Italy's history. Brilliantly packaged, it got a whole war-ravaged nation moving as the first truly affordable car (at 590,000 lire, it was the equivalent of around £8500 in today's money) and over 2.5 million were made in Turin from 1955 to 1969.

While the 600's rear-engined bigger sister, the 850, never had the same magic, the little Nuova 500 of 1957 had even more of it – and explains why it's one of our top two *bambini*.



The very definition of entry-level motoring, it was another motoring revolution and among the most beloved cars of all time. As for its successor, the 126, we celebrated its 50th birthday in last month's issue but while it was great for its day, it was really little more than a warmed-over 500 underneath.

The Fiat 127 launched in 1971 was one of the most significant cars of the 1970s. Smart-looking, practical and great-handling thanks to its sharp front-wheel drive chassis, it ushered in the 'supermini' class that went on to dominate the market for decades. No surprise that the 127 was amazingly popular, selling over seven million examples in a career that lasted 37 years.

But if you want a car that combines popularity with simplicity and brilliantly rational design, look no further than Giorgetto Giugiaro's 1980 Fiat Panda. We don't need to extol its virtues here, since it easily romps into our top two stable of small Italians. The second-generation Panda of 2003 was very nearly as brilliant, too.

Another best-selling hero of Italian motoring was also a Giugiaro icon: the 1983 Fiat Uno. A paragon of pragmatism, it ended up shifting 8.8 million during its 31-year



lifespan. The Punto that followed it (another brilliant Giugiaro design) also had huge market appeal. And while subsequent Puntos were extremely popular, they were somehow ever-decreasing circles after the seminal first generation.

It saddens us to say that no Fiat after the second-generation Panda (2003-2012) makes it on to our Top 10 shortlist. The third-gen Panda presses lots of 'warm buttons' here at the *Auto Italia* office but it isn't a top 10 contender, and nor is the current Fiat 500.

With Fiat dominant in small cars, other marques hardly got a look in. Autobianchi represented something slightly superior in terms of urban chic, pretty much uniquely. After a few Fiat 500-based derivatives, the front-drive A112 of 1969-1986 was undoubtedly Autobianchi's high-water moment – the sizzling Italian equivalent of a Mini-Cooper. Lancia eventually subsumed Autobianchi, producing a whole string of Ypsilon-badged models. We love the 1985-1995 Y10 but it's the utterly original 1995-2003 Lancia Y that we gravitate towards; the one designed by Enrico Fumia of Alfa 164 and Alfa Spider/GTV fame. There's only been small Alfa Romeo – the MiTo – and while we have plenty of love for it, the fact that it had no successor confirms our feeling that it was outside Alfa's comfort zone.

So the two candidates that go forward to our final are – of course – Fiats: the first-gen Panda and the Nuova 500. – **Chris Rees**

### TOP 10 SHORTLIST

- Autobianchi A112
- Fiat 127
- Fiat Nuova 500
- Fiat 500 Topolino
- Fiat 600
- Fiat Panda 1st Gen
- Fiat Panda 2nd Gen
- Fiat Punto Mk1
- Fiat Uno
- Lancia Y

### TOP TWO

1. Fiat Panda Mk1
2. Fiat Nuova 500



# CLASS 2: Hot Ones

A rich tradition of hot hatches and performance cars

Officially, Italy is a Roman Catholic country, but its true religion is Ferrari. Of course, very few people get close to the divine but Italians don't need to drive a Ferrari to satiate that need, since high performance driving is deep in the nation's bloodstream. Italian cars – even base models – are infused with a zest that leaves most other nations' cars seeming dismal.

And when the Italians engineer true performance cars, they're always very special and uniquely Italian. Whereas German cars dump their horsepower in a comfortable but sterile package, Italian cars reflect their people: always busy, loud, fun, exciting. Whether turbocharged or naturally aspirated, Italian performance cars reward engaged, excitable driving. The more you put in, the more you get out.

So which Italian hot hatchbacks and performance cars are best of all? Let's start with the hatches. We considered the zesty Fiat Tipo Sedicivalvole and Abarth Punto, but ultimately went with different cars from each brand in our shortlist. From Fiat, we've chosen the Uno Turbo and Strada Abarth, both of which shine with small car/big personality appeal and easily make our shortlist. Both are

flawed masterpieces that firmly put fun first.

From Abarth, we can't ignore the 595, which is still on sale and extremely popular despite being launched in what seems like the Jurassic period. In objective terms, it lacks rivals' power, multiple drive modes and high-tech add-ons, but the plucky little Abarth doles out entertainment in the manner of a rude teenager. It's tremendous fun, something that cuts through to the inner petrolhead – there's a reason why so many supercar owners also have Abarths. The 595 is a true people's champion.

Alfa Romeo arguably invented the hot hatchback genre with its Alfasud Ti, taking on storied German opposition and winning hearts and minds. Small surprise that it not only makes our shortlist but goes through to the final as one of our top two. Alfa's 147 GTA with its glorious V6 Busso power delivers equally beautiful moments that defy logic – every trip is elevated to more than a mere journey. And of course, our shortlist contains the true hot hatch legend that is the Lancia Delta integrale – and since it's in our top two, we'll talk about that later on.

Moving on to performance saloons, the sublime Lancia Thema Turbo and its Alfa Romeo 164 V6 sister don't quite make our

shortlist. Nor does Alfa's 155 Q4, but its successor, the 156 GTA, certainly does. Despite lacking power next to a BMW M3, being 'wrong wheel drive' and having some dynamic flaws, the 156 GTA offers plenty of reasons to rouse yourself on a Sunday morning for a cobweb blast. And Alfa's current twin-turbo V6-powered Giulia Quadrifoglio is of course right up there, especially in epic GTA/GTAm form.

We had to include one Maserati in our shortlist. Sadly my beloved Maserati Ghibli Cup hasn't made it to the final two, despite much begging. For me it's a car that combines a glorious V6 with two turbos and a honed chassis to create a performance car that defies all expectations. It united mainstream car reviewers in praise 25 years ago; quite something for a company that was on the ropes just a few years beforehand. – **Nathan Chadwick**



## TOP 10 SHORTLIST

- Abarth 595
- Alfa Romeo 147 GTA
- Alfa Romeo 156 GTA
- Alfa Romeo Alfasud Ti
- Alfa Romeo Giulia Quadrifoglio GTAm
- Fiat Uno Turbo
- Fiat Strada Abarth
- Fiat 131 Abarth
- Lancia Delta HF integrale
- Maserati Ghibli Cup

## TOP TWO

1. Lancia Delta HF integrale
2. Alfasud Ti

*Wild Card:* Alfa Romeo Giulia Quadrifoglio GTAm





# CLASS 3: In the Family

Practicality has never been dull for Italian families

**F**amily lies at the heart of Italian culture, and the family car has always represented something very meaningful in Italian life. While the size and shape of the *auto di famiglia* has changed hugely over the years, Italy has always produced among the most innovative and influential family cars.

Let's start with Lancia. The Torinese marque may no longer make family cars but it was once a force to be reckoned with. The Aprilia was the final car overseen by company founder, Vincenzo Lancia, and was highly advanced. Its tapered monocoque body was sculpted in a wind tunnel, the narrow-angle V4 engine offered a heady top speed of 80mph, and all passengers could climb aboard easily thanks to an absence of B-pillars. All this in 1937.

A quarter of a century later, Lancia's boxy Fulvia saloon moved the game on again, with front-wheel drive, disc brakes all round, a synchromesh gearbox and independent suspension. The more luxurious Lancia Flavia and the later Beta both merit mentions, too.

Alfa Romeo has an equally illustrious history of combining family practicality with dynamic prowess. Launched in 1950, the 1900 was Alfa's first mainstream saloon, which proved itself on events such as the Targa Florio – leading to the memorable ad

slogan, "The car that wins races". It also combined new and old technologies, with a load-bearing unitary body, for instance.

Like the Fulvia, Alfa's Giulietta Berlina helped usher in a new kind of aspirational yet attainable sports saloon – setting a format that BMW and others would soon copy. Rear-driven, beautifully balanced and powered by peppy twin-cam engines, the Giulietta and later Giulia 105 became integral to Italian life, popular with everyone from travelling salesmen to the *carabinieri*.

Two more Alfas earn a place in our top 10: the 156 and current Giulia. The 156 debuted the modern Alfa Romeo look, with an offset front number plate and retro-inspired interior. Its 'hidden' rear door handles were radical, too. The current Giulia combines elegance, practicality and driving sharpness in all versions. What a shame so few buyers have recognised its talents.

Alfas that nearly made the cut include the Alfetta, 164, 155 and 159, all distinctive and desirable saloons. The Stelvio SUV was tempting to include, simply as a representation of today's preeminent family car format, but we followed our hearts in the end.

Fiat is Italy's most egalitarian car brand, so it's unsurprising it has four entries in our top 10 shortlist. The 128 was once described by

*Auto Italia* contributor Karl Ludvigsen as the most important car of the 20th century. Its front-wheel drive layout, with the gearbox mounted alongside a transverse engine, liberated impressive interior space – and influenced family car design for decades to come. Nearly 2.8 million were eventually produced.

The Fiat 124 sold in even greater numbers, surpassing 20 million sales (albeit mostly as licence-built Ladas), making it the second most successful car of all time, behind the VW Beetle. The Fiat Tipo of 1988 makes our shortlist, too. Its boxy body combined the footprint of a family hatchback with the legroom and luggage capacity of an estate car.

Although largely extinct now, the MPV was perhaps the most sensible family car format of all. The bug-eyed Fiat Multipla of 1998 was perhaps the best MPV of all time. Bold and extremely clever, its two rows of three seats, versatile boot and superb visibility made it a family favourite. And, incidentally, a hero in the design world.

Fiats that just missed the cut include the 1100 and 1200 – including the six-seat Familiare estate – and the 131. But our top two family cars that progress to the final are the Alfa Romeo Giulia 105 Berlina and Fiat 128. They're both eminently sensible, capable of transporting *mamma, papà* and two *bambini* to the seaside, and yet somehow transcend being mere transport. And that, more than anything, is what makes Italian family cars so special. –

**Tim Pitt**

## TOP 10 SHORTLIST

Alfa Romeo 1900  
Alfa Romeo Giulia 105  
Alfa Romeo 156  
Alfa Romeo Giulia (2015)  
Fiat 124  
Fiat 128  
Fiat Multipla  
Fiat Tipo (1988)  
Lancia Aprilia  
Lancia Fulvia

## TOP TWO

1. Alfa Romeo Giulia 105  
2. Fiat 128





# CLASS 4: Sports Cars

An embarrassment of coupe and spider riches

For many, Italy's sports cars define what it is to be Italian. Pull back the roof, blow out the stresses and strains of reality with just you, the sky and the sound of a soulful engine reverberating off the countryside. The sports car class is, as a result, perhaps the toughest of all. Our line-up of contenders is full of icons, deified throughout the world.

Take the Fiat 124 Spider and Alfa Romeo Duetto – two essential 1960s sports cars that conquered America and thus the world. Both offer gorgeous looks and zesty performance, yet hint at a sophistication and sexiness that few, if any, two-seater sports car rivals can offer. The fact that neither car progresses to the final two in our contest shows just how tough the competition is.

Another open-top spider to make our shortlist is the achingly beautiful, swift and exclusive Lancia Aurelia B24 Spider. The fun-to-drive Fiat Barchetta and Fiat 124 Spider just miss out on our top 10, but the Alfa Giulietta Spider is in there. However, it's the sublime, pre-eminent, pre-war 6C 1750 that makes it into the top as one of our two finalists.

When it comes to mid-engined sportsters,

the Dino 246 GT and Fiat X1/g ride the wedge epoch, each offering a stunning vision of the future through 1960s and 1970s spectacles respectively. While the Dino's stock has risen to near-supercar status, it was originally intended to bring exotic ideals to a more mainstream audience. Exactly the same can be said of the X1/g, except you can today buy many multiples for the price of one Dino.

As for sporting coupes, Italy has always been the leader. Lancia's superb Fulvia HF very nearly made the cut as one of our top two, but was just pipped by Alfa's 1950s Giulietta Sprint, because this was the car that laid down the template of future affordable Alfa coupes. It's for this reason that, controversially for some readers no doubt, the later Alfa Giulia 105 GT is also squeezed out of our top two. That's not to say it doesn't deserve to be right up there – let's not forget its on-track successes, revvy engines, engaging chassis and gorgeous looks. It's an icon, for sure, but it wasn't the trailblazer.

Other Alfa coupes to make our shortlist include the SZ ES30 and Alfetta GTV. They share a great deal, but their styling

philosophy couldn't be more different. Giugiaro's GTV hints at glories of the past, while the SZ is a sledgehammer punch of techno-classic retro-futurism. Not only are they great examples of the varied nature of Italian design, but both also go down as sports car legends for the most important reason: they drive superbly well. I'd pick the SZ every day – its suspension is pure motorsport-developed supremacy, and the sonic delight that is the Busso V6 makes it nearly perfect.

There are so many other sports cars that could have made it on to our shortlist – the Abarth 124 Spider, Alfa GTV 916, Alfa 4C, Fiat Coupe 20vT and Lancia Hyena, to name but a few – but you have to draw the line somewhere. Like we said, this class is one hell of a tough one. – **Nathan Chadwick**



## TOP 10 SHORTLIST

Alfa Romeo 6C 1750  
Alfa Romeo Alfetta GTV 6  
Alfa Romeo Duetto/Spider  
Alfa Romeo Giulia 105 GT  
Alfa Romeo Giulietta Sprint  
Alfa Romeo SZ ES30  
Dino 246 GT  
Fiat X1/g  
Lancia Aurelia B24 Spider  
Lancia Fulvia HF

## TOP TWO

1. Alfa Romeo Giulietta Sprint  
2. Alfa Romeo 6C 1750





# CLASS 5: Exotica

## Italy as the epicentre of supercars and grand tourers

Imagine a place where *dolce vita* sensibilities, craftsmanship and racing spirit all mix in one gloriously heady dreamscape. Italy is that place – the perfect place, in fact, to give birth to the world's most alluringly intoxicating exotic cars. And in our final class, 'Exotica', we're considering two distinct groups: grand tourers and supercars. With such a smorgasbord of exceptional Italian exotics to choose from – and to avoid our shortlist being dominated by a parade of Ferrari 250s – we've imposed a £1.5 million ceiling on our choices.

Italy's landscape of rolling hills, coastal curves, Alpine passes and autostradas perfectly chimes with the grand touring tradition, and Italy's coachbuilders really knew how to deliver the best. All the greatest car makers – Alfa Romeo, Lancia, Maserati – excelled at making grand tourers, and were soon joined by new pretenders like Lamborghini and Iso. Even Fiat was seduced into making its own GT car, the 8V. Above it all, though, arcing like an automotive rainbow, has been Ferrari.

Maserati's pre-eminence in this class was kick-started by the 3500GT and 5000GT, which provided the template for speed, refinement and style that defines Italian

grand touring. But Maserati reached its GT peak, in our view, with the Ghibli of 1967: supremely elegant, potent and cosseting, it comfortably makes our shortlist.

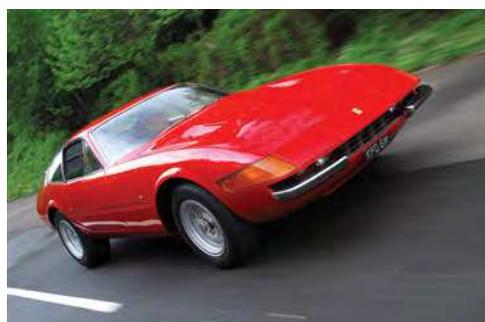
We also considered the Iso Grifo and Lamborghini Espada – both GT greats in different ways – but their problem is that Ferrari also happened to be *quite* good at making GTs, too. There are literally dozens to choose from but ultimately, two GTs from Maranello make our shortlist: the 250 GT Lusso and 365 GTB4 Daytona. The GTL just squeezes under our £1.5m bar as a representative of the glorious 250 GT family and ultimately squeezes out the delicious Daytona to be one of our two to go forwards into the final – but it was a surprisingly close call.

Apologies to GT fans that we couldn't include more modern classics in our top 10, with the Ferrari 550 Maranello just pipped to the post by this great pairing: the Maserati GranTurismo and the Alfa Romeo 8C Competizione (which was, of course, based on a Maserati platform).

Now we turn to the most spectacular yet divisive category of all: supercars. It's no hyperbole to say that Italy invented the supercar form when Lamborghini launched the Miura in 1966. Arguably the Sant'Agata

car maker has defined this class ever since. The Miura is too valuable to make it under our £1.5m barrier, but its successor, the Countach, does. The 'Tach's brutality and iconic design easily see it waltz into the top 10 – although some fundamental flaws keep it out of the top two. Instead we're awarding a 'wild card' final place to Lamborghini's Huracán STO, which we think is the best supercar currently being made.

Of course, Ferraris had to make it into our supercar shortlist. First up is the 458 Speciale, whose combination of naturally aspirated, rev-happy V8 and supernaturally analogue handling makes it a winner, just edging out the 488 Pista. Another mid-engined supercar, the Lancia Stratos, makes our shortlist because of its rally-conquering status and superbly clean shape. But taking the clear number one slot in this category is the sublime Ferrari F40, about which we'll wax lyrical in just a few pages' time. – **Chris Rees**



### TOP 10 SHORTLIST

- Alfa Romeo 8C Competizione
- Ferrari 250 GT Lusso
- Ferrari 458 Speciale
- Ferrari 365 GTB4 Daytona
- Ferrari F40
- Lamborghini Countach
- Lamborghini Huracán STO
- Lancia Stratos
- Maserati Ghibli
- Maserati GranTurismo

### TOP TWO

1. Ferrari F40
2. Ferrari 250 GT Lusso

*Wild Card:* Lamborghini Huracán STO

# Top 12 Shootout

Story by Chris Rees & Nathan Chadwick  
Photography by Michael Ward



**S**o having carefully considered our shortlisted nominees from each of the five classes, the 50 contenders for the title of 'greatest Italian car of all time' have been whittled down to just 12. The top two cars from each class now go forwards to our final shootout, alongside two extra wild card entries that represent the best new Italian cars being made today (Alfa Giulia GTAm and Lamborghini Huracán STO). Over the next 24 pages, it's our task to rank them, counting down from number twelve to number one. Which of these landmark cars will take the crown as the greatest Italian car of all time? Read on to find out...

## THE TOP 12

**Alfa Romeo 6C 1750**  
**Alfa Romeo Alfasud Ti**  
**Alfa Romeo Giulia Berlina**  
**Alfa Romeo Giulia Quadrifoglio GTAm**  
**Alfa Romeo Giulietta Sprint**  
**Ferrari F40**  
**Ferrari 250 GT Lusso**  
**Fiat 128**  
**Fiat Nuova 500**  
**Fiat Panda**  
**Lamborghini Huracán STO**  
**Lancia Delta HF integrale**

*Sincere thanks to the amazing support provided by the stellar cast who made our 'Greatest Ever' feature, well, the greatest ever: Ian Barkaway, Tanc Barrett, Olli Baumann, Nick Benwell, Nathan Chadwick, Carol Corliss, Aldo Diana, Barrie & Dave Fish, Olivia Gauche, Richard Heseltine, Vernon Hibberd, Andrew Hunter, Tony Illsley, Tony Ives, Giuseppe Minetti, James Needham, Gary Orchard, Tim Pitt, Claire Prior, John Reaks, Grant Richardson, Stuart Taylor, Gary Walker and Sarah Ward*





Fiat 128

Leading From The Front





Even among Italian car aficionados, we expect a few eyebrows to be raised over our choice of the humble Fiat 128 as one of the 12 greatest cars ever made in Italy. But permit us, if you will, to set out our stall. Launched in March 1969, we contend that the 128 was one the single most important popular cars of modern times. It was truly ground-breaking, marking the point when front-wheel drive family cars finally reached the point of maturity.

In the late 1960s, car makers were still grappling with the problem of how to make front wheels both steer and transmit power at the same time. Although Alec Issigonis' Mini had established the principle of a front-mounted transverse engine driving the front wheels, it was the genius of Fiat's Dante Giacosa who accommodated the gearbox without slinging it below the engine and forcing the two to share the same oil.

The layout of an offset final drive and unequal-length driveshafts – widely referred to as the 'Giacosa arrangement' – was both compact and efficient, setting the standard

that would be adopted almost universally by other car makers over the coming decade. When Giorgetto Giugiaro visited VW to present his sketches for the Golf, he saw a 128 being disassembled and recalled that VW technicians believed the 128 to be the absolute benchmark in its class – a true template for the Golf.

Power came from a new Lampredi-designed five-bearing engine with a belt-driven overhead camshaft, whose 1116cc was good for 55hp, delivering the performance of a 1.3-litre engine. More cutting-edge features included an all-synchromesh gearbox, sharp rack-and-pinion steering and independent suspension all round, ensuring it was superb fun to drive.

The 128's wheel-at-each corner layout proved to be a packaging ideal, with 80 per cent of the car's length given over to passengers (even the spare wheel was tucked away in the engine bay). Its shape was a simple and honest three-box saloon with big windows, slim bumpers and the minimum of superfluous trim. It might have been even more of a pioneer had

Giacosa's original plan to incorporate a hatchback been carried through (this version would eventually emerge in Yugoslavia as the Zastava).

Deservedly voted Car of the Year for 1970, the 128 was an instant sales hit, bolstered by the addition of a Panorama estate version in 1970 and a sporty Rally model the year after, the latter powered by a 1290cc engine with a twin-choke Weber carb and 67hp.

It's one of these rare Rally models that owner Aldo Diana has brought along today. Doesn't this two-door look great with its matt black grille, stripes and circular rear lights (borrowed from Fiat's 850 Sport)? This is one of the nicest 128s of all to drive, its 1.3-litre engine revving so smoothly, albeit noisily, up to and beyond 6500rpm, and its gear lever begging to be stirred around the H-gate.

Over its 40-year lifespan, the 128 sold over four million examples worldwide. The 128 platform even underpinned its replacement, the Ritmo/Strada. For us, though, the 128 is the definition of what a popular Italian car should be: honest, rational, low-priced, creatively engineered and great fun to drive.





# Alfa Romeo Giulia Super Superlative Saloon





**T**he Alfa Romeo Giulia Tipo 105 is here as a representative of our family car class, but it could so easily have joined as a sports car, even in four-door Berlina guise.

Much of the magical driving experience you can enjoy in the sportier members of the Alfa 105 family – the Giulia GT coupe and Duetto/Spider – applies in equal measure to the saloon. Therein lies the Giulia’s brilliance, and why it deserves a place in our Top 12 list.

Turn the clock back to 1962 and the concept of a sports saloon was very novel, especially one with such compact dimensions and a relatively small engine. By the time you’d graduated to a saloon car it was pretty much admitting to the world that your youthful years were behind you. The Giulia was different, however: having four doors was no longer just for bores.

There was the way it looked, to begin with. Giuseppe Scarnati’s design might look like a simple three-box design from a distance, but get up close and you’ll see superb details like the furrowed brow of the front wings tailing

off to the Kamm rear end. It was a functional shape, too: despite looking brick-like, it had a wind tunnel-honed drag co-efficient of 0.34. This helped deliver a 0-60mph time of 12 seconds in launch 1.6-litre form. That might not seem swift now, but in 1962 it was quicker than most outright sports cars.

The owner of the Giulia Super on these pages, Giuseppe Minetti, uses it as a semi-daily driver. Although it says ‘1.6’ on the back, it’s actually running a 2.0-litre engine, which delivers great pace and all the raucous thrills of twin-cam revviness, soaring with delight, all fizzing excitement and induction roar, accompanied by that traditional parp from the exhaust.

In the handling department, the Berlina is sharper than many sports cars. The light steering firms up beautifully, allowing the textures of the road surface to tingle up your arms and into your brain. There’s lots of grip, and little in the way of lean or pitch.

Such is the infectious enthusiasm of the Giulia, and the 105 chassis, that it gets under your skin and has you begging for

more. What starts as a simple drive turns into a fully engaged thrap. It just loves to be driven, and driven vigorously. It’s perhaps easy to under-estimate how much of a revelation this car must have been back in the early 1960s compared to its stodgy four-door rivals.

Arguably, the Giulia is the quintessential Alfa Romeo. While glamorous racers and special-bodied beauties might well tug at the heartstrings and dominate concours results, the reality is that for much of its life Alfa Romeo has been about humble cars: saloons, hatches and coupes, cars for the everyman rather than aristocrats.

The Giulia’s legacy is the DNA it infused in Alfa Romeos that came afterwards. For many decades, you could feel the same energetic fizz from the engines and the same light, precise, sharp steering. It’s certainly a recipe that other manufacturers learned from the Giulia. It’s hard to imagine BMWs gathering such plaudits for their handling and spirited performance had it not been for Alfa Romeo leading the way.





# Lamborghini Huracán STO

## Final Hurrah





naturally aspirated 5.2-litre V10 that delivers its 640hp payload with superb, lag-free linearity up to its redline of 8500rpm.

**S**upercars aren't for everyone; you have to be comfortable with the attention they bring, both positive and negative. And Lamborghinis certainly aren't for all supercar owners. So why have we chosen the Huracán STO (Super Trofeo Omologata) as one of our top 12 greatest Italian cars of all time?

Quite simply because it represents a pinnacle among supercars. Few beg for eyeballs more keenly than the STO: in a genre where stylistic restraint is usually overlooked, the STO is automotive maximalism in its 'purest impurity' – shin-chomping canards, sky-scraping rear wing, origami arches and more slashes and slices than the average horror flick. To top it off, it's covered in yellow decals.

The theatrical impact continues inside with a dashboard that sci-fi dreams are made of. There's a flap for the engine start button that you have to lift up before you can press it. The steering wheel has a button for three different drive modes that alters the amount at which your sternum will eventually complain later. Oh, and then there's the noise.

This is where the STO's sense of occasion really moves into its main act. The growling from the V10 is like an angry Rottweiler protecting a scrapyard. Plant the throttle and suddenly the digital dash is a flurry of rapidly increasing numbers and flashing lights, and the outside world becomes a Salvador Dali-like smear.

Not only does the STO make all the traditional supercar noises, it has a suitably 'super' set of performance figures: 0-62mph in 3.0 seconds – half the time it's taken you to read this last sentence – and a 193mph maximum. But it's the way that it delivers these figures that's so impressive. There are no turbos, no hybrid batteries, just a glorious,

It's not just about the sound and the fury, either. The STO is rear-drive only (the vast majority of Huracáns sold are all-wheel drive) and has rear-wheel steering and specific springs, anti-roll bars and dampers. As well as the aero tweaks, the STO has also been put on a diet. The result is that it's a sheer delight through corners: light, agile and engaging. The variable-rate Dynamic Steering system has been replaced by a fixed-rate set-up, resulting in blissful fingertip control and perfectly accurate responses. The handling is balanced and communicative in a way that most cars have lost; the balance of power is with the driver, not a set of black boxes. The STO is, simply put, the best-handling Lamborghini of all time.

More than this, it works not only as an extreme supercar but also as a car you can actually use. I'm 6ft 5in with a posterior best described as generous, yet I managed to find room for knees, elbows and arse. The sills aren't impossibly wide and the seats and steering wheel column adjust to fit. The low-speed steering doesn't wrench my biceps out of my arms and the turning circle wouldn't embarrass an oil tanker. Nor does it bottom out on regular roads and it can cope with sleeping policemen. You really could drive an STO, extreme as it is, every day.

Lamborghinis can sometimes feel like the young provincial estate agent at a wedding – shiny suit, lots of chatter, little substance between the ears – but the STO is the real deal, a Lamborghini that delivers on its visual promises. It's the hero Huracán we all knew Lamborghini could produce, a last hurrah of transforming hydrocarbons into hilarity before the hybrid era arrives at Sant'Agata. The STO is, truly, a great.





# Alfa Romeo Giulia GTAm

# Peak Alfa





As one of our two 'wild card' brand new car entries, the Alfa Giulia Quadrifoglio holds its own with effortless ease. Even the regular Giulia Q would easily have made our Top 12: after all, it is comfortably Alfa's greatest car of the last decade: Ferrari-developed 510hp V6 twin-turbo; dedicated Giorgio platform with sensational steering and suspension; lightweight carbon goodies; we could go on and on.

But great though the Quad is, we can't ignore the fact that the first examples of the evolved limited-production GTA and GTAm are now starting to arrive on UK shores. We simply had to invite the GTAm along as the best Alfa currently on sale.

The GTAm is a truly sublime animal, one that's surprisingly different to drive than the regular Quad. The recipe for the 'Gran Turismo Alleggerita' is beyond mouthwatering. With a thinner windscreen and carbonfibre for the front bumper and wings, the GTA sheds 50kg in weight. The GTAm version goes 50kg further with a

stripped-out, two-seat interior and Lexan windows, plus a more extreme aero package.

Under the bonnet, tweaks to the 2.9 V6 engine deliver an extra 30hp of power, taking it up to 540hp. Chassis upgrades include a wider track, unique 20-inch centre-lock wheels, Michelin Cup Sport 2 tyres, lighter springs, unique dampers, different suspension geometry and uprated bushes.

Today we have a two-seat GTAm to admire, assess and adulate. What makes it special is instantly apparent on start-up, as you sense the difference the bespoke Akrapovic titanium exhaust makes through its centre-exit exhaust pipes: a harder, raspier and yet more cultured sound than the Q's.

In motion, you understand how much pointier the front end feels right from your very first corner. The steering feel is beefier and more direct. The car just goes where you point it; it's the biggest single improvement of the GTAm. While the suspension is stiffer than the Q's, it's still very compliant. There's less understeer, less body roll and more grip, which considering the regular Quad is so epic

in all these regards is something of a revelation. The GTAm represents not a mere upgrade but a distinct experience in its own right. On track, it comes into its own even more keenly; as one professional racing driver put it: "I'd rather have a Giulia GTAm than a Porsche 911 GT3 RS."

While the Giulia Q generates positive vibes, the GTAm blasts them into every cranny of doubt. To say it straight: we love everything about the GTAm. Except, that is, its price tag: north of £150,000, versus £74k for the standard Q. But then the GTAm is an extreme rarity. The UK was allocated 70 of the 500 cars that are being sold worldwide, but it's thought that fewer than half that number have in fact been snapped up here; other, keener, markets got 'our' allocation (shame on you, British Alfisti!). That means right-hand drive GTAs will be guaranteed blue-chip classics in years to come.

If you hadn't guessed already, we rate the Giulia Quadrifoglio as a true star here at *Auto Italia* – and the GTAm version is peak Alfa, pure and simple.





# Nuova Fiat 500 Baby Bella



If you had to choose one car to sum up Italy, what would it be? The answer to this question is why the smallest Fiat of all time is rubbing shoulders with Ferraris and Lamborghinis in our Top 12 shootout. The baby Fiat 500 is so much more than a mere car: it's visual shorthand for all things Italian, and unquestionably a cultural icon. Today, the 500 is widely enjoyed as a fun starter classic, a fashion accessory almost, but in its day it was the cheapest car on the market and perfectly fulfilled its intended role: that of motorising Italy.

Humble though the Fiat Nuova 500 was at launch in 1957, it was triumphant in achieving its objectives. Its creator, the brilliant Dante Giacosa, was very much thinking big by thinking small. The 500 was a masterpiece of packaging, allowing four passengers and a decent amount of luggage to squeeze into a

footprint that was shorter, narrower and lighter than the BMC Mini that followed it.

The 479cc air-cooled two-cylinder engine slung out the back may have produced only 15hp in its initial form, but the 500's lightness ensured a level of off-the-line nippiness that guaranteed gaps in traffic could always be exploited. And its compact dimensions meant that those rare Roman parking spaces could always be squeezed into.

A bigger 499cc, 18hp unit arrived in 1960 with the 500D. Thereafter the 500 evolved gradually. The 1965-1972 500F swapped the original suicide doors for front-hinged ones, while the 1968-1972 500L (for Lusso) upped the equipment with reclining seats, carpets and – oh, the luxury! – a fuel gauge. The roll-out 500R (1972-1975) received a 126-derived 594cc engine and a synchronised gearbox.

Piloting Dave Fish's superb 500F demonstrates why driving fun is never just about power. The fact that the Fiat 500 is slow – topping out at around 60mph and taking a glacial age to get there – really doesn't matter. The 500 was built for urban life, and its charms reside mostly at low speeds: steering that's ultra-light and responsive, and a turning circle that renders three-point turns redundant.

The real fun of driving on the open road is about maintaining forward momentum – this is a car in which you never slow down unless you really need to. Working your way skilfully around the non-synchromesh gearbox brings its own rewards, while corners are best negotiated with a smoothness that flatters the rear wheels' negative camber. This is a car that you can drive flat out every minute of every journey and never worry about



## GREATEST EVER ITALIAN CARS

points on your licence. And you'll be laughing out loud the whole way.

The Fiat 500 is the antithesis of the modern-day ethos. It's not remotely flabby, saggy or heavy in any way. If an item is not essential, you won't find it in a 500. This is a car that's wonderfully practical, simple and cheap to run. As a classic, the 500 never fails to reward with smiles – both for the driver and for passers-by. The shape is so beautiful and iconic that it even inspired Fiat to revive its profile with the current 500. Put simply, there has never been a cuter commuter than the 500.





# Alfa Romeo Alfasud Hot Hatch Hallelujah

Some may question why the Alfasud rates such a lofty position as seventh in our top 12. After all, this is a car that could so easily have a tragic opera written about it, so troubled was its birth and its early life, as it returned to base mineral elements. The reason why the Alfasud is in seventh position – and why the tragedy of its reputation for rust is all the more acute – is because it's an absolute cracker of a car.

Alfa Romeo took its time with its first front-wheel drive model. First mooted in the 1950s, work on the project only began in the late 1960s. The 'Sud would be built at a state-financed new factory at Pomigliano d'Arco, near Naples, and was staffed by locals more used to feudal farming. That was another

element of the Alfasud story that went wrong, but the factory remains important today as it's still knocking out Fiat Pandas.

However, it's the way the Alfasud drives that makes it truly special. The flat-four engine is a raspy peach, all hissing anger and intent that turns into a vicious growl. Engines ranged from 1.2 litres to 1.5, all of them enjoying being revved as far as the needle would go, in good Alfa Romeo tradition.

The boxer engine also helped the Alfasud be a star around corners. The horizontal piston layout meant that not only could the bonnet line be lower, but so could the centre of gravity, meaning roadholding, grip and handling were a revelation. Helped by sophisticated MacPherson struts up front, a Watt's linkage-endowed beam rear axle and

rack-and-pinion steering, the 'Sud made all other cars in its class seem stodgy and inert. The fact that it also had inboard front disc brakes and rear discs was another bonus.

The Alfasud Ti version that arrived in 1973 set the template for the hugely popular hot hatchback market for generations. Or would have done, but for a technicality: namely, it was launched as a saloon and didn't acquire a hatchback tailgate until 1976. By then, the VW Golf GTI had become the de facto hot hatch, even though it was clear that Volkswagen had been directly influenced by the Alfasud.

After buying this 1982 1.5 Ti X, Gary Orchard restored it to concours-winning condition. Having driven it, we can confirm that, compared to the much-heralded Golf



## GREATEST EVER ITALIAN CARS



GTI, the Alfasud Ti is a far better car to drive. Firstly, the Alfa brakes much better than the Wolfsburg machine, and its light and crisp steering makes the Golf's heavy, unassisted equivalent feel like opening a rusty porthole on a submarine. And by the 1980s, the Alfasud Ti had the raw punch (105hp) to compete as a hot hatch, too.

Over 50 years on, the Alfasud still does the business; it's a car that feels ahead of its time. The steering is traditional Alfa, even though the driven wheels are up front. Throw the 'Sud at some corners and it's light, agile and nimble; the steering is uncorrupted and the nose never wants to plough straight on.

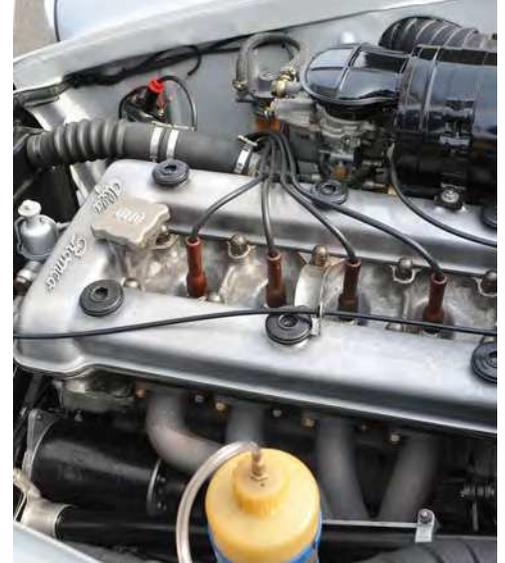
The Alfasud initiated the philosophy that, in the same way that the Mini democratised sporty driving in the small car class, even in its most basic guise driving should be about fun rather than a mere chore. In Ti form, it remains the quintessential hot hatch that set the DNA, driving dynamics and guiding principles for everything that followed.





# Alfa Romeo Giulietta Sprint Art of Alfa





**Y**ou just can't stop gawping at it. On looks alone, the Alfa Romeo Giulietta Sprint deserves its high placing in our 'Greatest Ever' shootout. Designed by Franco Scaglione of Bertone, the Sprint was an exercise in the elegance of simplicity, perfect proportion and delicate understatement. This 1950s icon's shape has withstood every changing fashion with easy grace. Small wonder that the Sprint attracted the custom of the likes of Sophia Loren, Gina Lollobrigida and Diana Dors; it's right up there with these screen legends in terms of beauty.

But its perfect profile is not the real reason why Alfa's 1955 coupe occupies sixth position in our Top 12 chart. It's got more to do with the way it magically synthesises all the things that make a car a true classic. In addition, the Giulietta Sprint was absolutely vital to Alfa Romeo's story; one wonders indeed what Romeo would have been without his Giulietta.

Let's start with that historical significance angle. The Giulietta Tipo 750 marked Alfa's first move into the mainstream market. However, when the intended saloon version was delayed, the Sprint coupe became the

first of the new family to break cover, which it did at the April 1954 Turin Motor Show. As such, the Sprint became Alfa's pioneering 'middle class' car – marketing ground that Alfa has occupied ever since.

Yet the Giulietta was in no sense a middle-of-the-road machine. With Alfa's long tradition of high-quality engineering to draw on, it boasted a level of sophistication that only highly exotic cars of the era shared. This started with Giuseppe Busso's incredible all-new engine, which featured an unprecedented level of aluminium in its construction and twin overhead cams, unique for such a small engine at the time (1290cc at launch). The Sprint's light overall weight and peppery power made it a genuine 100mph car. Then of course there was the Sprint Veloce (SV) version whose lightweight aluminium body parts saved around 100kg, making it even faster.

Even today, the regular Sprint feels surprisingly modern to drive. We're lucky enough to be sampling Tony Ives' superbly restored 1956 Series 1 example; early cars like this were entirely hand-built at Bertone's coachworks. After some hesitation, the engine delivers super-sweet

eagerness, its short stroke meaning it's as keen as a terrier to rev. Only the column gearshift of this early car (it later changed to a floor shift) feels antiquated: it's an awkward movement at first but you get used to it very quickly. With its independent front suspension by wishbones, plus coil springs all round, it handles with alacrity (small wonder it was so successful in competition), yet it also rides comfortably enough to work well as a grand tourer.

The Sprint even survived the arrival of the new Tipo 105 Giulia in 1962. Renamed the Giulia Sprint, it adopted the Giulia's bigger 1570cc engine and five-speed gearbox, while in Giulia 1300 Sprint form, the coupe lasted right up until 1965. The Sprint also provided the basis for the sensationally lithe Sprint Speciale (SS) of 1959 and Zagato's super-lightweight SZ.

No question, the Giulietta Sprint was the moment when Alfa's modern era truly began. It's the starting point for everything that followed, most notably of course the closely related and much-loved Tipo 105 Giulia series. That Sprint moniker may have been perfectly apposite given its peppery pace, but its influence was truly long-running.





# Ferrari 250 GT Lusso Dressed to Thrill

Any list of the greatest cars ever has to include a Ferrari 250 GT. Trouble is, almost all are stratospherically expensive, up to and including the world's most valuable car, the 250 GTO. Within our £1.5 million price cap, there's a choice of just two 250 GTs: the GTE 2+2 or the GT Lusso. Considering it's possibly the most beautiful Ferrari ever made, the GT Lusso seems unfairly undervalued. In fact, we'd go as far as to say it's our favourite road-going Ferrari GT of all time.

The 250 GT Lusso was the very last pure road-going model in the legendary 250 GT series that started in 1954. The 'GT/L' made its debut at the 1962 Paris Salon and lasted in production for less than two years. As its

'Lusso' tag implied, this was essentially the street version of the 250 GT SWB Berlinetta.

Other than lacking a competition pedigree, the GT Lusso has absolutely everything going for it. It starts with *that* shape.

Approach it from any angle and you're rewarded with curves that glide seamlessly one into another; it's worth walking right around the car to admire how it evolves like a masterful Shakespearean plot. It has harmony and balance, for sure, but also keen drama thanks to its wide, low-set, racing-derived front grille, Kamm tail and aerodynamic boot lid lip.

Underneath, the Lusso benefits from sharing essentially the same specification as the legendary 250 GT SWB. That includes the 2400mm wheelbase tubular steel chassis,

albeit with the engine mounted a little further forwards to increase cabin space. And what an engine: Colombo's 'short' block 2953cc V12. Fitted with three twin-choke Weber 36 carbs, it was good for 240hp – almost as much as the SWB.

The suspension, brakes and steering are basically shared with the 250 GT SWB, too: coil springs and wishbones up front, rigid rear end with leaf springs and radius arms and four-wheel Dunlop disc brakes. But two rear suspension upgrades were taken straight from the 250 GTO racer: a Watt's linkage and concentric springs around the dampers, endowing it with great sure-footedness.

Today we have the pleasure and privilege of driving James Needham's stupendous





example, beautifully cared for by Barkaway's. Open the door and you're enticed into a cabin that looks and feels amazing. Nestling into the deep bucket seats, you're struck by the unusual dash layout: speedo and rev counter nestling in large binnacles in the centre of the fascia, angled deliciously towards you.

Grasp the wood-rimmed aluminium steering wheel, turn the key, press the black start button and the sound of the V12 instantly transports you to some Tuscan dreamscape. A super-short stroke of 58.8mm endows the V12 with supreme smoothness and a free-revving feel. It'll go all the way to 7500rpm, ever evolving as the revolutions rise, the exhaust note becoming deeper, the carbs more vocal, before it hits a super-sweet zone at 4500rpm, when everything gels into one intoxicating,

symphonic, mechanical delight. The Lusso can reach 60mph in 7.5 seconds and top out at 150mph – and it genuinely feels fast, even today. A real highlight is the four-speed all-synchromesh gearbox, which feels so positive from first right through to fourth, the mechanical action of the lever so tactile.

Considering the unsophisticated leaf-sprung rear axle, the Lusso's handling is beautifully engaging. That short wheelbase and even weight distribution make it innately balanced; there's mild understeer at low speeds, but as the pace increases, so does the handling neutrality. Ticking the throttle, oversteer is superbly predictable. The worm-and-sector steering is hefty but accurate. You instantly understand why contemporary racing drivers loved this car so much, despite its 'luxe' marketing. Like we said, this is our favourite Ferrari GT of all.





# Alfa Romeo 6C 1750 Sporting Spirit



**S**o many pre-war Italian cars might have made it on to our Top 12 list: the Lancia Lambda for its pioneering unitary construction; the Fiat Topolino for how it democratised transport; or the Lancia Aprilia for its advanced engineering. Instead, it's one of the greatest sports cars of all time

that has exerted an irresistible pull on us: the Alfa Romeo 6C 1750.

Those '6C' alpha-numerals simply signify six cylinders, but in Alfa lore that represents something very special. While there had been Alfa straight-six engines before (the G1 of 1921 and the Merosi-designed RL of 1923), it was engineer

Vittorio Jano, who joined Alfa Romeo in September 1923, who catapulted the format to the height of success with his 1.5-litre 'six'. The new powerplant entered production as the 6C 1500 in 1927.

Jano's 1487cc engine used a single overhead cam and was an exceptional powerplant in so many ways. But there was





more to come, as in 1929 Jano increased the capacity to 1752cc by boring and stroking it. The 6C 1750 moniker was born, establishing the legendary '1750' number in Alfa lore.

Even in regular form, performance from the 1.75-litre engine was exceptional for the time, with its new twin overhead cam design offering excellent torque as well as power. It was the sporting models that made the 1750 legendary: the Super Sport of 1929 and the upgraded Gran Sport that followed it in 1930, boasting a twin-choke carb and crank-mounted supercharger. In 'Compressore' form, using a Roots-type supercharger made in-house by Alfa, the 1750 unit was capable of up to 95hp in road-going spec, and as much as 102hp in competition spec.

The Alfa was a lightweight machine that offered the ultimate in speed, handling and braking at the time. As much was proven in competition: in 1929, for instance, it triumphed in every major event it entered, including the Grands Prix of Belgium, Spain, Tunis and Monza, plus the Brooklands Double Twelve, Ulster TT and Mille Miglia.

The 6C 1750 lasted in production until 1933, during which time 2635 were made. The most desirable bodies built on the 1750 chassis were undoubtedly those made by Zagato of Milan. And it's one of Zagato's creations that you're looking at on these pages: specifically a 1931 6C 1750 Gran Sport Zagato. Brought along by Nick Benwell of the renowned pre-war sports car specialist, Phoenix Green Garage based in Hampshire,

this is one of several 1750s that competed in the 1933 Mille Miglia. It remains in remarkably unspoilt condition, sporting for instance its original engine and gearbox; even some of the paintwork on that tautly purposeful Zagato bodywork is original.

In a brief sojourn in this historic machine, we're able to marvel at the centre accelerator and right-hand brake pedal. It feels surprisingly fast, as well as agile with its short wheelbase and narrow track. The gearbox is certainly noisy in third but it smooths out beautifully in fourth, and Nick reports that the 6C can run happily all day in top gear. That's something it certainly needed to do back in 1933 – in its day, the 1000-mile Mille Miglia was completed in something like 16 hours.





# Fiat Panda Inside The Box



**S**imple, rational, essential. That's the Fiat Panda, whose development ideals stemmed from an ideology that now seems long forgotten. In replacing the 126, Fiat wanted a car that had the same utilitarian abilities as the Renault 4 and Citroen 2CV, and was easy to maintain, own, park and use – as well as being the cheapest car on sale. Suitably, the Panda takes its name from the Roman goddess of travellers, Empanda.

Giorgetto Giugiaro styled the car in 15 days alongside his business partner Aldo Mantovani, and likened it to a piece of military equipment: “like a helicopter: something light, rational and optimised for a specific purpose”. As such, the floor was flat and the roof high to maximise interior space in a small footprint. Clever features included ‘deck chairs’ that offered multiple seating permutations. With the rear seats

down there was more than 1000 litres of storage space, which made it perfect for families and small businesses.

The engines were similarly small, starting with a two-cylinder unit developed from the 126, and four-cylinder units of which none popped above the 1.0-litre size (at least in petrol form – a 1.3-litre diesel was offered in some markets). The Panda was a huge hit, with 4.5 million made over a 23-year run.

We could have chosen any version of the first-generation Panda to feature in our Top 12 shootout, but there's something very special about the four-wheel drive version. If you're up an Alp with more white powdery stuff than a disgraced MP's counter-top and you need to get to the après ski, forget your huge horsepower SUVs with their torque vectoring, hill descent assist and four-wheel steer. They'll be utterly outclassed by a Fiat Panda 4x4, as generations of

mountain-dwellers can attest.

Launched in 1983, the Panda 4x4 used a 965cc four-pot engine purloined from the Autobianchi A112, mated to a Steyr-Puch drivetrain. The clever Austrians served up the clutch, power take-off, propshaft and entire rear axle arrangement, including the brakes and diff. This was a true pioneer: the first small transverse-engined car to have four-wheel drive.

'Our' car, owned by Olli Baumann, is a Gen 1/Mk2 Sisley. This was originally a special edition with an inclinometer, roof rack, headlamp washers, painted white wheels and metallic paint, but it was so popular that it soon became a regular model.

Let's not kid each other – the Panda 4x4 will not make your heart jump for joy on regular roads. The steering is light, feel-free and about as accurate as our attempts to speak Italian. It's noisy, rattly and the suspension is jolty. And with just 48hp, it's no



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supercar – although when *Motor* magazine tested it, the 4x4 system helped catapult it off the line and set the fastest 0-30mph acceleration time the mag had ever recorded.

That's really not the point, though. The Panda 4x4 earns its status as one of the best Italian cars ever because, prior to its launch, pretty much the only way to move stuff around mountain passes was via a donkey. The Panda 4x4 mobilised, enriched and enabled communities. It was the cheapest 4x4 to buy and the cheapest to run. Mechanically simple, it didn't need to be rebuilt every 10 minutes, unlike some off-roaders. If ever a car were perfectly crafted for its environment, this was it.

Over recent years the Panda 4x4 has become something of a cult car. Prices for the very best examples now break into the five-figure zone and the restomod market has discovered it, offering as-new examples full of creature comforts. This rather fashionable status is somewhat at odds with its original design philosophy as a 'car for everyone'. And one of the greatest things about the Panda – both the regular hatch and the little mountain-climber – is that so many are still in use daily. They show up the trend for ever bigger and more expensive cars as the inefficient folly they are.





# Ferrari F40 Raw Pride



Inevitably, nominating the greatest Ferrari ever made gave us more headaches than any other aspect of our 'Best Ever' rankings. Maranello has a stupendous back catalogue to draw on but we think the F40 is the best Ferrari of all time (within our budget of £1.5 million, at any rate).

It's only such good value (by Ferrari standards) because far more than the original 400 planned units were made: 1411 in the end, versus much smaller numbers for such Maranello-max models as the 288 GTO and 250 GTO.

That doesn't impinge one iota on the F40's sense of specialness. Everything about the F40 affirms speed, purpose and drama. Not surprising considering it's a virtual racer in street clothing, having its origins in the stillborn 288 GTO Evoluzione Group B racing car. Result: the F40 is the

purest, most focused supercar ever built. It's a stripped-out, lightweight, old-school machine with precisely no driver aids. Innovations included exotic materials like Nomex, Kevlar and carbonfibre. Pininfarina's testosterone-charged shape still has the power to shock with its hunkered-down profile and Cam-Am style wing over the lowest, widest rear end you ever did see.

If life is defined by experiences, getting behind the wheel of an F40 is one of the most memorable you'll ever have. Climb over the carbonfibre sill – on this example, signed by Michael Schumacher in 2001 – and you're greeted by ultra-thin carbon seats and almost nothing covering the bare carbon interior, just a flocked finish for the dash, centre tunnel and roof lining. The sense of intimidation is palpable, not helped by almost zero visibility out of the vented

Plexiglas rear screen.

Fire up the beast and you're greeted by a gruff 'thwob-thwob' sound as the turbocharged V8 fires up. An enlarged 2.9-litre version of the GTO's V8 engine with two turbos in place, it's good for 478hp. Snick the gear lever into dogleg first, your left calf screaming with the effort of depressing the clutch, and you're off.

The V8 only really comes to life once the turbos have spooled up, which happens around the 3500rpm mark. This is power utterly unlike today's civilised turbo machinery: it's delivered with more kick than a wild donkey. And unlike today's rev-shy turbo powerplants, the F40's goes all the way to 7800rpm, all the way serving up a truly intoxicating mix of mechanical muscularity, screaming exhaust note, turbo whoosh and wastegate chatter.





Here's a moment any F40 driver will know. Snicking the lever into third gear and hoofing the accelerator, the rear end steps sideways in dramatic fashion, with no traction control system to rein it in. The technique for managing this is to 'ride' the boost of the turbos, backing off the throttle and changing gear to suit. Oh, and to choose your moment to go full throttle with maximum care. And that should, incidentally, never be on a wet road..

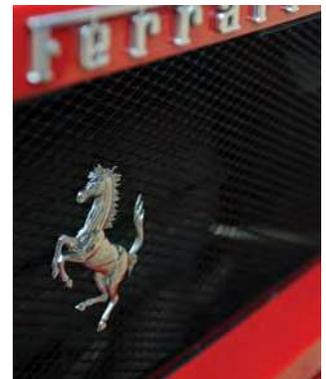
The F40 feels epically fast, even by the standards of 2022. With only 1100kg to haul,

it gets to 62mph in just over four seconds and will genuinely exceed 200mph – the very first production road car to do so, as the owner of this F40, John Reaks, can confirm: he's done this figure himself.

With an essentially racing set-up, the suspension feels ultra-firm, revealing every minor imperfection in the road. In corners, the sharp turn-in and accuracy of the steering feels go kart-like. The unassisted steering has a hefty but superbly connected feel, although mid-corner bumps can deliver a bit of kick-back

through the wheel. Once warmed up, the grip from the Pirelli PZero Asimmetrico tyres is towering and the brakes are incredible, too, even if the pedal requires heroic levels of pressure.

Quite apart from the F40's peak driving rawness, it has the not inconsiderable distinction of being the very last Ferrari signed off personally by Enzo in 1987, one year before his death. The F40 is not only the most recognisable Ferrari ever made, but also the most iconic mid-engined supercar of them all: a true great.





# Lancia Delta HF integrale Number One Hero

**L**ancia Delta HF integrale: a magical incantation like no other. The integrale is a legend in every respect. Park one anywhere, and pretty soon petrolhead moths will flock to its all-aggro flame. In many ways it seems to confound expectations – take one 1970s hatchback, set Abarth engineers on to it, and then watch as a quirk of fate leads to the Lancia rally team being in the right place at the right time for Group B to segue into Group A in 1987. The resultant slew of rally wins and championships for the likes of Juha

Kankkunen, Didier Auriol and Miki Biasion helped elevate Lancia to new heights at a time of booming TV interest.

But there's so much more to the integrale than that. The Lancia Delta's fame came at the dawn of computer game racing cars actually looking like the cars you could see on the road. If the Delta's rally victories made it a legend, then Sega Rally – and countless other racing games since – made it an icon. And in the real world, it was an accessible performance car for the

man on the street.

Maintaining the lofty laurels of its rally legend status might seem a challenge viewed by the standards of 2022. So many cars that seemed extreme in the 1990s feel like old smoothies today, with a level of suspension compliance that has long been forgotten, in





tandem with power outputs that seem tame by modern standards.

The Delta integrale pumped out a mere 215hp in its most potent Evo 2 form – which is what you can see on these pages (courtesy of Delta specialist Tanc Barrett) in super-rare Bianco Perlato special edition form. With even Toyota Corollas these days offering 50 per cent more power, could the Delta experience feel in any way disappointing?

Not a bit of it. Firstly, there's the theatre of the thing – from the steroidal bodywork to the instrument binnacle, which looks like a 1970s modular synthesizer. The ensconcing blue leather pews add a level of luxury, though the hard plastic is at odds with much of the rest of Lancia's range at the time.

But... it takes just the first corner for the steering to come alive, the turbocharged Lampredi twin-cam whooping and hollering as you sniff out the next apex. It's true, the best two-wheel drive mid-range 'cooking' hatchbacks of today could show the Delta a clean pair of heels, as could a Subaru Impreza or Mitsubishi Evo just a few years younger. What those cars fail to do, though, is to engage with you, to talk to you as you start asking more determined questions of the four-wheel drive system. The Delta's smidgen



of rear bias gives you the ability to hang it out at every apex, knowing that the front wheels will drag you confidently to the horizon. The pedals and steering wheel come alive; you're not going particularly fast, but you're engaged, enraptured and in love.

There are those who say non-Evo integrale are sweeter still, and did the majority of the winning in the World Rally Championship, but it's the Evo models that have spearheaded the rise of interest in the Delta, and the rise in values; some special editions today sell for more than £200,000.

For some, that's far too much for a 215hp

hatchback. However, that's missing the point of the integrale. It hails from an era when you could buy a car that pretty much looked like the ones you saw competing at the weekend, and yet it could happily devour aristocratic exotics – including contemporary Ferraris and Lamborghinis.

In that sense, there's a people's hero nature about the HF integrale, despite current values surpassing the Ferraris it chewed up and spat out on suburban bypasses in the 1990s. Three decades later, the integrale is still hungry for more – just one reason why we think it's the best Italian car ever made.



# Dreaming Big

Our contributors reveal their own personal Top 10 choices of the greatest ever Italian cars

Since we chose to put a price cap on our main Greatest Italian Cars feature, we had to ask: what if that £1.5 million cap were lifted? Of course, our personal lists changed dramatically. We asked our contributors to come up with their own money-no-object Top 10 Italian cars of all time. The only stipulation is that they must be road-going production cars – so no racers, prototypes or concept cars. Here's what they came up with: 35 Alfas, 29 Ferraris, 29 Lancias, 21 Maseratis, 17 Fiats, 12 Lamborghinis, 3 Dinos, 3 Abarths, 2 Cisitalias, 2 Bizzarrinis and one vote each for Autobianchi, De Tomaso, Iso, Innocenti, Momo, Pagani and Siata.



## PETER COLLINS

1. Lancia Rally 037 (*above*)
2. Alfa Romeo 33 Stradale
3. Lancia Lambda
4. Alfa Romeo 8C 2900B
5. Ferrari 250 GTO
6. Bizzarrini 5300 GT/Iso A3/C
7. Ferrari 812 Competizione
8. Alfa Romeo Giulietta Ti
9. Lancia Hyena
10. Siata 208S



## CHRIS REES

1. Alfa Romeo 33 Stradale (*above*)
2. Alfa Romeo SZ ES30
3. Ferrari F40
4. Alfa Romeo 8C 2900
5. Ferrari 250 GTO
6. Fiat Panda 4x4
7. Lamborghini Miura
8. Lancia Stratos
9. Alfa Romeo Giulia Q GTAm
10. Abarth Scorpione SS



## MICHAEL WARD

1. Ferrari 250 GT SWB
2. Fiat 124 Abarth
3. Lancia Rally 037
4. Ferrari 288 GTO
5. Lamborghini Murcielago LP670
6. Abarth 204 A Berlinetta
7. Fiat 128 Rally
8. Maserati GranSport MC Stradale
9. Alfa Romeo TZ2 (*above*)
10. Lancia Aurelia Spider



## NATHAN CHADWICK

1. Maserati Ghibli II Cup (*above*)
2. Alfa Romeo SZ ES30
3. Maserati Shamal
4. Lancia Delta HF integrale Evo 2
5. Alfa Romeo 75 QV
6. De Tomaso Pantera SI
7. Alfa Romeo 164 Q4
8. Maserati GranSport MC Victory
9. Ferrari 550 Maranello
10. Maserati QPV Sport GTS 4.7



## PHIL WARD

1. Maserati GranTurismo 4.7 (*above*)
2. Ferrari 458 Speciale
3. Fiat/Pininfarina Spidereuropa Volumex
4. Alfa 156 GTA
5. Alfa 156 V6
6. Fiat 20V Turbo
7. Lancia Ypsilon Mk2
8. Autobianchi A112 Abarth
9. Alfa 145 Cloverleaf
10. Fiat 125S



## CLAIRE PRIOR

1. Ferrari 212 Export Berlinetta (*above*)
2. Maserati GranTurismo MC Stradale
3. Maserati Ghibli SS
4. Alfa Romeo Giulia GTAm
5. Fiat 128
6. Maserati Shamal
7. Fiat 508 Balilla
8. Ferrari 458 Italia
9. Fiat Panda Gen 2
10. Ferrari 612 Scaglietti



## ANDY HEYWOOD

1. Maserati A6G/54 Zagato (*above*)
2. Maserati 3500GT Vignale Spyder
3. Ferrari 365 GTB/4 Daytona
4. Lamborghini Countach LP 5000QV
5. Ferrari 250 GT SWB
6. Maserati Ghibli SS
7. Alfa Romeo 6C 2500 Freccia d'Oro
8. Bizzarrini 5300GT Strada
9. Maserati Ghibli Cup
10. Lancia Delta integrale Evo

# GREATEST EVER ITALIAN CARS: CONTRIBUTORS' CHOICE



## TIM PITT

1. Ferrari F40 (above)
2. Pagani Zonda C12
3. Ferrari 250 GT SWB
4. Lamborghini Countach LP400 Periscopio
5. Alfa Romeo 33 Stradale
6. Lamborghini Huracán STO
7. Ferrari 458 Speciale
8. Alfa Romeo Giulia GTAm
9. Alfa Romeo Giulia Sprint GTA
10. Lancia Fulvia Sport Zagato



## KARL LUDVIGSEN

1. Ferrari 250 GT SWB
2. Lancia Stratos (above)
3. Alfa Romeo 8C 2900
4. Lamborghini Miura
5. Fiat X1/9
6. Alfa Romeo Giulietta
7. Fiat Balilla
8. Ferrari 250 GT Lusso
9. Lancia Lambda
10. Lancia Flavia



## PETER NUNN

1. Alfa 8C 2300 Mille Miglia Spyder Touring
2. Ferrari 275 GTB/4 (above)
3. Maserati Khamsin
4. Lancia Stratos
5. Alfa Romeo Giulia 105 coupe
6. Lancia Fulvia coupe
7. Ferrari 365 GT4 BB
8. Lamborghini Miura
9. Lancia Rally 037
10. Fiat Nuova 500 (1957)



## SIMON CHARLESWORTH

1. Ferrari 250 GT SWB Competizione
2. Alfa Romeo 33 Stradale
3. Dino 246 GT (above)
4. Lancia Aurelia B20 GT
5. Alfa Romeo SZ ES30
6. Alfa Romeo TZ
7. Lancia Fulvia 1.6HF Fanalone
8. Abarth 850TCR
9. Maserati Ghibli SS
10. Lamborghini Countach LP400 Periscopio



## MARTIN BUCKLEY

1. Ferrari 250 GT SWB (above)
2. Maserati A6GCS/53 Pinin Farina
3. Lamborghini Espada S1
4. Ferrari 250 GT Lusso
5. Lancia Aurelia Spider
6. Maserati Ghibli Spider
7. Maserati Quattroporte I
8. Lancia Flaminia Super Sport
9. Iso Grifo
10. Dino 246



## TOM SCANLAN

1. Ferrari 812 Superfast (above)
2. Alfa Romeo 33 Stradale
3. Ferrari 250 GT SWB
4. Maserati A6GCS
5. Alfa Romeo 8C 2300 Touring
6. Lamborghini Miura
7. Alfa Romeo Giulietta Sprint
8. Lancia Aurelia B20
9. Lamborghini Countach
10. Fiat Nuova 500



## MATTEO LICATA

1. Ferrari 275 GTS (above)
2. Lancia Aurelia B24 Spider
3. Alfa Romeo 1750 Spider 'round-tail'
4. Lancia Flaminia GT Touring
5. Dino 246 GTS
6. Alfa Romeo 156 2.5 V6
7. Lancia Delta integrale Evoluzione
8. Fiat 500F
9. Cisitalia 202 Pininfarina
10. Lancia Lambda 'Series I' Torpedo



## GARY AXON

1. Momo Mirage/Mach 1
2. Alfa Romeo 33 Stradale
3. Lancia Astura Pinin Farina 'Tipo Boco'
4. Maserati A6GCS Pinin Farina (above)
5. Alfa Romeo 6C Sport by Touring
6. Fiat 130 Coupe
7. Lancia Flaminia Super Sport 2.8 3C Zagato
8. Innocenti De Tomaso Mini
9. Cisitalia 202 Gran Sport Pinin Farina
10. Fiat 8V Vignale



## MATTEO GRAZIA

1. Lamborghini Miura SV (above)
2. Ferrari 250 GTO
3. Ferrari 250 GT Zagato Berlinetta
4. Maserati A6GCS/53 Berlinetta Pinin Farina
5. Alfa Romeo 33 Stradale
6. Fiat 8V Competizione Zagato
7. Lancia Aurelia B24
8. Alfa Romeo Giulietta Spider
9. Lancia Stratos
10. Ferrari F40

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# Duck Tale

The heart-warming story of a freshly restored 1963 Abarth 1000 Bialbero GT 'Duck-Tail', which still holds the world land speed record in the 1.0-litre class

Story by Tony Castle-Miller  
Images by Michael Ward





In 1973 I was living in Scotland, working in the chilled food sector. Whilst visiting a distribution depot in Aberdeen, one of the staff mentioned that her son had seen me racing at Ingliston and thought that I might be interested in an Abarth, which apparently belonged to a resident of Crieff near Perth.

In those days, I was basically living a bachelor life and all my cash was spent on motor racing. In consequence I had no stash of cash for an Abarth but I made contact with the owner anyway. He confirmed that the Abarth was available to purchase, so I set off with my trailer and a small amount of cash. On arriving at the house, I realised that I was really out of my depth. This was the family home of Sir William Keith-Murray of Ochtertyre, 11th Baronet. He was a member of one of the great Scottish families that could trace its roots back to the early 15th century. The Maserati parked outside the front door further suggested that I was not quite in the same league.

Sir William met me at the front door and was most hospitable and charming. We strolled up to the stable block and there, outside in the long grass, was a Fiat Abarth 1000 Bialbero GT. Sir William had purchased it at the 1963 Motor Show directly off Anthony Crook's Abarth stand. It cost him nearly £3000 when a Jaguar E-Type was around £2000. He ran the car on the road for some years but experienced trouble with the brakes and the car was, literally, put out to grass.

It was covered in moss and a pole had fallen on its distinctive 'duck-tail' rear, leaving a significant dent. I remember lifting up the engine cover to reveal an Abarth Bialbero engine complete with crossover inlet manifold and twin Weber 40DCOE's – magnificent! On opening the passenger door, I found the car to be full of water, right up to the sill. My initial shock gave way to the realisation that there must be unholed floors and indeed this turned out to be the case, however the bodywork and floors were in relatively good condition. The car was only 10 years old at that point but it certainly looked challenging.

Not for the last time in my life, I acquired an Abarth for way below market value, because the owner wanted to see their car restored and driven again. So a deal was agreed and we toasted it with a very large gin and a very small bitter lemon!

Whilst still in Scotland, I dismantled the car and carefully sorted all the parts into boxes. Subsequent moves to the Midlands and then back to the south

meant that the Bialbero remained in storage for over 10 years. I never did restore the Bialbero and in fact sold it in 1985, along with other Abarths, to generate the cash needed to launch Middle Barton Garage. The Bialbero passed to my great friend 'Judge' Parker in the USA, who undertook a wonderful restoration. I was reunited with the Bialbero at Sebring in March 1986, once again resplendent in red paint and with all the original parts in place.

The car was later sold to Ralph Thomas, who was then competing in a Fiat Abarth 1000 Berlina Corse. In his hands, the car competed at the Bahamas Speed Week and in 1992, the Bialbero set a World Land Speed record for 1000cc GT cars at 121.779mph. I believe this record still stands today. Ralph Thomas sold the car and went on to become seriously involved in Sports Prototype racing with Nissans.

Over the next few years, the Bialbero changed hands in America until it was acquired by Martin McGlone who was well known driving his Aston Martin DB3/S sports

racing car. Today the car is owned by Kay McGlone. Recently, a full engine rebuild and recommission has been undertaken by Barkaways and the car is once again ready to go. In real terms, the Bialbero has had little use but has certainly accumulated an interesting history. It's wonderful to see the car back in the UK.

### TECHNICAL BACKGROUND

The Fiat Abarth 1000 Bialbero GT was manufactured in 1963 to continue the Abarth & Co factory's domination in Division 2 of the World Sports Car Championship for 1000cc cars. The bodywork was by the Italian coachbuilder Sibona and Bassano, featuring a duck-tail engine lid which, together with a highly aerodynamic design, meant the car could attain a top speed of over 120mph. The 1000 Bialbero was very successful in racing, both in Italy and internationally.

Underneath is a remarkably unmodified Fiat 600D platform, retaining the original transverse front leaf spring and rear trailing arms. Some strengthening, Koni

*982cc engine is 100% Abarth-designed. 102hp gives the 560kg GT rear record-breaking pace*





dampers, Girling disc brakes and Campagnolo wheels were the major additions to the Fiat chassis. The gearbox was an Abarth five-speed unit based on the Fiat 600D transaxle, which offered a wide variety of gear ratios and final drives.

The real magic, as with so many Abarth cars, lay in the engine compartment. The 1.0-litre twin-cam engine is 100% Abarth. The cast-iron cylinder block looks like a Fiat 600 unit but is actually a specially cast thick-walled block. Designated AH, it allows a standard bore of 65mm with an overbore of 66mm, versus a standard Fiat 600 bore of 60mm. By using an Abarth 74mm steel crank and rods, a capacity of 982cc is obtained. The aluminium Abarth cylinder head sports two chain-driven cams. The carburation is by two side-draught 40mm Webers mounted on a cross-over inlet manifold. The 1963 engine was rated at 102hp at 7600rpm, giving the 560kg GT car amazing performance.

The 1963 version was the last all-aluminium-bodied 1000cc Bialbero, since the 1964 model would sport a tipping 'long nose' in glassfibre. 1964 also saw the end of the 1000cc class in World Championship racing and Abarth's efforts turned to 1300cc and even larger capacity engines. This diminutive car marked the end of a succession of very successful line of 1.0-litre twin-cam GTs. It represents one of the finest examples of what can be achieved when starting with a mundane chassis.

## RESTORATION STORY

After the sad passing of Martin McGlone, this very special Abarth had been laid up and unused. The car came to Barkaways to recommission it and get it running again. On inspection there was a lot of coolant residue around the engine bay and looking closer water was found inside some of the cylinders. The engine was removed and stripped down, which revealed slight corrosion on the cylinder walls, looking like head gasket issues.

Obtaining parts and information for old race car engines like this is never easy, so new pistons were made and the cylinders rebored. With new conrod and crankshaft shells and a cylinder head overhaul, the engine was reassembled. It was nice to see that the engine had some upgraded components, including a



## TECHNICAL SPECIFICATIONS

### FIAT ABARTH 1000 BIALBERO GT

ENGINE:	982cc 4-cyl twin-cam
POWER:	102hp at 7600rpm
TORQUE:	98Nm (72lb ft) at 5500rpm
INDUCTION:	2 x Weber 40 carburettors
TRANSMISSION:	5-speed manual
BRAKES:	Discs front & rear
DIMENSIONS:	3470mm (L), 1350mm (W), 1110mm (H)
WEIGHT:	560kg
MAX SPEED:	121.779mph



very nice cross-drilled steel crankshaft and a large-capacity Abarth alloy sump.

When it came to cam timing, there was a variety of old data in the car's history file. The cams were set up to the first set of figures but the engine was hard to start and didn't like idling. The decision was made to adjust the cams back a bit to enable the car to be started and moved around more easily, as there was no plan to race the car at this time.

The car had two gearboxes – a straight-cut crash unit and a normal synchro one. Again, the synchro 'box was put back into the car for ease of use. It's great that the car now runs and drives, making a great noise in the process!

### OWNER KAY MCGLONE'S VIEW

The Abarth was purchased in March 2013 in California. The attraction was the car's land speed record for its class at Bonneville Speed Week in 1992. My husband Martin had himself entered Bonneville for a number of years in a Mustang 350 Fastback, achieving 221.83mph.

The Abarth was raced at Sonoma in 2015 by Martin McGlone and Christopher Clegg. At Coronado in 2015 it was raced by David Walmsley. It was shipped to the UK in spring 2016 and raced at the Silverstone Classic that year by Martin McGlone and Christopher Clegg. Returning to the Silverstone Classic in 2017, the year that Martin passed away, it was raced by Simon Jefferies and Richard Tyzack. Finally, the car appeared at the 2019 Brands Hatch Festival Italia, prior to a rebuild at Barkaways.

Here's an extract from Martin McGlone's diary at

Bonneville in 2014. "In 1992, my 1963 Abarth Bialbero 'Highlander' – named after its first owner, Scotsman Sir William Keith-Murray – set the Land Speed Record of 121.779mph for 1000cc GT cars. It still has its record intact after 22, soon to be 23, years. Its nearest rival is Chris Conrad from Wyoming who has been trying for some years now to better this speed in his MG Midget. So too has a modern Honda and, I'm told, a Suzuki. Chris tells me he has a picture of his nemesis, my Abarth, pinned to his dartboard, on which he regularly vents his frustration. Following Chris's search for 'low hanging fruit' in the record books, he now fancies getting a Morris Marina pick-up and prepping that. Good luck Chris!" 🇮🇹

ABOVE: Bonneville record run; the late Martin McGlone with Christopher Clegg. BELOW: Owner Kay McGlone and Ian Barkaway





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# Beautiful Poison

Pininfarina's extraordinary 1969 one-off Abarth 2000 Scorpione

Story by Chris Rees

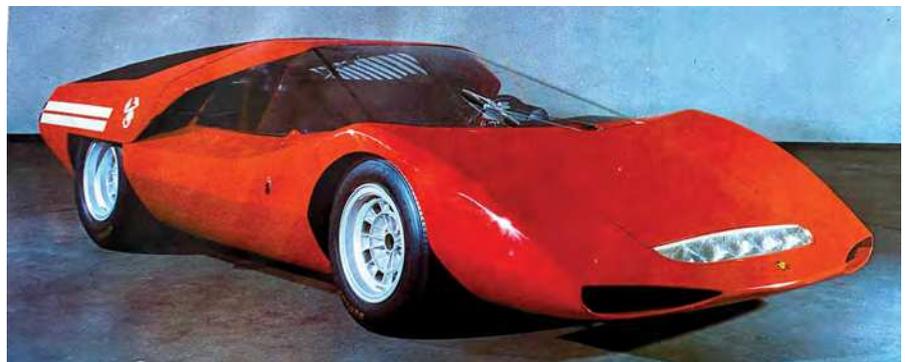


The late 1960s represented a patch of purest purple for design house Pininfarina. Employed there at the time were some of the most stratospherically brilliant designers, right at the height of their powers, such as Aldo Brovarone, Paolo Martin and – of particular interest for us here – Filippo Sapino. He had left Ghia to join Pininfarina in 1967 and during his two years there produced two stellar concept cars. The Ferrari 512 S is the better known

of the two; the Abarth 2000 Scorpione of 1969 pictured here is less well known.

Let's address that now. Starting in 1968, Pininfarina and Abarth agreed to collaborate on a special 'show' car. The starting point would be the Abarth 2000 Sport Spider SE sports racer, whose tubular steel spaceframe chassis the concept car borrowed unaltered, complete with all-round disc brakes and suspension by trailing arms, coil springs, hydraulic dampers and anti-roll bars. The '2000'

*Racing chassis sat under dramatic new one-off Farina body. Windscreen and roof raised as one to permit entry*





badging came from the engine: Abarth's Tipo 236 1946cc four-cylinder unit with four valves per cylinder and Weber carburation, good for a peak of 220hp at a screaming 8700rpm.

Sapino's design for the glassfibre-reinforced plastic bodywork was exceptional, even if it was very much of the period. It sat very low (just 970mm off the ground) with six close-set lights up front and a semi-exposed engine at the back, protruding like a beach buggy's, terminating in a pronounced exhaust pipe.

The essential profile was a wedge with a very strong 'hooded' rear section that allowed air in to cool the mid-mounted engine, which hinged rearwards for access. A large bronze-tinted window allowed you to view the engine, while to the sides were distinctive black slats that permitted hot air to leave the engine bay. Some compared the rear end to a turtle shell; *Style Auto* magazine said the car looked crocodilian, while *Motor* used the word 'crustacean'.

Getting in and out was a convoluted affair. A canopy consisting of the windscreen, side glass and the front section of the roof hinged forwards as one, held in place on struts. Tiny half-doors could then be opened forwards so that you could scramble over wide sills into a very narrow cockpit. The stripped-back interior had instruments arranged on a distinctive black 'bar', with a big rev counter directly in front of the driver and secondary dials and switchgear to either side.

The 2000 Scorpione made its debut at the January 1969 Brussels Motor Show and was subsequently shown in Canada. However, the one-off never saw any action on the track, nor even on the road. It was retained by Pininfarina until it sold it off to the well-known Japanese collector, Shiro Kosaka, who set up the famous Abarth Gallery museum in Japan. The Abarth has rarely left Japan since, except for an appearance at the 2014 Concorso d'Eleganza Villa d'Este, where it won first prize in the Historic Concept Car class.



### NEAR MISS: ALMOST A CLOCKWORK ORANGE

It has recently been discovered that the Abarth 2000 Scorpione very nearly appeared in Stanley Kubrick's dystopian 1971 movie, *A Clockwork Orange*. In a 2021 book on the making of the film, it was disclosed that he 'auditioned' dozens of cars for the role of the fictional 'Durango 95' car that the Droogs are seen driving in one scene. Kubrick was looking for the most outrageously designed car possible, and looked at a whole raft of supercars, including Lamborghinis and Ferraris.

Actor Michael Tarn, who played one of the Droogs, recalled: "We had a wonderful scene and they got every classic car they could get their hands on, futuristic, old, and put them all in a parking lot – there must have been 40 cars, including Jensen supercars, Lagonda, all these wonderful cars then. And we had a great time. Kubrick loved the image of the future."

Most of the gathered cars were, however, judged far too conventional. The car

ultimately chosen for the scene was the outrageous Probe 16, a UK-built car designed by Marcos stylist, Dennis Adams. But the movie star could easily have been the Abarth 2000 Scorpione, as shown by these images of Kubrick assessing the Probe and Abarth together. It was a close call as to which car would ultimately appear in the film. Kubrick probably chose the Probe over the Abarth because it had a sliding roof that made for a better scene: the Droogs were filmed sitting on top of the car while driving, something that would have been impossible with the Abarth.



### TECHNICAL SPECIFICATIONS

#### ABARTH 2000 SCORPIONE

ENGINE:	Abarth Tipo 236 4-cyl 1946cc
BORE X STROKE:	88mm x 80mm
POWER:	220hp at 8700rpm
TRANSMISSION:	5-speed manual
INDUCTION:	Weber carburetors
DIMENSIONS:	3780mm (L), 1780mm (W), 970mm (H)
WEIGHT:	740kg
MAX SPEED:	168mph



# 124 & the Pom

## Doing 'The Pom' – the Laurence Pomeroy Memorial Trophy – at Silverstone in a Fiat 124 Spider

Story by Craig Jones

Images by Michael Ward & Jeff Bloxham

The most frustrating thing about owning a Fiat 124 Spider is that I didn't do it earlier. I have a soft spot for Fiats, competing in a 1935 Balilla 508s in Vintage Sports Car Club (VSCC) events, and running as my daily driver a 1980 Campagnola that I imported from Italy. I have for many years been a customer of DTR European Sports Cars (dtrsports.com), which made its name importing 124s from the US to the UK, and I had seen countless examples there. A friend asked if I knew anything about a 124 that DTR had for sale at a very tempting price, and I promised to check it out.

I duly asked Paul de Turrís of DTR to show me the car, a 1972 California model imported to the UK in 2016. The paint was tired and the interior trim incorrect, but it was a very solid car. Better still, it had had thousands of pounds spent on it, including a change to European-specification suspension, new brakes and a new hood. Paul sent me on a test drive, and I was amazed at how modern the car felt for something almost 50 years old. The engine compression was down a bit, so the car was being sold as a 'project'. In the meantime, my friend decided he didn't want a 124 after all. Inevitably, I bought it.

I then started doing what any sensible person does *before* buying a car – finding out more about it. The chassis and engine number showed that it started life as a BS1

model with a 1608cc US-specification (80hp) engine. Luckily, it had been replaced by a European-specification 1608cc engine. For some reason, the head had been replaced, and the serial number on that suggests it came from a South African 1438cc engine. The tired red paint had been applied over original yellow.

I also researched the wider competition history of 124 Spiders and was obviously familiar with the iconic Abarth Group 4 cars. What really caught my eye was that, before the launch of those 1800cc, de-bumpered monsters, the 124 Sport Spider had enjoyed considerable competition success, culminating in winning the 1972 European Rally Championship with Raffaele Pinto at the wheel and Gino Macaluso co-driving. A plan was hatched – my 124 would be modelled on the 1972 rally cars.

I wanted a car that could be used at track days, but also on the road. DTR's brief was to keep costs under control and Paul and his team quickly got to work. First, the inlet manifold was replaced by a freer-breathing item fitted with twin 40 Webers and individual air filters. The ugly US modifications were reversed: the side reflectors were cut out and bumper mountings modified so the bumpers could sit closer to the body. A visit to the paint booth included painting the bonnet and wing tops matt black to match the rally cars. Other cosmetic changes

included fitting European light clusters and replacing the grille with the correct BS1 version. The interior was stripped out and a Prototipo steering wheel from the Momo heritage collection fitted, along with a pair of Fusina-style buckets. Campagnolo-style alloys came from Middle Barton Garage, a pair of Cibie Oscars were attached to the front, and some period decals applied.

The missing piece of the jigsaw was a hardtop but genuine ones are in short supply at prices that make you wince. I thought the hardtop might be a step too far, but DTR came to the rescue. Paul knew of one that had been blown off a 124 as it made its way across the Queen Elizabeth Bridge. The pieces had been recovered and were for sale. Paul reckoned the DTR team could reconstruct the roof with the all-in cost being considerably less than prices being asked in Italy. A week or so later, the car had a hardtop.

The first drive out of the DTR workshop revealed a car transformed. Swapping the manifold and carburettors liberated more power, while the induction noise that resulted from ditching the standard airbox just made me laugh out loud. The 124 will never be a fast car by modern standards, but it does a great job of fooling you into thinking you are going fast.

The first meaningful road test came a few weeks later, on a drive out with the Wacky





Racers Coffee Club (a group of enthusiasts corralled by Charles Evans). A couple of hours of Sunday morning touring around Surrey highlighted the balanced, neutral handling of the 124, and showed that despite its lack of ultimate grip it can keep much more powerful machines honest. The inevitable teething problem ensued as I headed back into London, with the engine temperature rocketing as I sat in traffic. A broken thermostat proved to be the issue, which I managed to change myself, outside my house, proving how easy these cars are to work on.

Next up was a 96 Club track day at Brands Hatch. I shared driving duties with my 18-year-old son, which meant the 124 would get a proper work-out, given that he has attributes I lack (the fearlessness of youth and a modicum of talent, for example). The track day confirmed that the 124 handles beautifully, despite riding relatively softly: it grips tenaciously on its modest tyres, but

lets you know when the limit is about to be reached without suddenly snapping away.

Of course, it wouldn't be a 1970s Fiat without a few foibles. At Brands Hatch, it blew a fuse for the dashboard instruments, meaning that we had no rev counter, oil pressure or temperature gauge. Surprisingly, the brake lights seemed to be on the same circuit; in fact, it seemed as if just about

name, The Laurence Pomeroy Memorial Trophy. This is the only event on the VSCC calendar open to modern machinery, as well as vintage and post-vintage thoroughbreds. The aim of The Pom is to find the ultimate touring car. It has evolved somewhat since the initial event in 1952, but still uses the famously unfathomable formula dreamt up in 1949 by Harry Bowler to handicap the entrants.

The current incarnation of The Pom involves a series of

“ The 124 handles beautifully, despite riding relatively softly: it grips tenaciously on its modest tyres ”

every electrical component other than the coil and cigarette lighter were on that circuit. I guess in 1970s Italy, if the car drove and you could light your cigarette, no problem.

Once changed, the fuse blew again, and again. I then remembered that when I first drove the car, the horn had not been working and I found it was simply a spade connector that had come loose. Disconnecting the horn did the trick.

Next came The Pom – or to give it its full

tests designed to measure speed, agility and braking, coupled with a 40-minute session on the full international GP circuit at Silverstone for which each car is given a target number of laps to complete. Points are awarded for each test.

Scrutineering at The Pom is a little bit different, as the scrutineers want to see whether the spare wheel is in place, any hood is erected, and whether the car will accommodate two suitcases. Points are



## FIAT 124 SPIDER AT THE POM



deducted for failing any of these – meaning it is possible to start the event with a hefty negative score.

The large field of entrants is divided into groups. While there is an attempt to group cars of similar abilities, you see a remarkable diversity of cars on track together at any one time. The 124 was in Group 1 for the morning tests, the first of which was a 0.25km slalom along the straight in front of the old pits, affectionately known as the wiggle-woggle. It was all over in the blink of an eye (although

the stopwatch bizarrely suggested otherwise) and I was on my way to the Hangar Straight for test two wishing I had been a bit more wiggly-woggly.

Test 2 was in fact two tests and very straightforward: a standing quarter-mile followed immediately by a timed flying quarter-kilometre. This was a bit of a curate's egg for the little 124. The acceleration test went well and the needle zipped around to 80mph, but the engine ran out of puff at that point and I was rocking in my seat as I urged

the car to the finishing cone. In theory, the 124 should pull into three figures, but this was evidence of Paul's warning that my engine was down on compression.

Then came the fiendish braking test on the Wellington Straight. From a standing start you accelerate over 100m to the point where timing begins, followed by a 100m run to the braking point. Timing stops when the car comes to a halt with the front wheels between two cones 3m apart. Overshoot, and no points are awarded. It's like a game of



*Car performed superbly at Silverstone. Hardtop tricky to source but a damaged one was rebuilt by DTR*



chicken – how long can you keep accelerating and still stop in the box? My answer was ‘cluck cluck’ but the brakes on the 124 turned out to be better than I thought.

The 124 was placed towards the back of the grid for the afternoon’s high-speed assault on the GP circuit. As the cars lined up, I felt like I had been transported back to a 1970s touring car race. Directly in front of me was an Alfa Giulia Sprint GT, Lotus Cortina and Escort Mk1. This was my first competitive circuit event (my usual fare being hillclimbs and sprints), and as I looked at the professionally-prepared, rollcage-equipped racers up and down the grid, I felt reassured that I had at least checked there was air in the 124’s tyres and applied my novice sticker.

Before I had time to convince myself that this was all a very bad idea, we were heading out on to the track. We were treated to two familiarisation laps behind the safety car,

leading to a rolling start. The circuit was very wet and I was glad of the opportunity to explore how much grip there was before the racing started. The early laps were somewhat hairy, with lots of traffic, not so much grip and poor visibility. But as the cars spread out and a dry line developed, I started to enjoy it and push the 124 harder. It showed its displeasure by doing its fuse-blowing trick, leaving me with no instruments other than a speedo. At least I knew that the 124 was now managing to reach gomph on the two main straights.

The lack of a rev counter meant I was probably changing up a little earlier than I might have, but I didn’t want to blow up the engine. Despite this, I spent some very enjoyable laps tussling with a Rover 200 BRM before the fastest cars started to appear in our mirrors and the blue flags forced us off the racing line and on to the wet part of the circuit. It was hard not to

feel a bit of schadenfreude when, having moved over for a rapidly advancing Porsche Boxster, I then saw it spinning its wheels as it desperately fought to exit the sand a few corners later. With the faster cars haring off into the distance, I started to make back the ground lost to the Rover but sadly the chequered flag stopped play.

Overall honours went to Jason Kennedy in his 1993 Nissan Skyline GT-R, a well-deserved victory. I finished with a total score of 318.5 out of 450. Sadly, that was ten points short of a pot, but close enough to convince me that one is within reach.

Back in the paddock, as I put the spare wheel back in the boot, packed up my tool bag and purloined a fuse to bring my instruments back to life, I decided that the 124 really had been an excellent acquisition. It just needs a bit of fettling to bring it back to its best. Luckily, I know just the people for the job. 🇮🇹

*No, it's not an Abarth - it's a replica of its forebear, the 1972 title-winning Fiat 124 Sport Spider rally car*



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# Fiorano at 50

Exactly 50 years ago, Enzo opened Ferrari's new test track surrounding his farmhouse in Fiorano. What gives this legendary circuit its special magic?



Story by Chris Rees  
Images by Ferrari



It's the eighth of April 1972 and Enzo Ferrari has just declared his new test track open. It is sited, handily, just a short skip away from his factory in Maranello in a small town called Fiorano Modenese, straddling two fields bought by Enzo in the 1960s that surround his farmhouse on the edge of town. The new circuit provides Ferrari with its very own private test track – a first for a Formula 1 manufacturer.

Before this, Ferrari had relied on the Autodromo di Modena. However, increasingly tight restrictions there forced Enzo's hand. Fiat's takeover of Ferrari in 1969 had swollen his coffers, so money wasn't an issue. Excellence, however, was; and the new Fiorano track would become crucial to testing and developing both racing and road cars.

Ferrari declared Fiorano to be an experimental test track, one that would never be used for racing. It would therefore be a strictly private test facility with no public access. In addition, only one car would be permitted to lap the track at any one time.

In its original form, the Pista di Fiorano measured 3000 metres long and was quite wide (with a minimum track width of 8.4 metres). The plot was built on a slight incline and used a figure-of-eight layout. Rather than a tunnel under the track, Ferrari constructed a raised bridge that looped back over the track, providing an extra dimension of trajectory to test cars.

Enzo would have liked a longer straight than in fact there was space for (1339 metres) but Fiorano certainly boasted – and still boasts – an impressively broad range of corners, both left- and right-hand, with a variety of different radii. These were ideal for evaluating handling, braking, acceleration and aerodynamics. The corners were cleverly designed to duplicate some of the most challenging bends at international Grand Prix tracks at the time, such as the 'Tarzan' corner at Zandvoort, the Brunnchen Jump at the Nurburgring and Monte Carlo's Rascasse hairpin.

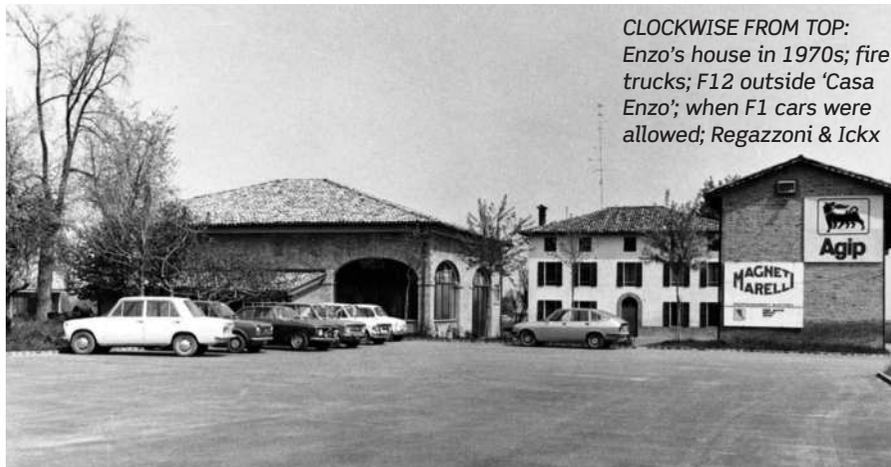
Over the years, the track has been modified in several ways. First, a chicane was added, increasing the length of the track to 3021 metres. Subsequent alterations shortened it back to 2997 metres (or 2976 metres without the chicane).

Today, the small pit garage remains virtually as it was when it was built, including a semi-circular pit lane. A huge steering pad was also added, while in 2001 came a sprinkler system that could wet the track in just a few minutes (the drained water being recycled back into the system). More sophistications included a telemetry system and cameras all the way around the track to record every single metre. Oh, and two helpads.

Formula 1 testing was a big part of the programme at Fiorano until the FIA imposed limits. Ferrari continued to develop and test its other racing cars here, though, as well its XX track-only cars. Fiorano still plays a vital role in testing new road cars, too.

But perhaps the most magical part of Fiorano is the old whitewashed farmhouse that sits just inside the main entrance to the facility. This is *Il Commendatore's* old home, where he holed himself up during race weekends to watch his black-and-white television. Charmingly, much of the interior has been preserved just as it was on his death in August 1988.

The three-storey building has prominent red-painted doors and windows, as well as a large yellow



CLOCKWISE FROM TOP: Enzo's house in 1970s; fire trucks; F12 outside 'Casa Enzo'; when F1 cars were allowed; Regazzoni & Ickx





flag out front. It bears the number 27 (Gilles Villeneuve's driver number) and overlooks what is now called Piazza Michael Schumacher (the German F1 driver used to stay in the house regularly during testing). Emanating from the square are roads named after Nuvolari, Ascari and Villeneuve.

If you're a significant enough client, you may be invited to stay in Enzo's house overnight, ready for your new car to be presented to you when you open the curtains in the morning. If you're not in that club, you can sign up to a driver training programme and drive the track yourself. Or simply climb aboard the Ferrari Museum's shuttle bus for a tour of the Fiorano track to savour the magic in person.

### DRIVING FIORANO

I last drove around Fiorano on the F8 Tributo launch. It's a hallowed track that certainly demands respect. That starts as soon as you exit the pitlane on to the main straight. You have to be circumspect immediately: a well-known journalist famously interrupted the LaFerrari launch at the first bend, after misjudging his braking point. There's a slight left kink just before this first sharp right-hander so you need to set the car up accurately, leaving your turn-in late to hit the apex and give yourself space to make the next left-hander.

Two sweeping high-speed corners follow – right, then left – which require delicacy with the throttle if you're not to suffer oversteer. A short straight takes you to a

ABOVE: We were last at Fiorano to test the F8 Tributo. BELOW: Track and surroundings have both evolved over last 50 years



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deceptively sharp two-stage right-hander that rises up to the bridge. There's a slight kink before a sharper right, where I find the F8 Tributo merrily power-oversteering – but thankfully all within control.

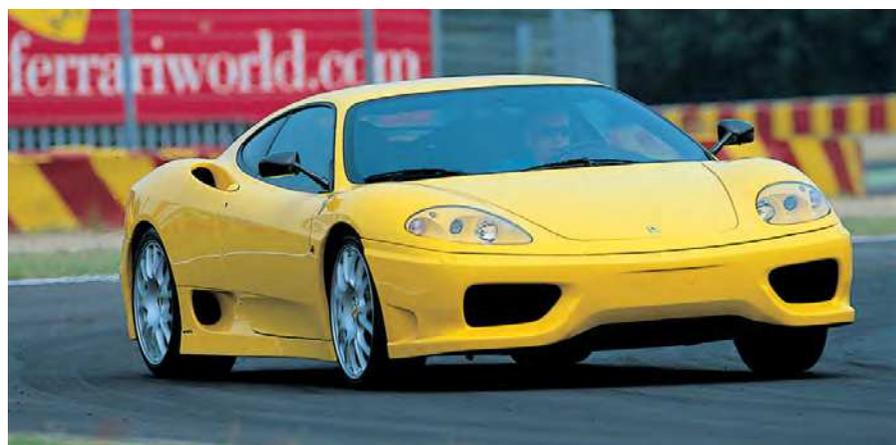
Over the bridge, the next sharp right is not only blind but follows a change in elevation that can unsettle the car. Then you have a straight – but take care, at the end is a big left-hand hairpin, so again you need to spot your braking point with precision. This slightly squared-off corner requires you to stray away from the kerb in mid-corner to get the fastest trajectory.

After this, a flat right turn morphs into a tighter left that needs a touch on the brakes. This is quite a technical part of the track, with understeer looming if you make a mistake. The final part of the lap is another two-stage left-hand hairpin – wider than the first one but with an easier line to follow.

Tempting though it is to mash the accelerator and eat up the start/finish straight rolling away in front of you, not even Ferrari is immune to noise complaints. A noise meter installed just before the bridge requires you to lift your right foot and stay on the good side of the local residents, who live just a few metres away to your right. 🇮🇹



*New road cars are still tested here. It is possible to tackle the track yourself with a driver experience course – or take a bus tour!*



## MILESTONES

- 1971: Work starts at Fiorano
- 1972: The Pista di Fiorano opens for testing
- 1988: Piero Ferrari drives Pope John Paul II around the Fiorano circuit in a Mondial Cabriolet
- 1995: Goodyear names it's new tyre for the Ferrari F50 'Fiorano'
- 2001: A new sprinkler system allows wet track testing
- 2004: Michael Schumacher sets an unbeaten lap record of 55.999 seconds in his F1 car
- 2006: Ferrari names its new 599 GTB Fiorano model after the circuit
- 2021: Ferrari starts to offer track-focused 'Assetto Fiorano' packs on certain road cars
- 2022: An update to F1 regulations allows Ferrari to run an SF71H around Fiorano



## OFFICIAL LAP TIMES

How quickly a Ferrari can lap Fiorano has become a true benchmark over the years. The outright record is held by Michael Schumacher in an F2004 F1 car, before testing restrictions came into force. He lapped Fiorano in a sensational 55.999 seconds – an average of almost 120mph. As for road cars, the SF90 Stradale is the current king with a time of 1min 19sec.



F2004 F1	0'55.999
Maserati MC12 Competizione	1'11.711
333 SP	1'11.90
FXX-K	1'14.00
599XX Evoluzione	1'15.00
458 Challenge	1'16.50
SF90 Stradale	1'19.00
LaFerrari	1'19.70
812 Competizione	1'20.00
296 GTB Assetto Fiorano	1'20.00
296 GTB	1'21.00
F12tdf	1'21.00
488 Pista	1'21.50
488 Pista Spider	1'21.50
812 Superfast	1'21.50
Enzo	1'22.30
F12 Berlinetta	1'22.40
F8 Tributo	1'22.50
488 GTB	1'23.00
458 Speciale	1'23.50
599 GTO	1'24.00
458 Italia	1'25.00
430 Scuderia	1'25.00
599 GTB Fiorano HGTE	1'25.90
599 GTB Fiorano	1'26.50
430 Scuderia Spider 16M	1'26.50
F50	1'27.00
F430	1'27.00
360 Challenge Stradale	1'28.00
F430	1'28.50
F40	1'29.60
612 Scaglietti	1'30.50
360 Modena	1'31.50
575M Maranello	1'31.512
550 Maranello	1'32.528
355 F1	1'33.00
F355	1'34.00
F512 M	1'35.00
512 TR	1'35.00
456 GT	1'35.00
288 GTO	1'36.00
Testarossa	1'36.00
348 TB	1'37.00
328 GTB	1'44.00



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# CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL  
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## Amelia Amore

Stellar Italians starred at the newly rebranded 'The Amelia' event

Story & images by Bryan McCarthy





Super-early 166 MM  
(chassis 0006 of 1949)  
leads sensational parade of  
Ferraris through the decades

What was the Amelia Island Concours d'Elegance has now been rechristened The Amelia, following its purchase by insurance giant Hagerty, and the 2022 event was the first under its ownership. While some of the charm was inevitably replaced by corporate compliance, a record attendance and a show field filled with spectacular machines meant that, on many levels, things were being done right.

The 75th Anniversary of Ferrari celebration gave an opportunity for a really strong showing of Maranello's finest. The curated collection featured a thick red line of representatives from each decade, starting with a 1949 Ferrari 166 MM (s/n 0006M) owned by Brian and Kimberly Ross, right through to a 2021 Monza SP1 from the Wetherill Collection. In between were a 250 TdF, 250 GTO, 250 California Spyder, 275 GTB, Dino 246, 288 GTO, 512 BBi, F40, F50, Enzo and LaFerrari. As a special treat, every car

from the Ferrari class was paraded through the crowd, with event founder Bill Warner smiling from behind the wheel of the SP1.

Jim Glickenhau's Ferrari 330 P3/4 (s/n 0846) found itself among other veterans of the famous 1967 Daytona 24 Hours, where the car took first place overall with Lorenzo Bandini and Chris Amon driving to victory. Jim makes sure all his cars are roadworthy and driven as such, and with a New York registration plate affixed to the rear, the 330 P3/4 is no exception. However, the journey to Amelia Island from the Empire State might have been a tad too far in the open top race car.

Two Alfa Romeos very nearly bookended the Prewar Custom Coachwork class. A 1933 6C 1750 Castagna Drophead was presented by owners Bruce and Rebecca Vanyo of Connecticut. The period styling featured louvres and lines in all the right places, although it seemed almost ordinary between two Delages. A 1939 6C 2500 Sport

Berlinetta was on display from the Maine Classic Car Museum and took a class award (akin to second place).

Sports and GT Cars were split into two categories, with Italian examples featuring in both. A 1950 Alfa Romeo 6C 2500 was resplendent in a deep shade of green, helping to accentuate its elegant Touring bodywork. A 1953 Siata 208 CS looked brilliant in blue and wowed the judges enough to take best in the 1946-1957 class. A 1964 ATS 2500 GTS Allemano Sports Coupe, a stunning example of complicated engineering, also received a class award.

The 1958-1972 Sports and GT Cars class featured a Maserati Ghibli Spyder SS, an Iso Grifo and an Alfa Romeo 1750 GTV. A 1964 Ghia L 6.4 Coupe combined Italian coachwork with proven Chrysler mechanicals and was certainly a sight to behold. The Ghibli also participated in the annual fashion show, providing a ride to a beautiful model dressed in 1960s garb –





Daytona-winning Ferrari P3/P4 (above); 1964 ATS 2500 GTS (below); Ghia L6.4 (bottom right)

once it ceased being stubborn and decided to start, of course.

Across the (literal) pond was a Supercar Celebration section that spilled over from Saturday. Amongst the many desirable pieces of technology on show were a silver LaFerrari sitting next to an even more interesting car: a Ferrari Sergio. The Sergio was built as a tribute to Pininfarina's former chairman, and there are only six examples in existence. A Rambo-Lambo LM002 found

itself juxtaposed with the more pedestrian Diablo GT, and further down the line a Countach was rubbing shoulders with an ex-Nigel Mansell Ferrari F40. In case those weren't extreme enough, a Pagani Huayra Roadster BC provided even more outrageous design cues to satiate any supercar diet.

Although it seemed like fewer Italians earned that shelf-worthy hardware this year, The Amelia was still a great presentation. The tag team MCs, Bill Rothermel and Max

Girado, were knowledgeable and entertaining throughout, without dragging the programme past its expiration date. Without a doubt, Hagerty has some fine tuning and some bugs to work out, but given the large production that it has turned The Amelia into, it was bound to have some missteps. We have full faith that next year's event will be smoother and grander in all senses. And rest assured the Italians will be there to arouse all five of your senses.



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# Rétromobile

It was a case of 'Paris in the spring' as the delayed French show welcomed Italian classics with open arms

Report & images by Nathan Chadwick



All eyes were on Paris in March for the delayed Rétromobile, which took over two floors at the Porte De Versailles. Crowds flocked to the event, underlining the pent-up post-Covid demand, and Italian cars made up a great deal of the exhibits. Fiat 500s, for example, outnumbered Citroen 2CVs by four to one.

Fiat lovers had plenty to take in, particularly in the under-€25,000 section. We spied a 1962 600D Vignale with just 14,000km on the clock, not far from a one-of-250 1967 850 Moretti Sport with less than 6000km covered and just three owners. If in need of something slightly bigger, a rare surviving 1500 Cabriolet from 1965 was sitting pretty in a fetching shade of red. If you were in the

850 mood, a standard 1966 model with less than 52,000km vied for attention with a 1978 Autobianchi Lutece. If your Autobianchi tastes were a little more modern, an A112 Elegant from 1977 looked tempting at €8700.

However, two Fiat Ritmos really caught our eye, for wildly different reasons. First was an utterly mint 1983 85 S with just two owners and 77,000km under its wheels. The



second was a Bertone Palinuro Cabriolet, which used a Ritmo 85 S as its basis, this one being built in 1985 and remaining with its first owner right up to 2018, covering just 24,000km in the process.

At the other end of the cabriolet scale, a Maserati 3500GT Vignale Spyder was the star of the Classiche Masters stand. Its first owner was Francesco 'Franco' Migliacci, the songwriter and composer behind the song *Nel Blu Dipinto*, otherwise known as *Volare*. Despite needing recommissioning, you'd have needed €590,000. The Ferrari 212 Inter Spider Vignale on the Atelier des Coteaux stand was even more special; one of just 80 examples built, it's one of just seven to be clothed by Vignale.

Rarer still were a couple of Maseratis – firstly, the Barchetta offered via private treaty by Aguttes. Only 17 of these were built and 15 remain, and this was one of a handful converted to road-going specification with the use of Fiat Coupé headlamps. It wasn't quite as rare as the Frua-bodied Quattroporte II, though, since that was one of just two examples built. Keeping to the Maserati theme, a replica Group 4 Bora looked suitably menacing on the French Maserati club stand, keeping watch over a new MC20. If you liked things angular, two examples of the Lamborghini Jarama S were up for grabs, quite something considering that just 152 were built.

The Artcurial auction dominated the ground floor space. While that may have been disappointing for those looking for more club stands and dealers, the auction house rarely disappoints with its carefully curated collection. This year was no different, with a sumptuous line-up of Ferrari hypercars that included examples of the Enzo, F50, 599 GTO and LaFerrari.

All eyes were on a certain other Ferrari – well, those of a certain age. A 1976 308 Vetroresina had been made to look like the Group 4 rally car that took part in the Rally Tour De France in 1982. It was immortalised in a popular Bburago model (and again more recently courtesy of Otto-Mobile). This particular car had been bought by the publisher of a Porsche magazine as a present for his son. Its seller had restored it to Pioneer specification and used it for a few regularity events; it sold for €125,160.

There was certainly a Zagato theme to the auction, with three Z-badged Alfa Romeos vying for attention. A 1961 Giulietta SZ Coda Tronca that had originally called Byfleet, UK its home sold for €417,200, while another Giulietta SZ, this time a Series 2 car dating from 1963 and one of just 44 built, remained unsold. A 1965 Giulia TZ was also up for grabs, with an intriguing history. At one point this car wore special vents in the rear wings so its then owner could attach fishing rods to it. Despite this, the



Rare Maseratis: road-converted Barchetta (left); Bora Grp4 replica (above); QP Frua (above left); 3500GT Spyder

car failed to reel in a buyer. If you fancied some Zagato action from a non-Alfa Romeo source, a 1963 Osca 1600 GT 'double bubble', one of 98, sold for €357,600.

For racier action, there was plenty to choose from. How about the ex-Franz Engstler German Touring Car Championship Alfa Romeo 155 D2 repainted in Nicola Larini DTM colours (which sold for €85,000)? Or the Lamborghini Gallardo GT3 racer (unsold)? Those with an eye for a project might have been tempted by the Alfetta GTV 2000 rally car that sold for just €10,132.

However, the one car I'd have taken home had to be the Alfa Romeo Giulietta Sprint Veloce Alleggerita, originally owned by Jean Dieudonné, the father of racing driver and journalist Pierre. This was the very car that young Pierre learned to drive in around the Zolder circuit. He'd later restore the car in the 1980s. Despite this history, the car wasn't sold, so there's hope yet. Come on Euromillions...

It was hard not to return to the temptations of the sub-€25,000 section. A black-and-gold 1981 Lancia Beta Spider Zagato tugged on the heartstrings: a Jody Scheckter special edition, it had covered less than 47,500km and was up for grabs for €16,850. Perfect for Paris in the summer. Next year's event returns to its traditional February slot. A bientot!



CLOCKWISE FROM ABOVE: Rare Giulietta SV Alleggerita; Ferrari 599 GTO; Lancia Beta Spider Jody Scheckter edition; Lamborghini Jarama S; Alfa Romeo Giulia TZ



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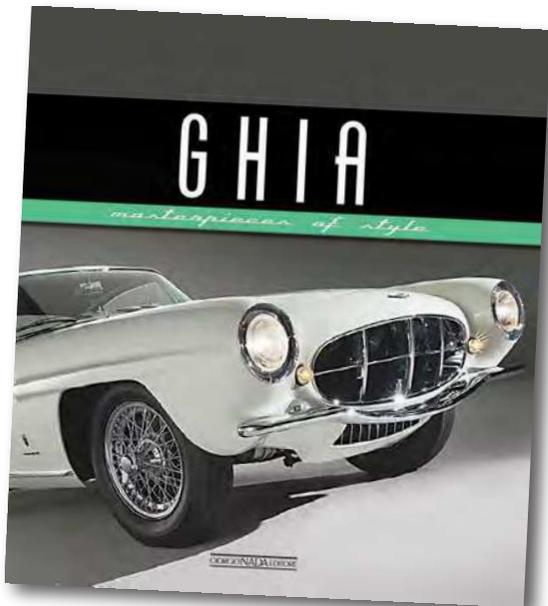
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**Ghia: Masterpieces of Style**

By Luciano Greggio  
Giorgio Nada Editore  
£50

Here at *Auto Italia*, we're huge fans of Giorgio Nada's excellent series of books on Italian design houses. With the publication of this new volume on Ghia – following Bertone, Giugiaro, Pininfarina, Touring, Vignale and Zagato – the series of seven books is now complete.

Ghia of Turin has a fascinating story. Starting in the 1920s, it was responsible for quality coachwork on the likes of Lancia, Fiat and Alfa chassis. Post-war, its output included exotic bodies on Ferrari, Jaguar and Abarth chassis, as well as the shape of the classic Volkswagen Karmann Ghia of 1955. The 1960s were a golden period for Ghia, whose designers – among them

Pietro Frua, Tom Tjaarda and Giorgetto Giugiaro – penned the Fiat 2300 S (1960), De Tomaso Mangusta (1966) and Pantera (1970), and Maserati Ghibli (1966). Ghia's 'Supersonic' style arguably ushered in the 'jet age' of car design in the 1950s. Ghia's stylists were increasingly influenced by American ideas, attracting Chrysler to its door as early as 1952. Collaborations with Chrysler continued for many years but ultimately it was Ford with which Ghia formed a fateful link.



Fateful? Yes, because after being bought by De Tomaso, Ghia was subsumed by the US giant in 1970 and ultimately devolved to being a mere badge for plush Granadas.

**Lancia Gamma Berlina & Coupe 1976-1984**  
By Matteo Licata  
£31.50

"Failures often make for great stories," says author and *Auto Italia* columnist, Matteo Licata. He should know: he has already written a book about the notorious Alfa Romeo Arna. While it might seem unfair to label the Lancia Gamma as a failure, it's true that Lancia's 1970s

flagship never sold nearly as well as the company had hoped.

This new book about the Gamma fills a long-standing gap in the market. The author treats the unloved Berlina (saloon) with every bit as much respect as the more lauded – and undeniably beautiful – Coupe. The English text is extremely well written.

The author interviewed the designer Leonardo Fioravanti of Pininfarina, who shared his memories about the Gamma's creation and supplied images and drawings for the book. Also interviewed was engineer Paolo Massai, whose first-hand insights form an interesting spine to the development story. Of course, specials like the Spider, Scala, 3V

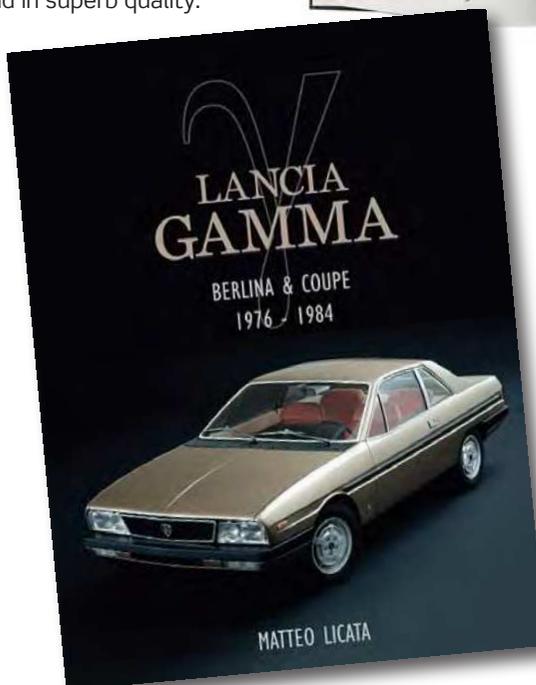


The text – all in English – is very readable and over 168 pages, the full story is comprehensively told. As with the other books in the series, the presentation is flawless, with excellent period images reproduced large and in superb quality.



and Olgiata are fully covered, too.

This new 125-page book is available either as a hardback (as reviewed) or for a little less money as a softback. It's independently published via Amazon. Unlike so many who have gone down this route, the quality of imagery is, by and large, maintained throughout; there are a few exceptions, though, and the paper quality lets the side down a little. But we're delighted that Gamma fans finally have a book that's entirely worthy of its subject matter.



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



## BRAKING BAD

Owning an Alfa Romeo 2600 Sprint, I thoroughly enjoyed reading the article about the model in the May 2022 issue of *Auto Italia*. My car is a 1964 model that, according to the *Certificato di Origine*, came off the production line on 8 April 1964 and was delivered to the UK on the 16th of that month (the chassis number being AR 854154).

My car has disc brakes on all four wheels, as have all models thereafter. There was no official 'Mark Two' but several changes were introduced after my car was manufactured. For example, mine has single-

piece alloy bumpers, whereas the tested car has the later three-piece items, also the dashboard has a 'grab handle' on the passenger side whereas earlier cars, such as mine, do not. Also the door handles are different. All of which suggests that the car tested was a late 1964 edition which therefore should have disc brakes all round.

I hope you don't consider the above to be too petty, but if the tested car does have drum rear brakes, then it is a bit of a mystery. As I stated above, I thoroughly enjoyed the article and certainly agree with the comment regarding being happier on an autostrada than twisty roads. To

cope with this, I have electric power steering fitted which, whilst not standard, has transformed the driving experience.

**Tony Bagnall**

## RANKING FERRARI

I very much like your magazine and your passion for Italian cars. Your features luckily still highlight sensations over the cold numbers that the present market seems to adore.

To the point: any subjective ranking is open to (futile but funny) discussion, so here we go... I've had the good fortune to drive most modern Ferraris, and some of the greatest ones of the past, including the Daytona, Lusso, F40, Enzo, BB and Testarossa. I more or less agree with most of your Top 75 Ferraris rankings in the May 2022 issue, but two positions genuinely shocked me: the F355 in 42nd and the 550 Maranello in 63rd.

Now... think for a second. Do you remember how low the level of



Ferrari road cars was before this duo? Both these cars are the final examples of a breed that will never come back. The F355 is a thrilling drive, even today, and you can't but turn back to give it a last glimpse every time you park it. The 550 was even more special, in my humble opinion: a Ferrari genuinely made with all the ingredients that put the brand on the top of the world in its early years. It has a cultured look, a rev-happy front-mounted V12 with plenty of torque, great manual transaxle gearbox and unbelievable balance and agility for a GT. Only the exhaust is uninvolvedly mute, but that's an easy fix (incidentally this was the last Ferrari V12 with a classic six-into-two-into-one exhaust arrangement).

Both were the last 'analogue' Ferraris (not even the odometers were digital), and today are the last chance for mere mortals to savour the qualities that made road Ferraris the most coveted cars of the 1960s and '70s, with prices (and maintenance costs in the 550's case) that are still sort of affordable.

My opinion is that, if we are speaking of great road Ferraris (where 'great' means beautiful design, driving experience, engine soul and historical relevance), these two gems of the renaissance that Luca Di Montezemolo so firmly pushed for cannot be in those rankings.

**Paolo Bruzzi  
Piacenza, Italy**

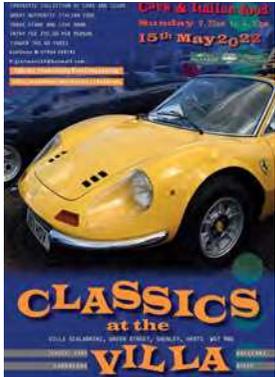
## KEEP ENGINES REAL

Reading your editorial in the May 2022 issue, allow me to tell you my own personal view of 'e-mobility'. My job is in the field of medical device technology and I drive all over Austria 40,000km to 90,000km each year. This would be impossible with e-mobility. For me, this is one of the biggest politically-driven missteps ever. The market will give its answer! I know some people who are returning from e-mobility to proven technology, and their numbers will increase. I admire *Auto Italia* magazine and all those who make it possible - enjoy the natural sounds of healthy engines!

**Thomas Herbsthofner**



## DIARY DATES 2022



May 15

### Classics at the Villa

Villa Scalabrini,  
Shenley, Herts  
www.classicsatthevilla.com

May 20-22

### Lancia Motor Club Great

Northern Weekend  
Morecambe  
www.lancia.myzen.co.uk

May 22

### Prescott Italia with Auto Italia

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

May 22

### AROC South West Alfa Day

Forde Abbey, near Chard  
www.aroc-uk.com

May 28

### Italian Passion for Speed

Millennium Centre,  
Cardiff  
italianpassionforspeed.co.uk

May 28-June 2

### Lancia Motor Club

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

May 29

### AROC Scottish Italian Car Day

Hopetoun House  
www.aroc-uk.com

June 4

### All Italian Car Meet

Departure Lounge Café  
Alton, Hampshire  
thedeptureloungecafe.co.uk

June 10-12

### Vernasca Silver Flag

Piacenza, Italy  
www.vernascasilverflag.it



June 15-18

### Mille Miglia

Brescia, Italy 1000miglia.it

June 17

### 10th Historic Trackday

Varano, Italy  
www.bernimotori.com

June 19

### Midlands Italian Car Day (MITCAR)

Kedleston Hall near Derby  
www.aroc-uk.com

June 23-26

### Goodwood Festival of Speed

goodwood.com

June 28-30

### London Concours

Honourable Artillery Company  
londonconcours.co.uk

June 30-July 3

### Le Mans Classic, France

www.lemansclassic.com

July 1-3

### F1 British Grand Prix

Silverstone  
www.silverstone.co.uk

July 9

### Auto Italia Northern Italian Car Day

Raby Castle, Co Durham  
www.auto-italia.co.uk

July 10

### AROC Cotswold Alfa Day

Cotswold Wildlife Park  
www.aroc-uk.com

July 10

### Abarth Festival

Finedon, Northants  
www.abarthownersclub.com

July 22-24

### Lancia Motor Club Nat'l Wknd

Woodland Grange, Leamington  
www.lanciamc.co.uk

August 6

### All Italian Car Meet

Departure Lounge Café, Hants  
thedeptureloungecafe.co.uk

August 7

### AROC National Alfa Day

Bicester Heritage  
www.aroc-uk.com



August 14

### Festival Italia, Brands Hatch

www.festivalitalia.com

August 26-28

### Silverstone Classic

www.silverstone.co.uk

September 2-4

### Concours of Elegance

Hampton Court Palace, London  
concourseofelegance.co.uk

September 3

### AROC Southern Alfa Day

Amberley Museum, Sussex  
www.aroc-uk.com

September 9-11

### Lancia Beta 50th (LMC)

Abingdon, Oxon  
www.lancibeta50.com

September 11

### AROC Yorkshire Alfa Day

Location TBC  
www.aroc-uk.com

September 16-18

### Goodwood Revival

goodwood.com

October 1

### All Italian Car Meet

Departure Lounge Café, Hants  
thedeptureloungecafe.co.uk

October 9

### Auto Italia Motorsport Day

Brooklands Museum  
www.auto-italia.co.uk

November 10-13

### Fiat 123rd Anniversary Rally

Bendigo, Victoria, Australia  
fiatcentral.victoria@gmail.com

## CLUBS



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**Fiat Motor Club GB**

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

### Alfa Romeo Owners' Club

aroc-uk.com

### Alfaowner.com Club

alfaowner.com

### Club Alfa UK

clubalfauk.co.uk



### Alfa Romeo Association of California

alfaromeoassociation.org

### Alfa Romeo Club Quadrifoglio

Belgium

clubquadrifoglio.be

### Alfa Romeo Owners' Club of Canada

alfabb.com

### Alfa Romeo Owners' Club Australia

(Victoria Division) alfaclubvic.org.au

### Alfa Romeo Owners' Club Australia

(South Australian Division)

alfaclubsa.org.au

membership@alfaclubsa.org.au

### Abarthisti

abarthforum.co.uk

### Abarth Owners Club

abarthownersclub.com

### De Tomaso UK Drivers' Club

detomasodc.co.uk

### Ferrari Owners' Club

ferrariownersclub.co.uk

### Fiat Club America

fiatclubamerica.com

### Fiat America

fiatamerica.com

### Fiat Club Africa

fiatclub.co.za

### Fiat Club of New South Wales

fiatclub.com.au

### Fiat Club of Victoria

fiatclub.org.au

### Fiat & Lancia Club of

Western Australia

fiatlancia.org.au

### Fiat 500 Club

fiat500club.org.uk

### Fiat 500 Enthusiasts Club GB

fiat500enthusiasts.co.uk

### Fiat Barchetta UK Owners' Club

fiatbarchetta.com

### Fiat Register

thefiatregister.com



### Fiat Forum

fiatforum.com

### Fiat Cinquecento & Seicento

clubcento.co.uk

### Fiat X1/9 Owners' Club

x1-9ownersclub.org.uk

### Fiat 131 Mirafiori Forum

131mirafiori.com

### The Fiat Coupe Club UK

fccuk.org

### The Other Dino (Fiat)

Brian1.Boxall@btinternet.com

### Lamborghini Club UK

membership@lamborghiniclub.co.uk

www.lamborghiniclub.co.uk

### Club LanciaSport

lanciasport.com

### Lancia Montecarlo Consortium

lanciamontecarlo.club

### International Association

of Lancia Clubs

viva-lancia.com

### Stratos Enthusiasts Club

stratosec.com

### Lancia Gamma Consortium

www.gammaconsortium.com

### Lancia Motor Club GB

lanciamc.co.uk

### Maserati Club

maseraticlub.co.uk

### Sports Maserati Club

Matthew Yates

sportsmaserati.com



### Maserati Club Of America

themaseraticlub.com

### Northern Ireland Italian

Motor Club

niimc.net

### Italian AutoMoto Club

italianAutoMotoClub.co.uk

### Italian Made Cars Club

italianmadecarsclub.org.au

### Scuderia Italian Car Club

South Australia

scuderiaitaliancarclub.asn.au



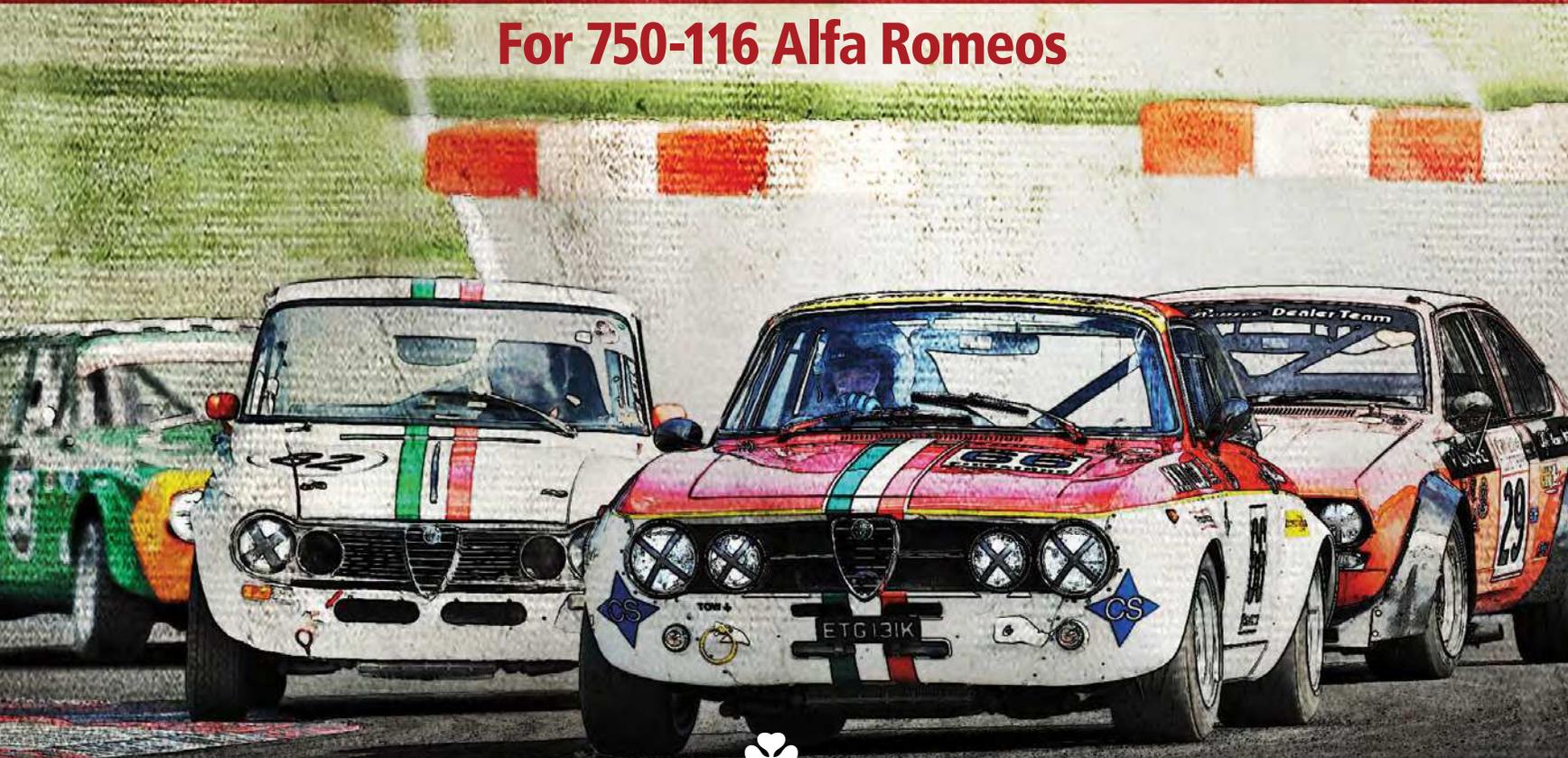
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# COMING SOON

ISSUE 317 ON SALE 2ND JUNE

- ALFA ROMEO TONALE: FIRST DRIVE
- FERRARI SF90: IS 1000HP TOO MUCH?
- ALFA 146 v FIAT BRAVA



Some features may appear in a later issue

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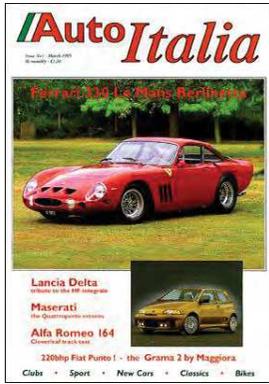
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## ABARTH

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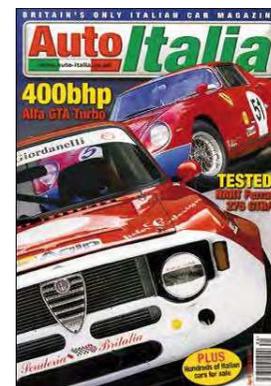
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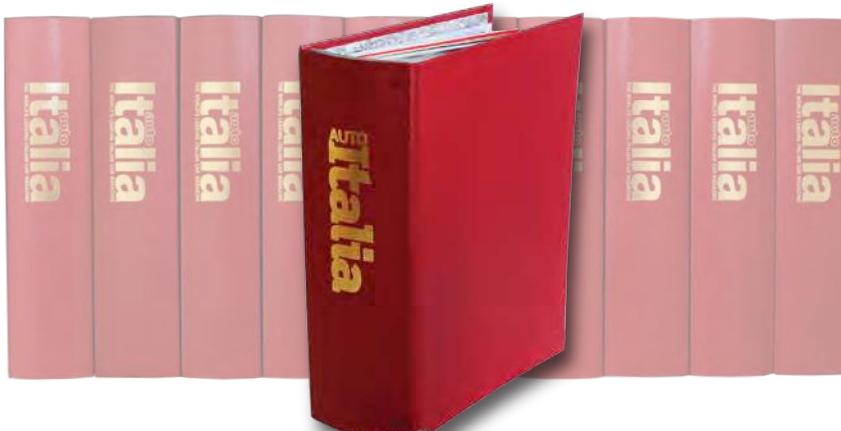
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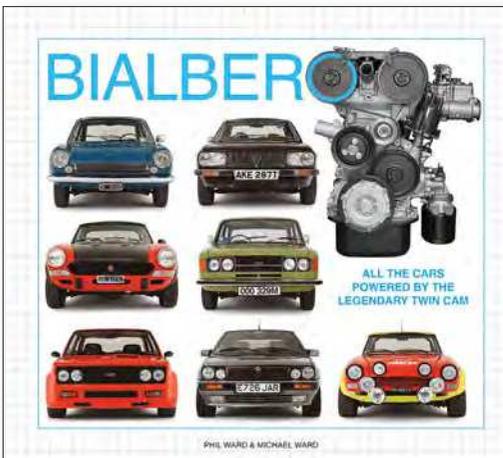


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## ALFA ROMEO



**1992 Alfa Romeo Spider S4.** Broom Yellow, RHD conversion by Bell & Colvill, period Zender alloys, Nardi wooden steering wheel. Stainless steel manifold, Harvey & Bailey handling kit, Classic Alfa wind deflector, A/W cover by Classic Additions. MOT October 2022, clutch and both cylinders replaced May 2019, brakes overhauled 2021, plus loads of other work including elec window motors and heater matrix. Car featured 3 times in *Classic Car* magazine, £13,250. Please contact: Peter, 07711 035107 (SW London). A316/072



**1983 Alfa Romeo Alfasud 1.3.** 58,900 miles, red, 2 keepers from new. Needs some welding, drives and runs well, interior very clean. Engine oil, filter and cambelt just done, service history, £4495 ono. Tel: 07860 842949 for more information. A316/070



**Alfa Romeo 155 2.0L T/S.** One owner from new, pampered, only 32K miles! Best in country? Club expert valued it at £15K in writing. Wheels just re-powder coated, look amazing! Garaged all life so colour Alfa Red hardly faded, no rust, rain always avoided. FSH, will service and MOT, genuine opportunity. Very sad but time to let go due to health, open to offers, many pictures on request. Tel: Ray, 07886 002482 (Essex). A316/068

**1996 Alfa Romeo 164 3.0 24v Super.** Spares or repair, cutting out problem. Custom Quad tailpipe, s/steel exhaust, new air con pump and radiator and lots of spares, offers. Tel: 07759 988613. A316/078



**2002 Alfa Romeo 156 2.0 JTS.** 100,000 miles, family car since Jan 2004. Full service history, metallic blue with cloth interior, minor supermarket dings. SS exhaust, 4 good tyres, good battery. Failed MOT, needs both outer sills repaired (available online). Runs well, too good to break especially with reduced numbers of 156. Tow hook used for small trailer only, child's seat not included, £500. Email: dreammachinesit@btinternet.com. A316/069



**Alfa Romeo 156 GTA 3.2.** 52 reg, totally genuine and outstanding all original condition. At 14,000 miles this must be the best and only perfect example left. It has spent most of its life in a garage and never been outside in the rain, snow or the direct sunlight, so it still has all original paintwork. I have owned this car for 18 years. Please no dreamers, serious buyers only. Full service history, £35,000. Tel: 07710 197171. A316/071



**Alfa Romeo 159 Turbo diesel saloon for sale.** 4 door, manual, high spec, alloy wheels, 4 new tyres, black with lovely black leather seats/interior styling. Everything sorted last MOT, which expired last autumn, so offered as spares/repair, trailer collect, no advisories last test, all work completed for that. Registration 'RV59 KLA' (for MOT check). Reason for sale, turbo failed causing smoky exhaust, so parked up now. Worthwhile project to fix, good straight car, drove very nicely, comfortable too, asking only £795 ono, will consider offers. Tel: Martin, 01737 769887 (office hours). Email: airmart@hotmail.co.uk. A316/065



**Alfa Romeo 156 GTA.** 79,000 miles, silver. One owner from new, purchased from Sterling Motor Group as it was their demonstrator and the present owner has owned the car since. We have looked after the car since 2006 and the car has full service history and we have just completed a major service and renewed the camshaft drive belt and water pump. We have also installed the all important Q2 differential as the car still had the standard differential. Prior work on the car includes a new clutch fitted at 71,000 miles, the car has had the suspension upgraded with the Bilstein Harvey Bailey shock absorbers and thicker anti-roll bars giving a better ride and improved handling. The car body work is in immaculate condition and the car has rarely been used in wet weather. Please call us for further information. Tel: 01473 211123. A316/073



**2005 Alfa Romeo 156 GTA.** Black, only 2 previous owners, good original condition, full service history (majority of which at main service agent), front wings need attention but otherwise no rust, Quaife differential and electric sunroof - otherwise standard specification, £6995. Email: markalfa@live.co.uk. A316/075



**2007 Alfa Romeo Spider 939.** 60,000 miles, Q4 AWD manual. Grey, 60K miles, MOT until March 2023, regular services, £12,000 ono. Tel: 07721 755988 mob or 01289 388206. Email: graemereavley@hotmail.co.uk. A316/076



**2007 Alfa Romeo 159 Lusso 2.4 JTDm.** 210bhp, 80,000 miles, black. A great deal has been spent on this excellent car by an independent Alfa specialist. I have cherished this car for 12 years, regular servicing has ensured that this car's performance is stunning. It has been undersealed, the subframe is sound. Black leather seats. Some age related blemishes, but overall a fine example of a desirable model, £2950. Extensive invoices to substantiate the maintenance costs. Email: winspa2013@aol.com. A316/067



**2000 Alfa Romeo 916 Spider Lusso T Spark 16V 1970cc.** Reluctant sale of this fast appreciating modern classic due to ill health, 103K miles but little use having been in storage since 2012, drives and stops as it should. Original toolkit and 2 keys, large paperwork folder inc service and MOT history, unmarked leather seats, Rosso Red sound bodywork with no rot but some faded panels. Working electrics inc hood, large history file, MOT until March 2023, £2950. Tel: 07971 952358. Email: glenn@bugattis.plus.com (East Yorkshire). A316/074



**2007 Alfa Romeo Spider 939.** 58,000 miles, black, Q4 AWD automatic. Sat nav and electric heated seats, MOT until March 2023, regular services, £12,000 ono. Tel: 07721 755988 mob or 01289 388206. Email: graemereavley@hotmail.co.uk. A316/077

Next issue on sale 2 June



**Alfa Romeo MiTo QV.** 75,000 miles, red, 64 plate. Full Alfa history, cambelt done plus full service last May. Wheels refurbished, leather interior with green and white stitching, four virtually new Continental tyres. Been SORNed over the winter, garaged and on trickle charger, £9000. Tel: 07422 710084. A316/066

FERRARI



**Ferrari F430 Challenge race car.** Purchased in the USA on 16 February 2016 and imported into the UK on 25 April 2016, and all import duties, VAT etc have been paid. It has been rebuilt and is now ready to race, please contact me for more pics and info. Tel: Anthony, 07779 726845. Email: prsche@mdn.com. A316/011



**Ferrari 308 GTS.** Selling my 1978 carb 308 GTS. Red/tan RHD UK car, 51K miles, big history file and lots of recent expenditure. Belts done summer 2021, 5 new Michelin XWX in Nov 2020, air con working. Lovely car that drives superbly. For sale through Mike Wheeler at Rardley Motors. Tel: 01428 606606. A316/021



**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. A316/012

**Ferrari 360 Modena F1.** Purchased in 1999 by my wife, it has 11,000 miles on the clock with FSH. Red with ivory seats the car is in A1 condition. We are looking for £79,995 ovno. Tel: 07747 108449. A316/015

**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. A316/007



**Ferrari F355 Berlinetta manual.** Just 408 RHD, manual gearbox F355 were built, I purchased this superb example from Joe Macari Cars in Wandsworth in 2015 - look at their website and see the quality of car that they sell! 1996, red with black leather, just 59,000 miles, all books, both keys etc. Over £10,000 spent on the car including over £7000 less than 1000 miles ago having a full service (including belts) and new air conditioning compressor. Comes with registration '355JET'. Kept in heated garage; superb! Just £68,500. Tel: 07712 031656. A316/018



**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. A316/006



**Ferrari Mondial 3.0 QV.** 1983, finished in Rosso Corsa with Sabbia interior, Bordeaux carpets, first registered on 11 April 1983 by Graypaull Ferrari, 3 previous owners and only 37,811 miles from new. All original keys are present, comes complete with all MOT certificates, an exceptional service history, book pack, tool roll, tool kit, charger and indoor cover. Major service and belts replaced in June 2021. A lovely cared for example, £42,995. Tel: Matt, 07900 804204. Email: mjicj2009@aol.com. A316/016

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**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. A316/010



**Ferrari 612 Scaglietti.** Left hand drive, 2006 model. Imported to the UK and registered in 2017 in the UK, all paperwork present. We bought this vehicle to be used on a television programme last year and it is now no longer required by us. The car is in a storage unit in Manchester. For further/full details or a general discussion of interest please call Neil on: 07768 525727. Serious enquiries only. A316/017



**Ferrari F430 F1 Spyder 2009.** July 2009 UK supplied, RHD, matching numbers. Nero/Nero with dark blue stitching, yellow calipers, rev counter and shields, carbon ceramic brakes. Approx 26K miles with Ferrari main dealer service history (GrayPaul, Dick Lovett, Lancaster). Heated seats and Bose hi-fi upgrade, carbon driver zone. New oil/water & F1 pumps, Challenge headers, Hill Engineering brake rebuild and 10mm wheel spacers, ceramic coated in 2020 by Barkaways, £84,995. Tel: 07967 600800. A316/019



**Ferrari 612 Sessanta.** 612 Sessanta for sale in London. Email: clink.robert@gmail.com. A316/014



**Ferrari 360 Michelloto.** Factory built 360 Challenge on the 22/12/2000, assembly no 39879, one of only 2 cars built to Carbon Michelloto specification. This particular car has had over £80,000 spent over the last few years, including a new Stradale engine (invoices on file), and lightly used since. Full Air Jack system, Ohlins fully adjustable dampers, Autotel comms, slicks and wets. This car is very well known in the UK, and has been maintained to the highest of standards, £99,950, happy to p/x road car. Tel: Robert, 07802 638618. A316/004



**Ferrari 348TB.** 1993, full service history, just serviced with cam belts, new tyres, car cover, tool kit. Owned for last 15 years. Red with black interior, 55,000 miles, £49,995. Email: steve@leaboxes.co.uk. Tel: 07739 000562. A316/020



**Ferrari 430 F1.** Mint condition, only 11K miles. Pearlescent black, Creme interior, black carpets, mint condition. Carbon Driver Zone, carbon rear panels, carbon ceramic brakes, sat nav, trickle charge point, Tracker, new tyres fitted. Have owned the car for 7 years and now time to have a change and for someone else to own this magical car. Fully serviced at Ferrari, 90K. Tel: Paul, 07768 50237. A316/013



**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. A316/008



**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. A316/005



**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. A319/009

## FIAT



**Classic Fiat 500L.** 1972, original RH drive, owned since 2004, bought fully restored. Always garaged, 50,000 mls. Vinyl seats need recovering as brittle otherwise all good, call for further details, £12,995. Tel: 07780 990362 (Farnham, Surrey). A316/003



**Fiat Abarth 595 50th Anniversario limited edition.** No.39 of 300 made (50 RHD), 48,000 miles full service history. New belts, water pump and brake rotors etc. Lovely condition, no modifications and difficult to find, £13,000. Tel: 07971 033905 (Staffordshire), A316/001



**For sale 1980 124 Fiat Sports Spider 2000.** Fuel injection, Pininfarina, 47,000 miles, \$10,900-USD. Email: nrj.sparrow@prodigy.net. A316/064

## PARTS



**Ferrari Boxer 512Bbi rear clip and bumper for sale.** The engine cover is a brand new part but has had the tubular frame/hinge plate removed and will require some repair, the old frame is included and can be used as a template. The bumper is used but in pretty good condition. All components included, £2000. Tel: Les Arrowsmith, 07950 962716. Email: lesed@hotmail.co.uk. A316/058

**Genuine carbon fibre wheel centre caps.** Came from a 488 GTB but fit many other models. Outer side diameter 56mm, inner dia 43mm, £650. Please email me for photos. Tel: Chris, 07860 146575 for more info. Email: chrisness100@gmail.com (located in York if anyone wants to view them). A316/062

**Ferrari 458 front calipers.** Yellow calipers from a 458, very good condition, selling for around £900 each on eBay in this condition, looking for £1250 for the pair. Collection preferred, please message me for photos etc. Tel: 07843 156716. Email: smithfamily18@hotmail.com. A316/038

**Ferrari 360 Challenge Stradale exhaust system.** Virtually brand new 360 Challenge Stradale exhaust system ordered from Ferrari Manchester new. Complete system silencer outlet manifolds, brackets and all nuts and bolts. Experience the true Ferrari sound with this immaculate condition kit, £5000. Email: ltermine10@gmail.com. A316/039



**Alfa Romeo disc brake 2ltr.** I would like to sell this item for £50, any information please contact me. Email: pietrodiapola@icloud.com. A316/079

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**F40/355 Challenge calipers.** Brembo calipers unused since refurb and pressure test by Bigged, mounting brackets, mechanical handbrake calipers, discs with mounting bells and fittings, pair 355 Challenge discs mounted on specially made handbrake drums for 355. 355 standard front right caliper. ABS sensors M2.7 355. Air con compressor, power steering pump, air injection pump, shock actuator motors, sensors and suspension ecu, all for 355. Factory wing badges. Tel: 07823 447241. Email: johnshirleyinverroy@gmail.com A316/043

**Ferrari F8 wheels.** As new set of diamond cut 2021 F8 Spider forged alloy wheels only used for delivery, immaculate, in boxes, £3750. Tel: Alan, 07813 387102. A316/044

**Ferrari 348TS engine ECU.** Ferrari 348ts 1x engine ECU, came off working engine, £375 happy to ship at cost of buyer. Email: colinyoung2206@gmail.com. A316/048

**Ferrari 308 GTS front spoiler.** This has been dry stored for 20+ years and was removed from a 1979 Ferrari 308 GTS. The item is in reasonable condition for its age, the paint surface is cracked. However, the fibreglass is in exceptionally good condition – this item would only require a respray prior to fitting. More photos are available upon request, available for collection from Broadstairs, £550 ono. Email: davidmcintyre314@gmail.com (Kent). A316/053



**F430 F1 clutch, release bearing and flywheel.** New genuine F430 manual clutch part no.222090, £1800. Also available is a new Hill Engineering release bearing, £300; and an uprated billet flywheel, £500. Parts are in London W5, was going to change clutch, but car now sold. Email: sav@johalnet.co.uk. A316/034



**Floor mats 360 Modena OEM.** OEM factory Ferrari overmats (driver and passenger) for RHD Ferrari 360 Modena. Very little use (less than a 500 miles) on driver's side. Passenger side untouched! Original box. Collection very welcome from just south of Luton or shipping arranged at cost, £250. Email: stevenwhitchurch@gmail.com. A316/057



**OEM 599 carbon wing shields - new.** Genuine pair of OEM Ferrari 599 carbon wing shields, bought new and never fitted. Unmarked original condition in Ferrari packaging, £840 includes free UK mainland delivery. Call or WhatsApp Ross: 07899 271510. A316/050



**Novitec F4 458 HF3 wheels and tyres.** Set of Novitec F4 458 NF3 split rim alloys to suit Ferrari 458, complete with part worn Continental Sport Contact 6 tyres. Front wheels 21", rear wheels 22". Fronts: 255/30 ZR21 XL. Rears: 335/25 ZR22 XL. On the car when purchased but I have changed to Ferrari alloys and have these available from Buckinghamshire, 2 minor stone chips and a small scuff pictured, easily repainted, very good condition. £3000 ovno. Tel: Phil, 07584 437773. Email: phil@plumbplussupplies.co.uk. A316/028

**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. A316/030



**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. A316/023

**Brand new tyres PZero Rosso 285/35 ZR19.** I have two brand new Pirelli PZero Rosso tyres, size 285/35 ZR19 (99Y) Ferrari fitment. Tyres are really difficult to get hold of currently and I inadvertently ended up duplicating an order because I was communicating with a number of suppliers to try and source them. Best offer secures. I am based in Worcestershire but could courier. Email: garrysmith5@icloud.com. A316/035

**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. A316/029

**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. A316/026

**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. A316/022

## MISCELLANEOUS

**Ferrari F430 cover.** F430 original cover and storage bag. Will also fit 360 models, £300. Tel: Shaun, 07714 090015 (Cams). A316/037



**Ferrari F355 indoor cover.** Indoor original cover, looks exactly the same as the one in the picture but which is on my 458, £200. Email: keith.fisher@fairstone.co.uk. A316/060



**'TGV 12' personalised number plate.** On retention, can be transferred to car or motorcycle, private sale, £9750. Tel: 07881 452068. Email: rgotech@yahoo.co.uk. A316/063



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**Ferrari F355 luggage kit.** 2 suitcases and suit cover with protective bags for all. Only used on 1 trip before we sold the car and then been stored in protective bags. The cases are in very good condition for their age, slight scuffs on the bottom side I guess from being put on an abrasive surface. Can provide more pictures if needed, £3500 ono. Email: mark.andrew.morgan@gmail.com. A316/055



**Monterey Historics Ferrari sweatshirt.** Ferrari at Monterey Automobile Historic Races sweatshirt. Size large, Ferrari 166 depicted on front. Bought as souvenir, new but not worn. Email: mark.charles@ntlworld.com. A316/049



**Ferrari 308 drop gear RNT-45 ring nut removal tool.** 45mm, Hill Engineering RNT-45. Used once, £30 incl p&p within UK. Email: paul@rocott.co.uk. A316/046



**Ferrari models 1/43.** Large collection of 1/43 scale models including 125S, 250GTO, 550 Barchetta and 360. Mint and boxed. Email: mark@cilttd.co.uk. A316/054



**Ferrari factory brochures.** Original brochures: 250 275 330 365 308 328 348 400 412 F40 and more – from 1953 onwards. Please contact me with your requirements. Email: stephenwalch1929@hotmail.com. A316/033

**General Ferrari items.** 275 hub puller, large dealer wall posters, 550, 360, 355 etc unused. Pair of oil paintings depicting 1959 Moss/Hill at Nurburgring TR & Aston, 70x55 and 50x60, well known motor sport artist. 275/330 parts book. 400 GT driver maintenance manual. 400 parts manual. 400 auto gearbox manual. 250 1948/63 Merrit maintenance service book, note on fly 250. 1081 gt Earl's Court show 1948, history photo. The original front badge from chassis 0655, offers. Tel: 07737 174200. A316/031

**Ferrari in Camera book.** Ferrari in Camera book from Ascari to Villeneuve by Geoff Goddard and Doug Nye. 868 of 1000 printed, mint condition with slip case, £2000. Email: mark.charles@ntlworld.com. A316/052



**Rare Lancia bicycle.** New and probably only one in UK! Alloy frame, forks and handle bars. Aluminium V brake, triple crankset Shimano Acera 24v, 28" alloy wheels, finished in matt black with pearl white, £895. Tel: 07854 990674 (Wickford SS12). A316/002



**Ferrari 250 GTO by Corgi.** 250 GTO Corgi Classics, mint and boxed. No. 02601, several other 1/43 models available, £15. Email: mark.charles@ntlworld.com. A316/056



**360 Spyder brochure.** Very good condition, 44 pages in English, very collectable and rare, £50. Email: r19831993@aol.com. A316/040



**Ferrari models 1/43.** 8 models 1/43 scale 166M, 365GTS4, 400SA, 365GT4 BB, 156 (2), 330P4 and 500F2. Mint and boxed, £50. Email: mark@cilttd.co.uk. A316/059



**Club magazines.** "Ferrari – the magazine of the FOC of GB", issue 96 Winter 1992 to issue 223 October 2015, complete set except issue 169, £250. "Ferrari News" issue 35 (Feb '93) to last issue 171 (Oct 2015), complete set, £100. All in great condition, with odd water mark/stain, buyer collects please. Email: andrewbailey@dimatec.co.uk . A316/080



**UK magazines.** Approx 20 UK magazines with articles on Ferraris. Most models are covered including 288GTO, F40, F50, 308GT4, Daytona, Boxer, 355, 575, 166, 212, Breadvan, Testarossa and 365GTC. Magazines include *Classic & Sportscar*, *Octane* and *Car*. More magazines will be added to this package. Email: markc@cilttd.co.uk. A316/045

**308GT4 factory handbook.** I purchased this item new in the mid 1980's and never used it. Excellent condition with the factory number 124/76, £185 plus insured postage. Please enquire. Email: stephenwalch1929@hotmail.com. A316/032



**355/360/430 Spyder brochures.** 355 Spyder brochure, 36 full colour pages, presented in a white Ferrari folder, excellent condition, £50. Ferrari 360 Spyder brochure, very good condition, 44 pages in English, very collectable and rare, £50. Ferrari 430 Spyder brochure, excellent condition, 36 pages, £50. Email: r19831993@aol.com. A316/027

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# OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

## OTAS 820 TIGRE

WE DRIVE AN 'EXOTIC' WHOSE ENGINE SIZE IS JUST 817cc

Story by Chris Rees



If the car on this page looks familiar, you might recognise it as the Francis Lombardi Grand Prix – a car we featured back in March 2018. But this isn't quite a Lombardi – it is in fact an OTAS 820 Tigre. If you've never heard of OTAS, we're not surprised. Officina Trasformazione Automobili Sportive was a very short-lived marque co-created in Turin by coachbuilder Francis Lombardi and Franco Giannini (son of the famous engine tuner, Domenico Giannini).

OTAS was created specifically to exploit a loophole in US laws. At the time, engines of less than 50 cubic inches (819cc) were exempt from US emissions rules. Since the Fiat 850's 843cc engine exceeded this capacity, OTAS engineered it down to just 817cc. To compensate for the loss of cubic inches, the engine was given a hotter camshaft, higher compression ratio, and Abarth headers and exhaust, enough for a quoted 65hp (to US standards – more like 52hp in reality).

The car was marketed as the

OTAS 820 Tigre by the US Abarth importer, John Rich, whose business – Siata International of Newark, New Jersey – was the sole distributor. Perhaps 100 cars were exported to the US between 1969 and 1971, including a 'Monza' version launched at the 1970 New York Motor Show with a central roll-over structure and removable targa roof.

Which makes it very surprising that an example has come up for sale in Manchester, England – and of course we

couldn't resist going to see it. Imported here from the US in 2010, chassis number 14 has been repainted in a very bright shade of green (it was originally red). The non-original wire wheels should, in our view, be changed for something more in keeping with the car.

Getting into the cabin is highly amusing because the car sits so low. Headroom is tight but once you're installed in the slender seat, your legs are stretched almost straight out. The flocked dashboard and bespoke

instruments are simplicity themselves, although the aftermarket graphic equaliser looks a bit odd – and seems superfluous given the vocal soundtrack of the engine.

Most of the car's bodywork is in steel; only the rear panel and pop-up headlamp shells are glassfibre. The OTAS weighs barely 600kg, so its 817cc engine actually delivers quite sprightly performance, up to a max of about 90mph. The Fiat 850 Berlina platform is standard, including its suspension and front disc brakes/rear drums. The ride is very hard – possibly because of over-inflated tyres on our test drive – but the handling is very sweet indeed.

This must surely be the only OTAS in the UK and almost certainly the only one in Europe. While it needs a few jobs doing, it's UK registered, road legal and can be used straightaway. If you're interested, it's currently up for sale via Specialized Vehicle Solutions (svs-ltd.com) priced at £22,950.



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