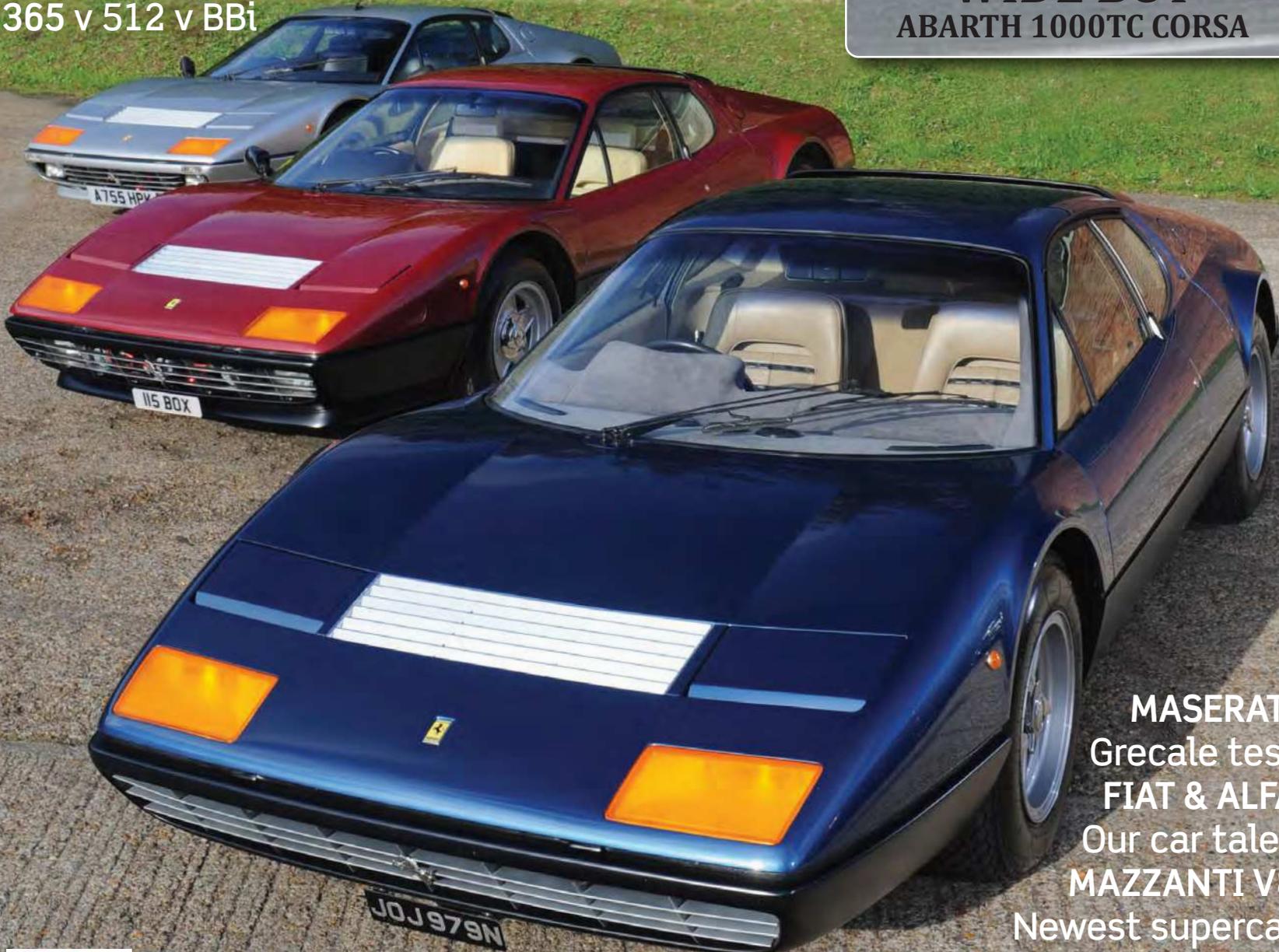
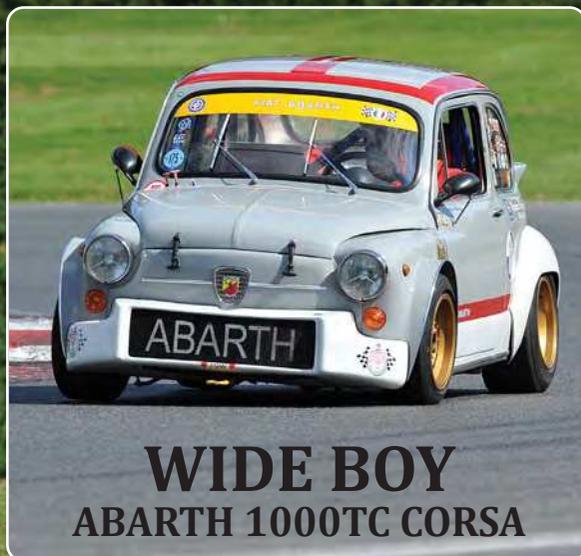


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Sometimes people say something that really sticks with you, and so it is with a point that Andrea Zagato once made to me concerning the difference between German and Italian product planners. In Germany, they create a template, stick with it and evolve it – you know, VW Golf, Porsche 911, BMW 5 Series et al. In contrast, the Italian mindset is to change tack constantly, and therefore consistency is lacking.

That plays out in things like Ferrari’s ever-baffling nomenclature; Fiat dropping the brilliant Multipla and axing the Punto; Fiat renaming the Tipo the Bravo, then the Stilo and then back to Tipo again – the list goes on. In my view, it comes down to a trait in the Italian psyche that doesn’t like to be pinned down; a certain looseness, if you will. If the German approach is a military marching band, in Italy it’s a jazz improv collective.

Of course, that results in moments of pure Italian magic and brio. But it also sometimes leads to catastrophic product planning. Time and time again, we hear of models that are developed for production but get nixed at the last minute – like Alfa Romeo’s MiTo GTA, Giulia Wagon and Giulia GTV two-door.

Alfa’s current range consists of just two models – Stelvio and Giulia – neither of which, sadly, are selling as well as hoped (just 3148 Giulias were shifted in Italy in the whole of 2021). Alfa desperately needs new models like the Tonale, the new SUV that will finally plug what will have been an 18-month hole with no offerings in the medium segment. We’ll have more on the Tonale next month, when it’s unveiled ahead of going on sale in June on the continent and September in the UK.

Our spies suggest there’s a lot more to get excited about at Alfa Romeo over the coming months and years, including possible new GTV and Spider models. As one inside source told me: “The future is looking bright”. I really, really hope so.

Chris Rees
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ITALIAN CAR NEWS

More Petitjean Ferraris Released



An important collection of 28 Ferrari road cars made between 1959 and 1989 is to be offered at auction in February. Collected by Marcel Petitjean over five decades, the 'Petitjean Collection Part II' follows a previous RM Sotheby's sale of 97 cars from the same collection in 2020.

The collection is headed by a 1985 Ferrari 288 GTO, one of 272 made. It was formerly owned by Bepp Mayer, the German racing driver, who specified air conditioning, power

windows and a radio. It has 9559km on the clock and is described as "one of the most outstanding 288 GTOs in existence". It's estimated to sell at €2.4m to €2.6m.

Another significant Ferrari is the 1966 275 GTB/4, chassis 09021 – the very first production quad-cam GTB/4 of 330 examples built. This was the example displayed at the 1966 Paris Salon and was owned by the Parisian fashion designer, Charles Jourdan. It's offered after 52 years in single ownership, and is described as

"a potential concours d'elegance winner" with an estimate of €1.7m to €2m.

Other highlights include a 1959 250 GT Series II Cabriolet (estimate €850,000 to €1.1m) and a 1964 Ferrari 250 GT Berlinetta Lusso (estimate €900,000 to €1.1m). The RM Sotheby's sale occurs in Paris in February, all lots being offered without reserve.





MASERATI TEASES MC20 CONVERTIBLE

Maserati has teased its forthcoming drop-top version of the MC20. The company has released images of an early prototype of the MC20 Convertible outside the gates of its Modena HQ, wearing camouflage livery featuring a cloud motif – a reference to its open-to-the-skies body style. Like the MC20 coupe, it features a carbon chassis and

bodywork made of carbonfibre and composite materials.

The camouflage masks the aesthetic changes made over the coupe, but it's thought that Maserati will not use a fabric soft-top, but instead a folding hard-top made of composite material. The rear engine cover will also be changed.

As with the MC20 coupe, the new version will be offered in 630hp V6 petrol and fully electric forms. It's not yet known whether it will adopt Maserati's traditional 'Spyder' name tag, but for now it's officially being referred to simply as the MC20 Convertible. Due to be launched in summer 2022, the price tag is expected to exceed £200,000.



MASERATI JOINS FORMULA E

Maserati is making a return to single-seater racing by joining the Formula E series as a new manufacturer for the 2022-2023 season. It will partner up with a yet-to-be-announced team, as fellow Stellantis brand DS has done with Techeetah, but Maserati will develop its own powertrain.

"I'm extremely happy and excited to announce that Maserati is the first Italian brand to join the Formula E Championship from 2023, season nine," said Maserati CEO Davide Grasso (pictured right alongside Alejandro Agag of Formula E). "It couldn't be a better way to start the new year."

The last Maserati to compete officially in single-seater racing was in 1957, when Juan Manuel Fangio won the Formula 1 title in his 250F, although the model remained popular among privateers thereafter. Maserati also developed the MC12 GT1 racer 2004, winning the GT1 Championship in 2010.

The Formula E entry follows Maserati's move towards electrification in its road car range. Fully electric versions of the MC20 and new GranTurismo/GranCabrio will debut in 2022, while every model in the range will have an electric variant by 2025.



ARES S1 BIPOSTO FOR UNICEF

Italian coachbuilder ARES Modena has built three unique vehicles that were sold at auction to benefit UNICEF. Alongside a modified Land Rover Defender and a Scrambler motorbike, the carrozzeria also offered a special edition S1 Biposto supercar created especially for the charity's December 2021 gala dinner. Funds raised by the auction support UNICEF's work protecting vulnerable children across the globe.

The supercar features uniquely designed individual canopies for the driver and passenger. These stretch down to waist level, leaving a shared lower cockpit area. An intercom enables conversation between the two passengers.

Like the previously seen standard S1 model, the S1 Biposto features a naturally aspirated 715hp V8 engine, eight-speed dual-clutch gearbox, rear-wheel drive and a 0-62mph time of 2.7 seconds. The body is made of carbonfibre, while the suspension features double wishbones and forged aluminium axles with adaptive ride control.



LANCIA CELEBRATES PRESIDENTIAL FLAMINIA

Lancia has marked its 115th anniversary, as well as the 60th anniversary of the Lancia Flaminia Presidenziale, at the presidential palace. The Lancia Flaminia made its debut in 1957 at the Geneva Motor Show and found favour with Italian presidents from 1961, when Pinin Farina created the first long-wheelbase presidential convertible, called the 335 (the wheelbase length in centimetres). The car was first used by President Giovanni Gronchi when Queen Elizabeth II visited Italy.

A total of four presidential Flaminias were made, each named after a thoroughbred horse in the Quirinale Palace stables: Belfiore, Belmonte, Belvedere and Belsito. The first three had cabriolet bodywork with a foldable canvas roof, while the Belsito had a non-opening canvas roof above the driver's seat. Painted in characteristic midnight blue, all featured black Connolly leather upholstery, a driver intercom and five rear seats (two of them folding).

All four cars were restored in 2001. Currently two are kept at the Quirinale and are still used by the Italian Head of State. The Belsito can be viewed at the Military Vehicles Museum in Rome, while the Belmonte resides at the National Motor Museum (MAUTO) in Turin.



NEW (RED) FIATS

Fiat has announced three new (RED) trim level models, joining the already-launched (500)RED. The (Tipo)RED, (500X)RED and (Panda)RED all feature a (RED) logo on the B-pillars, red door mirrors, red upholstery stitching and dedicated floor mats. The (Panda)RED is based on the City Cross with a 1.0 FireFly mild hybrid engine, while the (Tipo)RED is offered in Cross hatchback body style. Created to help the (RED) charity raise money to combat pandemics, the (Tipo)RED is priced from £23,595 and the (Panda)RED from £15,755. Both are available to order now.

Meanwhile the 500X model (below) has received a light facelift, with a 500 logo on the nose and new Fiat lettering to the rear. The 500X is available in Club, Cross and Sport trim levels, and in hatchback and newly-announced DolceVita soft-top body styles.



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PANDA TOPS ITALIAN SALES CHART

The number one best-selling car in Italy in 2021 was once again the Fiat Panda. With 111,083 sales (up by 1%), it sold well over twice as many units as the Fiat 500, which saw its best ever placing at number two in the sales charts. 2021 was the tenth successive year that the Panda has topped Italy's sales podium.

The top 10 best sellers all recorded sales increases after a badly affected pandemic year of 2020. However, sales in 2021 were still 23.5% down on 2019's pre-pandemic volumes. Fiat's overall sales grew by 5.8%, while its market share remained unchanged at 15.3%.

Other Italian marque highlights were the Fiat 500X in sixth place (31,982 sales), the Fiat 500L in 21st (18,296) and the Fiat Tipo in 22nd (16,568). Meanwhile the Fiat 500e was Italy's best-selling fully electric car, selling 10,753 units.

Alfa Romeo had a less happy year on its home market, however, shifting just 11,300 units in Italy in 2021, a 34% fall. That is partly explained by the Giulietta having left production at the end of 2020, a gap that will be filled shortly by the new Tonale. Meanwhile, the Stelvio remains Alfa's best seller domestically, with 8172 sold.

1. Fiat Panda - 112,298
2. Fiat 500 - 44,819
3. Lancia Ypsilon - 43,735
4. Jeep Renegade - 35,334
5. Toyota Yaris - 32,634
6. Fiat 500X - 31,982
7. Citroen C3 - 31,003
8. Dacia Sandero - 29,094
9. Jeep Compass - 28,570
10. Ford Puma - 28,556



RECORD SALES FOR LAMBORGHINI

Lamborghini broke its all-time sales record in 2021, with 8405 cars delivered worldwide. That was up 13% on 2020, with growth in all major territories. The USA remained the best single market at 2472 units, while China moved into second (935), followed by Germany (706) and the UK (564). In Lamborghini's home market of Italy, sales were also up (359). The Urus was easily the company's best seller (5021 units), followed by the Huracán (2586) and Aventador (798).

Lamborghini will unveil four new products in the next 12 months, followed by its first hybrid model in 2023. Its entire range will be electrified by the end of 2024 and an all-new fully-electric model is promised in the second half of the decade.



STELLANTIS PARTNERS AMAZON

Stellantis has announced a partnership with Amazon to develop a new 'SmartCockpit'. The two firms will create "a suite of software-based products and services" that will use Amazon's Alexa voice assistant for navigation and other functions. It's thought that SmartCockpit will include high-definition screens for all passengers, and over-the-air software updates will be offered. The first cars to feature the new tech will debut in 2024.



HAMILTON SELLS HIS PAGANI

Lewis Hamilton has sold his Pagani Zonda for a reported €10 million. He bought his car, which he once described as "my favourite", back 2014 for an estimated €1.4 million, so he has netted a profit of around £7.3 million. He has reportedly sold the car to a UK collector because he now wants to drive hybrid and pure electric cars only.

The car in question is a Pagani Zonda 760 – only one of five examples built – but it is unique in being the only one with an 'LH' tag at the end. The one-of-a-kind 760 LH is finished in purple carbonfibre weave, and Hamilton was often seen driving it in his adopted home of Monaco. The car boasts 760hp and, at Hamilton's specific request, a manual gearbox "because I didn't want a tiptronic version". Quoted in *The Times*, Hamilton added: "The Zonda is gorgeous, it's brilliantly built and it's the best sounding car I own."



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The Alfa workshop are pleased to offer for sale Jamie's own Giulia Quadrifoglio. It's in Competizione Red with red brake calipers and has a full service history. The car has all the usual extras: the Harmon Kardon sound system, auto dipping lights, collision warning, satellite navigation etc, etc but also boasts carbon seats, carbon steering wheel trims, carbon door and dash inserts, it is truly beautiful and has only done 22,000 miles from new. I can assure the next owner that this car has been looked after properly with no expense spared and has just had new front discs and pads and new rear tyres. Comes with the private number plate.



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This is a really nice example of the model and has been serviced by the Alfa Workshop for the last 8 years and has only covered 15000 miles in that time. It has recently had a new Bosch alternator and MOT. We have replaced the chrome inlet trumpets just to give the beautiful Busso engine that extra sparkle and it looks stunning in Daytona Blue. The 156 GTA comes with all the usual extra's you have heated leather seats, leather steering wheel, heated mirrors, climate control, ABS, vehicle stability control, front fog lamps, cruise control, upgraded sound system. Number plate not included



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MICHELOTTI EXPO EXTENDED

A special exhibition in Turin – Michelotti World: 1921-2021 – has been extended to 20 February 2022. The showcase of designer Giovanni Michelotti's work is being held at MAUTO, Italy's national car museum, and was due to end in January. The extension will allow many more visitors to see sketches, technical drawings, scale models and cars created by Michelotti.

MAUTO also has a new display: Luigi Colani's extraordinary Miura concept, visible for the first time in 40 years. The design dates from 1970, when Colani took a Lamborghini Miura and transformed it into what he dubbed a "biodynamic" style. Called the Lamborghini Miura Le Mans Concept because it was intended to run in the legendary French endurance race, it used a Miura powertrain and rear axle but clothed in radical new articulated bodywork featuring a Plexiglas passenger dome. Steering of the hidden front wheels was by a joystick. The Colani Miura model (below) will be on display at MAUTO in Turin until May.



NEW DELTA MODEL

Italian model company Italeri has launched a new Lancia Delta HF integrale 16v 1/12 scale model. Features include an opening bonnet, reproduction of the 16v engine, opening doors, working suspension, functional steering and Martini livery. The Italeri Delta model (4709) is available now priced at £299.99.



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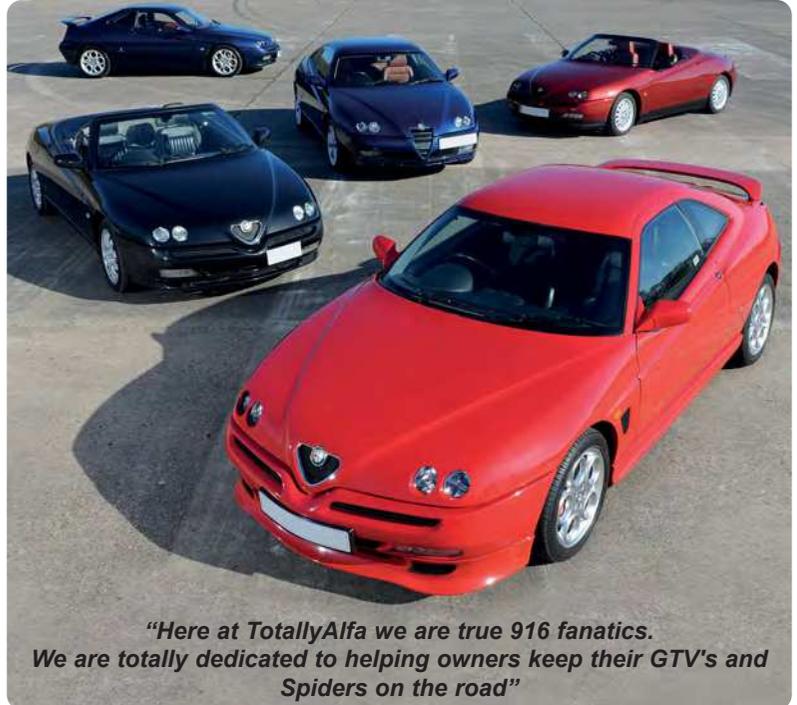
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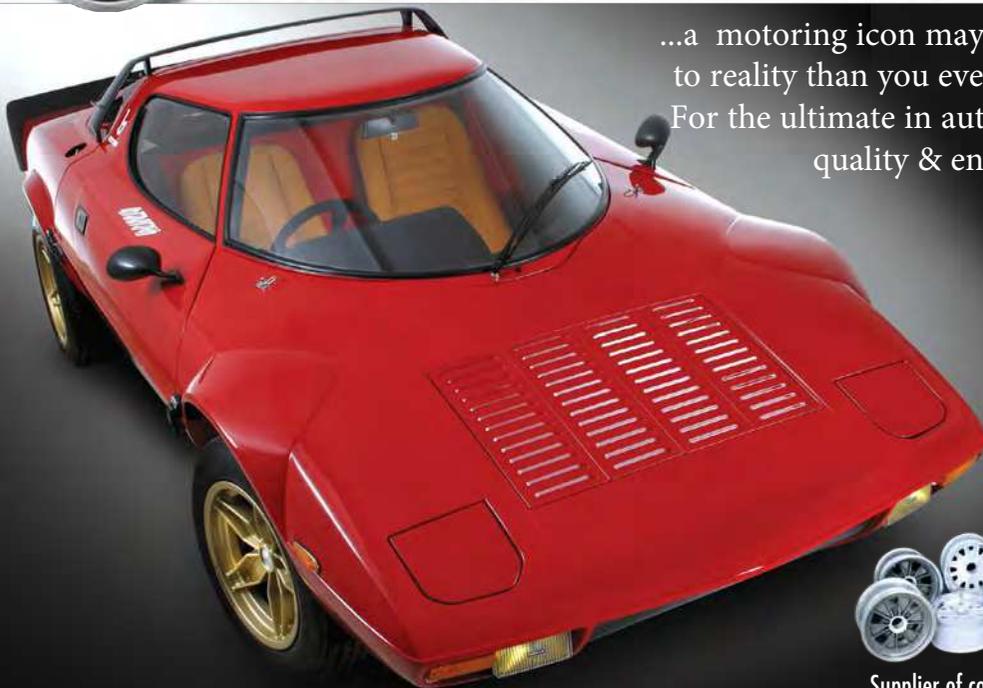


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Maserati's Macan

We bag an early drive in a Maserati Grecale prototype and discover why Porsche's Macan has a fight on its hands

Story by Shane O'Donoghue

As much as we love the Alfa Romeo Stelvio, it's a tough ask for the brand to go up against the marketing and reputational might of Porsche. Now, however, Maserati is entering the compact SUV fray with the Grecale that's due in spring 2022. Ahead of its unveiling, we got behind the wheel of one of the engineering prototypes at the Stellantis proving grounds in Balocco, Italy.

Using the same core 'Giorgio' platform as the Stelvio, but with increased dimensions, the Grecale sits below the Levante in Maserati's line-up. It's 159mm shorter and 43mm narrower, while the Grecale's wheelbase is also 103mm less. However, it's notably more spacious

inside than the Macan, with a much larger boot, too.

We were not allowed to take photographs of the dashboard, but can tell you that it represents a big step forwards for Maserati. In the middle, a new digitally rendered clock replaces the traditional analogue Maserati item and there are two separate touchscreens. A 12.3-inch 'Ultra HD' display uses a typical infotainment interface running the Android Auto operating system, while an 8.8-inch touchscreen below angled for easy access to the climate control and lots of other functions.

The flat-bottomed steering wheel holds the engine-start button and driving mode control, while there are deliciously huge metal gearchange paddles behind.



Elsewhere in the cabin, leather upholstery features the Maserati Trident embossed in the headrests. The outer two rear seats can easily accommodate an adult, though the high transmission tunnel obstructs anyone sitting in the middle. Those seat backs split 60/40 and fold down if the 535-litre boot isn't big enough.

There will be fully electric and turbocharged V6 versions of the Grecale in time, the latter using a detuned version of the MC20's phenomenal 'Nettuno' engine. The prototype we're driving is powered by the entry-level powertrain, similar to that found in the Ghibli Hybrid: a turbocharged 2.0-litre petrol engine married to a 48-volt mild-hybrid system, ZF eight-speed automatic and variable full-time four-wheel drive. The hybrid tech includes a belt-driven starter/generator and an electrically-driven compressor, which Maserati calls an e-booster. Peak power is 300hp, while 450Nm of torque is on tap from 2000 to 4000rpm. That results in a rapid 0-62mph time of just 5.6 seconds.

Breathing through an active exhaust system with four tailpipes, it also sounds remarkably good for a mere four-cylinder engine. The automatic gearbox is well-calibrated, so you have little need to use those gorgeous paddles behind the wheel and its settings are altered depending on which driving mode you select.

All versions of the Grecale will get Comfort, GT and Sport settings to choose from, altering the power-assisted steering, accelerator response, transmission, all-wheel-drive split and stability control. There's a marked difference between the modes, too, emphasised by the damp and cold test track, designed to mimic a typical Italian country road. In Comfort mode, the engine is relatively quiet unless you ask for full acceleration, the steering is alive but light, and if you carry too much speed into a tight corner, it's safely scrubbed off in mild understeer. The stability control quickly steps in to give a helping hand.

At the other end of the scale the Sport setting



*Grecale benefits from Alfa
Giorgio based platform.
Four-cylinder petrol hybrid
power suits this new SUV*



TECHNICAL SPECIFICATIONS

MASERATI GRECALE HYBRID

ENGINE:	1998cc 4-cyl turbo hybrid
POWER:	300hp at 5750rpm
TORQUE:	450Nm at 2000-4000rpm
TRANSMISSION:	8-speed automatic
TYRES:	255/45 ZR20 front, 255/45 ZR20 rear
DIMENSIONS:	4846mm (L), 1948mm (W), 1670mm (H)
WEIGHT:	1870kg
MAX SPEED:	150mph
0-62MPH:	5.6 sec



provides more resistance in the steering, notably improved response to the accelerator (the e-booster is partly responsible for that) and much more of the power sent to the rear wheels. In fact, even with the stability control turned on, it's possible to summon up modest power slides on the exit of corners. The optional rear mechanical limited slip differential no doubt helps with that. Through all this, the steering and chassis communicate clearly to the driver what is

when they're specified – called Offroad. The driver can independently choose from two increased ride heights and one reduced, while the system automatically lowers the car further again once over about 80mph. The most basic Grecales will feature conventional steel springs with frequency selective damping and it will also be possible to order adaptive damping without air suspension, but our drive shows that the most sophisticated set-up is well worth having.

Camouflage can't mask curvaceous body styling – but we weren't allowed to see the dashboard

“ Even with the stability control turned on, it's possible to summon up modest power slides on the exit of corners ”

happening and it's remarkably natural, with very little body lean. In short, it's a lot of fun.

This prototype featured the top-spec suspension set-up of air springs with adjustable damping, which undoubtedly enhanced the experience. The baseline damping force is varied in each of the driving modes. The air springs also allow the ride height to be altered on the move, so Maserati adds another driving mode

First impressions suggest that the Grecale has what it takes to go toe-to-toe with the Porsche Macan in terms of driving, and certainly in terms of practicality, at the same time putting some clear air between itself and Alfa's Stelvio. When the swirly camouflage comes off, we hope the Grecale has the looks to back it all up, as this has the potential to become Maserati's best-selling car ever. 🇮🇹





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Power Goddess

A new hand-built Italian supercar has swept on to UK soil. We evaluate the brutally fast Evantra Bronze and interview its creator, Luca Mazzanti

Story by Chris Rees
Photography by Michael Ward





The showroom shutters peel upwards, revealing what has to be the perfect antidote to grey British winters. Extraordinary colours, veering from gold to bronze to violet, greet us like a sunrise in Tuscany. But it's not just the paint scheme that astonishes: this is a supercar the like of which we have never seen before; indeed, no one in Britain has seen before. The Mazzanti Evantra has been around since 2013 but this is the made-in-Tuscany supercar's first visit to the UK.

Strong opinions follow the Evantra. You either love it or hate it. But given that 15 examples have been built so far – with significant new interest from UK customers – it's clearly striking a chord in the supercar community. Here is something to delight those who desire what almost no one else has.

We caught up with the Evantra – named after the goddess of immortality in Etruscan mythology – on the final leg of its UK tour, at supercar dealer Premier GT in West Sussex. Every Evantra is unique (this one is called the Bronze because of its colour) but what we're looking at here is the 'entry level' Classic model. There are many other versions (see panel on page 21), including the Pura (a lightweight version focused on driving) and the Millecavalli (with over 1000hp).

First impressions? Imposing. Unique. Compact, too, by supercar standards, with a 2550mm wheelbase (about the same as a Bugatti EB110). The design theme is swoopily trapezoidal, all the way from the sculpted nose to the centre-exit exhausts.

Locate the door handle and the first party piece presents itself: the doors are reverse scissors, hinged at the rear – a moment of pure drama. But there's a reason for it: the design allows for small doors and high sills, and therefore greater chassis strength. Not





that it necessarily eases entry: you have to swing in your right leg, then ease your posterior inwards, then swing your other leg in.

What greets you inside is a very focused environment. Above your head is an asymmetrical sculpted console, while ahead of you is a tiny digital instrument panel and an AIM steering wheel with an LCD feed. In the centre console is a big digital display controlling the audio, climate and sat nav.

In terms of technical spec, the main chassis is a steel box with welded chromoly tubing for the rollbar and rear frame, which supports the engine and gearbox. The bodywork, meanwhile, is entirely in carbonfibre, keeping things lightweight – that depends on the model, ranging from 1280kg (Pura) to 1380kg (Millecavalli). The suspension is manually multi-adjustable, while a big control knob can switch from Strada to Corsa mode, the latter sharpening up gearchanges and throttle response.

The engine sits low down, guaranteeing a low centre of gravity, while the gearbox is mounted longitudinally, driving the rear wheels. The dry sump engine is a modified Corvette LS7 V8 – a choice that

has an illustrious history in Italy from the likes of Iso, De Tomaso and Bizzarrini in the 1960s. The Evantra Classic has a Mazzanti-modified naturally aspirated 7.0-litre unit with some impressive stats: 751hp, 869Nm of torque, a maximum speed of 224mph and 0-62mph in 3.0 seconds.

You can have even more power if you want. The Millecavalli has 7.4 litres, twin turbos and well over 1000hp, while the most recent development is a supercharged 6.2-litre V8 with 761hp. The gearbox with electro-actuated paddleshifts is made in Italy by CIMA.

We have one final treat on our visit: a chance to start her up, which is done with every bit as much drama as the rest of the car. In the overhead console are three buttons illuminated in the colours of the Italian tricolore flag, which you have to press in the correct sequence to ignite the pistons. The sound is pretty special, too: a V8 rumble combined with a unique Italian zing.

If you want an Evantra, you'll be in a very exclusive club. Prices start at one million euros (about £855,000) with the Pura at £1.1 million, and you're looking at lead time of around nine months. 🇮🇹

Cut-in, compact doors are hinged at the rear. Body is realised in carbon, engine derives from GM V8

Many thanks to Luca Mazzanti (mazzantiautomobili.it) and the staff at Premier GT in West Sussex (www.premiergt.com)

VARIATIONS ON A THEME

CLASSIC

ENGINE	7000cc V8
POWER	751hp
TORQUE	869Nm
GEARBOX	6-speed sequential
WEIGHT (DRY)	1350kg
MAX SPEED	224mph
0-62MPH	3.0sec

**PURA**

ENGINE	6200cc V8 supercharged
POWER	761hp
TORQUE	970Nm
GEARBOX	7-speed manual
WEIGHT (DRY)	1280kg
MAX SPEED	224mph
0-62MPH	2.9sec

**781**

ENGINE	6200cc V8 supercharged
POWER	761hp
TORQUE	985Nm
GEARBOX	7-speed paddleshift
WEIGHT (DRY)	1290kg
MAX SPEED	224mph
0-62MPH	2.8sec

**MILLECAVALLI**

ENGINE	7400 cc V8 biturbo
POWER	1121hp
TORQUE	1210Nm
GEARBOX	6-speed sequential
WEIGHT (DRY)	1380kg
MAX SPEED	248mph
0-62MPH	2.7sec

**MILLECAVALLI R**

ENGINE	7400 cc V8 biturbo
POWER	1300hp
TORQUE	1320Nm
GEARBOX	7-speed sequential
WEIGHT (DRY)	1380kg
MAX SPEED	248mph
0-62MPH	2.7sec

LUCA MAZZANTI INTERVIEW

**AI: What's your background and inspiration?**

LM: I was born in Tuscany in 1974. At the age of 19, I joined my father's coachbuilding business – first step in realising my dream to build my own car. The Ferraris, Lamborghinis, Maseratis and Cisitalias we restored had a big influence on me. In the early 2000s, I worked with a colleague on the Antas [see boxout] but in 2011 we split our activities because I wanted to realise the new Evantra from scratch. I founded Mazzanti Automobili in Pontedera, close to Pisa.

AI: What makes Mazzanti stand out from other supercar makers?

LM: Every hypercar is unique but you can clearly see that the Evantra is totally different. We also develop car around the client, who is involved at every stage. My idea was to create a very responsive car to drive, but not only for the track. It can also happily can be driven in a relaxed way on the road. This is why we created so much luggage space for a supercar – so many owners say this has great appeal for them.

AI: How big is the Mazzanti operation?

LM: Mazzanti Automobili employs 15 people and all our cars are made entirely by hand. Everything is designed, engineered and manufactured internally but we do have

important strategic partnerships with companies like Brembo for the brakes and OZ for the wheels. Aerodynamic development is supported by partners with significant backgrounds in F1 and Le Mans.

AI: Who are your customers?

LM: 80% of our clients already own a supercar and want something different. Our car attracts serious drivers, who are impressed because the Evantra doesn't have the sort of filters that most modern hypercars do.

AI: What are your prospects in the UK market?

LM: The UK is interesting not only because it has many collectors, but also people who like to use their cars. That's important because we want our cars to be seen on the road, to show they're used. From the beginning of the project, the Evantra was designed for right- and left-hand drive.

AI: What about Mazzanti's future?

LM: The Pura is our newest model and features a new seven-speed manual gearbox, to make the driver feel even more part of the car, while its supercharged engine signals the future of Mazzanti power for now. We have a new dual-clutch gearbox in development, too, and are working on hybrid and alternative energy technology.

Antecedent: Antas

This isn't the first Mazzanti to be featured in *Auto Italia*. Back in 2007, we tested the Faralli & Mazzanti Antas, a baroque-style aluminium-bodied coupe based on a 1966 Maserati Quattroporte. Our test pilot Simon Park said: "The Antas kicks at traces, bucks trends, and makes a strong statement about individuality in an increasingly conformist world. Opinions on its looks will vary but it's certainly a striking new/classic car with only as much high technology as you want; and no anaesthetised, sanitised, over-insulated modern supercar, however quick, will give you a more satisfying, involving drive." It did share one thing with the Evantra: a price tag of one million euros.





SZ 4646

L749 RKU

P622 NNE



Masters of Grip

The battle is on between three cars that exemplify the pinnacle of Italian competition breeding in the 1990s. Which one – Alfa Romeo SZ, Lancia Delta HF integrale or Maserati Ghibli Cup – wins our hearts?

Words: Nathan Chadwick
Pictures: Michael Ward

It feels like a stage on the RAC Rally. The sky is thick with fog and I can smell the rain lingering in the air and feel its icy pinpricks slamming into my face, propelled by a typically robust North Yorkshire breeze. In some ways, it's far from the perfect weather for testing three ultimate performance Italian road warriors of the 1990s. Yet the rally stage conditions do seem fitting in one regard: each of the red triplet in front of me has its origins in motorsport.

First to hone into view is the Alfa Romeo SZ. This was a concept car made real, but it was absolutely no show pony. The Alfa 75-based chassis was honed by racers such as Miki Biasion, Riccardo Patrese and Nicola Larini, before receiving its evocative Busso V6 heart and plastic bodywork. The Lancia Delta HF integrale is more than a car, and more than just the roadgoing version of a highly successful rally car; it is an everyman's hero. Finally, we have the Maserati Ghibli Cup, the ultimate evolution of the Biturbo line in V6, and the most focused Maserati road car to go on sale in the UK for a generation.

All these cars can be bought from around the £40,000 mark, although you can pay an awful lot more for mint, low-mileage examples, and many multiples of that figure in the case of special edition integrale. All three cars are unquestionably winners, but which one cuts through its own mythology to deliver peak roadgoing adrenaline right now? Let's find out.



ALFA ROMEO SZ

Of our triplet of cars here, this is the one that divides opinion the most. Call it *Il Mostro*, call it ES30, call it SZ – Robert Opron and Antonio Castellana’s deceptively square cut vision of otherness still looks otherworldly, a *Blade Runner* spinner with number plates.

Frankly, you either love it or hate it; it’s not a car for half measures. There were certainly none of those taken during this car’s truncated development. It took

Car magazine – even the now more venerated and more expensive BMW M3 Sport Evolution.

The chassis owes its origins to the Alfa 75, but not just any version. It’s pretty much the same specification as the IMSA racing cars campaigned on the Giro d’Italia by Messrs Biasion, Patrese et al, devised by Fiat Group motorsport maestro Giorgio Pianta, and then transferred to a road car. The result is a car that was claimed at the time to pull a record-breaking 1.5g of force in corners. That’s impressive

“ Driving *Il Mostro* feels like gatecrashing the Last Night of the Proms with a Sex Pistols LP ”

just 19 months from initial pitch as a halo model, reigniting the passion for Alfa Romeo (newly acquired by Fiat), to being churned out (but not designed) by Zagato’s Terrazano di Rho factory. The car’s chassis would be thoroughly tested by the likes of Miki Biasion, Riccardo Patrese, Alessandro Nannini and Nicola Larini, among others. The result was a car that out-handled almost anything else, ever, according to *Performance*

for 2020, let alone the late 1980s – Group A homologation 4x4s only really started to get close to that in the mid-1990s.

As such, hustling the SZ is a bit like being in a tarmac rally car, with the road unspooling in front of you in a seemingly effortless manner, the likes of which you’d only seen on grainy footage of the Manx rally in the 1990s. The suspension can be hard – it transmits hard



ALFA SZ V DELTA INTEGRALE V GHIPLI CUP



Super-grippy chassis and adjustable handling are SZ's party pieces. Ride is hard, looks are divisive

shocks with vigour – but on cambers and minor corrugations, this tarmac rally-spec suspension manages to be supple enough to get the power down, yet not list from apex to apex with body roll. The steering is well-weighted, accurate, and so engaging – in the dry, the SZ feels so planted that it makes four-driven wheels seem almost superfluous.

However, with only 210hp on tap, don't expect supercar levels of acceleration. Even back in the day, the SZ was left behind by many other cars at its price point. Alfa had a 24-valve version of its venerable Giuseppe Busso-designed V6 in the pipeline, but it sadly didn't make it in time for the SZ, which made do with 12 valves. This unit hauls the SZ to 60mph in a brisk seven seconds, which is about on par with a Ford Fiesta ST these days.

Uncle Henry's gilded shopping cart will never get the heart pumping like the SZ when it's encouraged to sing, though. The SZ is hardly light – it may be formed from composite materials, with a pioneering carbonfibre rear

wing, but it's still fairly porky for the age. Anyone who's opened the bonnet will understand the need for muscle, as lifting the clamshell is not for the weak of bicep. Still, all the more reason to rev those six cylinders out – and the pay-off is pure sonic theatre. Soon it matters little that the Ford Fiesta ST will outdrag you – the SZ is all about feel and engagement, and the SZ serves that up with aplomb.

And as for the looks? I love them. It's a stubby two-fingered salute to staid, traditional views of what constitutes 'beautiful design'. It's a generational thing, too. Imagine gatecrashing the Last Night of the Proms with a Sex Pistols LP, or gatecrashing a high society opera with some particularly gnarly drum and bass. There's something inherently naughty, anti-establishment and vigorously subversive about the SZ.

Add in its on-road abilities, plus the emotive sound of its six pots warming up for the next national speed limit aria, and the other cars here have a very tough act to follow.



LANCIA DELTA HF INTEGRALE EVO II

Of all the cars here, the Deltagrale is the most iconic. Aside from its World Rally Championship exploits; aside from its video game hero status (thanks to Sega Rally and almost every racing game since); it is a legendary roadgoing classic. Even in the end-of-the-line 1993 Evo II specification we have here, its power output of 215hp is, like the SZ, outgunned by modern metal, but the steady stream of gawping onlookers attests to the fact that this matters little.

Seasoned Deltagrale aficionados will point out that most of the rally car's winning was done with the non-Evo models, and that the 16v is the pick of the range. And the six-figure sums paid for limited edition Evo IIs at auction seem faintly absurd. But just look at it: a clenched fist of barely contained aggression that makes the other two cars here seem almost demure. The pumped-up arches, designed on the hoof with cardboard cut-outs just to make the bigger wheels fit; the engorged bonnet to accommodate the higher strut tops; the cheeky adjustable rear spoiler. It all screams competition from beginning to end. This is a car built entirely for dominating B-roads.

Which is handily what we have before us, still wearing the dampness of a passing rain shower. The other two cars here have tricky reputations in the wet, but the four-wheel drive Lancia merely shrugs its shoulders and gets stuck in. And get stuck in is precisely what you need to do, because driven slowly, the Evo II doesn't quite have the same theatre as the SZ. The Lampredi twin-cam is an emotive unit in naturally aspirated form, all fizz and buzz, but the Evo II was tuned for less lag; the steering, so talkative on the 16v, is a little on the remote side. Could the Evo 2's outward armour be flattering to deceive, in a similar way to its outrageous-looking but actually refined arch-rival, the Ford Escort RS Cosworth?

Not a bit of it; nail the throttle and the Lancia stings into immediate action, the four-wheel drive system hooking up immediate traction and forward momentum. As the pace rises, the steering comes alive, bristling with feedback on what's going on at tread-block level. Pretty soon, apexes are your playground – point the car into the exit, nail the



Even on damp tarmac, the Delta never misses a beat. Iconic design is matched every inch by the experience





throttle and you're hauled through like you're a carp on the end of a fishing line.

It may be four-wheel drive, but you are still at the centre of the action. The full-time all-wheel drive has an epicyclic centre differential paired with a Ferguson viscous coupling, with a Torsen-style rear differential; the torque split of 47/53 front/rear gives a mildly rearward chassis feel, but mostly it feels neutral. That means that it just goes where you point it – trust in the technology, it works.

Lancia may have tuned out some of the lag via ECU tweaks, but this is still a peaky machine, delivering its torque thrust with a suitably excited whinny. It's the kind of theatre that more modern cars are lacking. The new Toyota Yaris GR, for example, is touted as a Deltagrake for the 21st century, but in that car the theatre only begins when the laws of physics start to be questioned.

Once the Delta's warmed up, at a less *Daily Mail*-baiting speed, it's always talking to you, through the





pedals, the steering wheel and the gearknob. Then there's the instrument binnacle – hardly the easiest to decipher but the look of a vintage synthesiser about it is beguiling. It all adds to the theatre – nothing feels, drives or indeed smells like an integrale.

This is a raw Cabaret Voltaire B-side of a car, all growl and hiss as the Lampredi four-pot seeks out another corner. In relative terms you're not going particularly fast, but because there's remarkably little between you and the outside world, a world painted vividly through the enormous glasshouse, you feel immediately part of the action. Next stop, Kielder Forest.

MASERATI GIBLI CUP

What if there were a car that offered the peaky, laugh-out-loud, all-or-nothing turbocharged power delivery and dry-weather traction of the Lancia, but with the sonorous six-cylinder harmony and steering precision of the SZ? Oh, and 50 per cent more power, all wrapped up in a Marcello Gandini-styled package?

The Maserati Ghibli Cup is that car. Born to celebrate a one-make racing series at the insistence of hardcore British Trident enthusiasts, the Cup

represents the peak of Maserati's V6 Biturbo line. The 2.0-litre version of the standard Ghibli II's twin-boosted V6 was denied to British buyers; in standard form, that produced 306hp at 6250rpm and, perhaps more critically, 275lb ft of torque at a fairly peaky 4250rpm. Export markets like the UK received a 2.8-litre V6 with 281hp at 6000rpm and 305lb ft at a chunkily low 3500rpm. Although the 2.0-litre V6 was warmly received by British journalists at a test day at Goodwood, the British importer believed it wouldn't be a success in the UK. The prevailing feeling was that the Ghibli II was more of a GT than a performance car.

However a group of ardent UK Maserati fans disagreed, and by 1997 Modena had something for them – the Cup. The output of 330hp at 6500rpm from its 2.0-litre twin-turbo V6, achieved with a freer-flowing exhaust and an ECU tweak, was the highest figure per litre of any engine in the world at the time (165.3hp per litre).

Behind the Speedline split-rim alloy wheels lurk Brembo brakes and lower, stiffer suspension allied to Koni adjustable dampers. It certainly looks the part: its

Ghibli Cup is easily the most powerful of our trio, while that Marcello Gandini styling oozes character



ALFA SZ V DELTA INTEGRALE V GHIBLI CUP



“ The steering is the most heavily weighted of any Maserati I’ve experienced, and the most accurate and talkative through the thick Momo wheel ”





wide hips, furrowed brow and raked stance give it the look of a thug in an Armani suit, its biceps only just covered by the exterior tailoring.

It goes like a thug, too. Not much really happens below 3000rpm, as the engine goes about its business with a gruff, almost V8-style grumble. Then the V6 starts to sing with a smooth, heart-warming zing. And then in come the turbos, their high-pitched whine indicating that the immediate future has become now, and that the next straight is much shorter than you thought it was. The lag isn't bad, although judged by modern standards it certainly feels pronounced. However, the natural torque of the V6 means that the engine is far easier to keep on the boil than the Lancia's.

The steering helps with this. Not only is the most heavily weighted steering of any Maserati I've experienced (both older and newer) but it's also the most accurate and the most talkative through the thick Momo steering wheel. Just like the SZ, it keys into your synapses, to the point where your arms feel intimately connected to the front suspension, and your behind has an innate sense for the traction out back. It is possible to get very lairy in a Cup, but you have to provoke it to do so. At quick road speeds the

rear limited-slip diff seemingly chomps into the road surface, giving you utter confidence that it will stick. That means you can press on harder, riding the natural V6 torque wave and letting the turbos boost just as you exit the apex.

The key here is the steering, which sharpens up dramatically depending on which damping mode you're in. The hardest setting is too punishing for the roads I'm driving today, but flitting between settings 2 and 3 allows an excellent mixture of compliance and response. The great thing about the Ghibli Cup is that it can settle down and simply be a car. There's Connolly leather, squishy seats and plenty of room (even if the pedal box is a bit of a squeeze); it works as a car you could use every day. Indeed, this one's done 96,000 miles – who said Maseratis were unreliable?

The Ghibli Cup can be relied upon for serving up excitement. Some prefer the contemporary Shamal with its 326hp V8 engine, or even the base 2.8 with its easy torque and GT sensibilities. The Cup, however, is much sportier and much more aggressive – it demands more from the driver, but it more than rewards in recompense. Let's just say that, each time I stepped out of it after a spirited run, I felt the need for a cigarette...

Limited-slip diff helps put power down. Adjustable suspension plays to broad range of driving styles





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TECHNICAL SPECIFICATIONS

	ALFA ROMEO SZ	LANCIA DELTA INTEGRALE EVO II	MASERATI GIBLI CUP
ENGINE:	2959cc V6 SOHC 12v	1995cc 4-cyl DOHC 16v turbo	1996cc V6 DOHC 24v twin-turbo
POWER:	210hp at 6200rpm	215hp at 5750rpm	330hp at 6750rpm
TORQUE:	181lb ft at 4500rpm	232lb ft at 2500rpm	274lb ft at 4500rpm
TRANSMISSION:	5-speed manual, RWD	5-speed manual, 4WD	6-speed manual, RWD
WEIGHT:	1256kg	1340kg	1365kg
MAX SPEED:	152mph	137mph	168mph
0-62MPH:	7.0sec	5.8sec	5.8sec
PRICE WHEN NEW:	£40,000 (1990)	£25,000 (1993)	£47,500 (1997)
VALUE TODAY:	£40,000-£80,000	£40,000-£100,000	£35,000-£80,000



VERDICT

All three cars are winners but I'm going to stick my keys on the table: I love the Ghibli Cup, as it blends the best of the SZ and Integrale. It's as if they met half way between Turin and Milan for a romp in the bushes and came up with a renegade. This Maserati sits as an outlier to much of what the Trident marque did before or has done since. In terms of steering feel, it's in a class of its own.

However, there are caveats – firstly, only 60 Ghibli Cups were made with the 2.0-litre engine, and even with my Trident apologist hat on, looking after one requires a level of commitment, both fiscal and emotional, that will truly challenge even the

most ardent petrolhead.

So to be more objective, it's down to the Delta and the SZ. The Delta may be an icon, but it only starts to feel special when you absolute hammer it. The SZ feels special from the second you open the garage and set your eyes upon it, to the moment you nestle into the surprisingly spacious biscuit-leather interior. And then there's the Busso V6 engine note. Even if the accolades ended there, the SZ would just about have the edge on the Lancia, but the fact that, even without four-wheel drive, the Alfa feels just as alert, adept and planted in the dry, makes it the stand-out car here. That said, pick any of these cars and you'll feel like you're a winner. Now, how to find a garage that can fit all three? 🇮🇹

Thanks to Mike Grey, Dave Kenton, John Connor, the Maserati Owners' Club, the Alfa Romeo Owners' Club, Alfa Aid (alfaid.co.uk) and Walker's Garage (walkers-garage.co.uk)



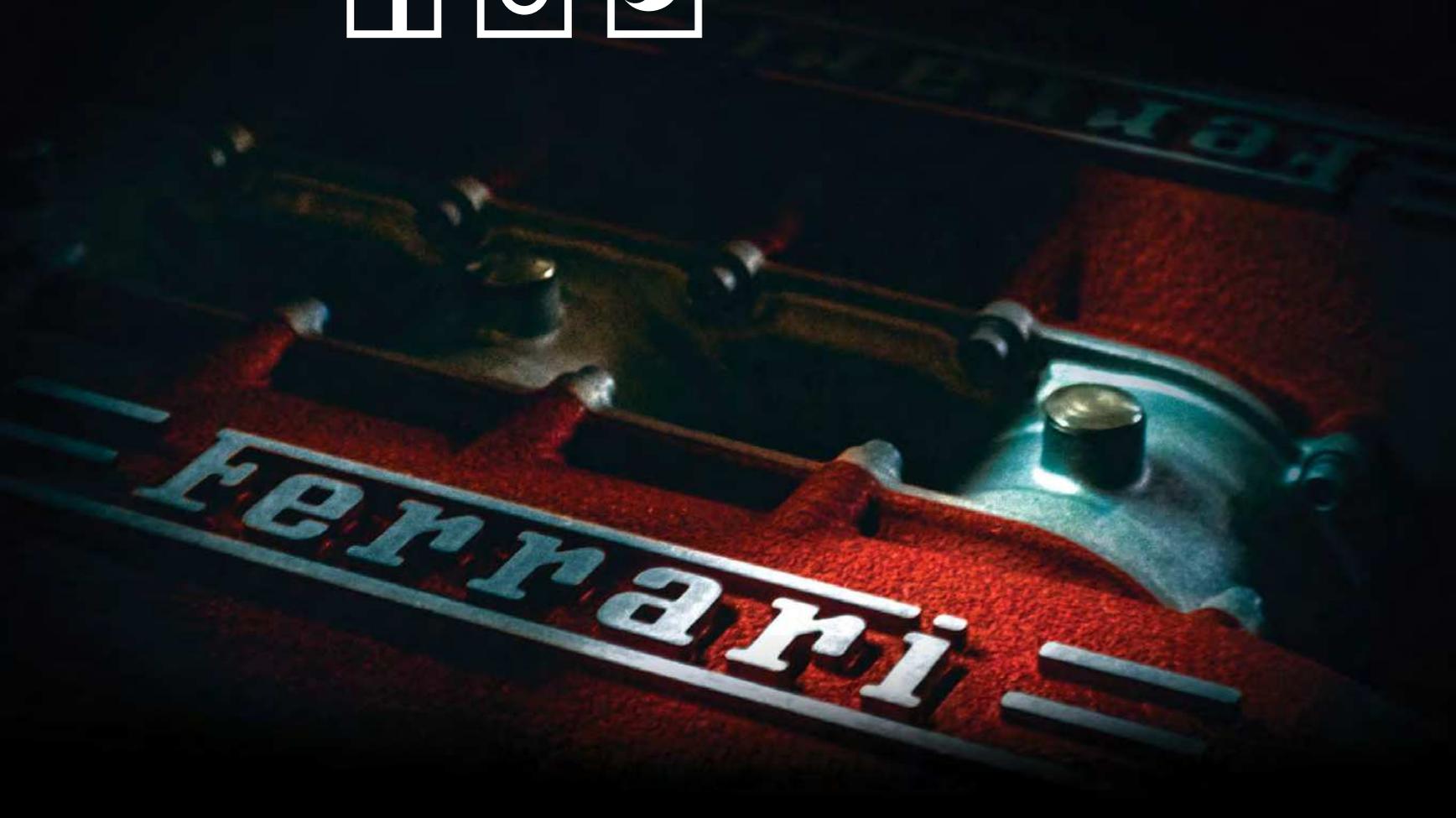


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Ticking all the Boxers

It's very rare to gather all three major evolutions of Ferrari Berlinetta Boxer together – even more so in right-hand drive. We're still pinching ourselves that we've driven them all, but which one delivers the knockout punch for us?

Story by Chris Rees
Photography by Michael Ward



No doubt about it: the golden year of the supercar was 50 years ago. In 1971, both Lamborghini and Ferrari revealed their epoch-setting new supercars, the former with the Countach and the latter with the 365 GT4 BB. Ferrari's unveiling at the November 1971 Turin Show saw Leonardo Fioravanti's masterful design revealed: a shape of exquisitely understated beauty. Officially the 'BB' bit meant Berlinetta Boxer, alluding to the new engine with its 12 opposed cylinders, but the story goes that internally, BB stood for Brigitte Bardot, the reputed muse for the design. The new Ferrari didn't make production until two years later, in 1973. The UK launch price was £15,492, making this the second most expensive car on sale at the time, short of a Rolls-Royce Phantom VI.

The first conundrum to answer is whether the 365 GT4 BB should be regarded as Ferrari's first ever mid-engined road car. Arguably the 250 LM of 1963 was the first but this was really a racing car that could only notionally be used on the road. Then there was the Dino 206 GT of 1967 – but that never wore Ferrari badges. So yes, strictly speaking, the BB was a truly historic pioneer from Maranello.

The F102 engine was also pioneering, being Ferrari's first ever flat-12 engine. And here's our second conundrum: it's not in fact a 'flat' format but instead a V12 whose angle of 'vee' is 180 degrees. The 365 GT4 BB was the very last car to be launched with Ferrari's traditional numbering system based on individual cylinder capacity (365cc). In 1976, the 512 BB would switch to Maranello's new system, indicating five litres and 12

cylinders, as the original 4.4-litre engine was expanded both in bore and stroke, rising from 4390cc to 4943cc.

Today, the Berlinetta Boxer looks no less sensational on the road than it did in the 1970s: perfect proportions; lithe, low shape unadorned by appendages; huge SIEM front indicators looking like the Millennium Falcon is approaching. The fact that only minor adjustments were made to the styling throughout the BB's lifespan is a testament to how essentially right the original shape was.

Here we have a delicious, and not often gathered group: all three main versions of the BB that Ferrari made: 365, 512 carb and 512 injection. Having just driven them all back to back, we can report that they all have distinct characters – in some respects surprisingly divergent. But which one is our favourite? It's time to find out.



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“ The engine sounds amazing – like an early 1970s Formula 1 car – especially with its very rare triple-branch exhausts ”



ORIGINS: 365 GT4 BB

Purest of form, truest to Fioravanti's original vision, this 365 is one of the very earliest, dating from June 1974. It's in superb condition – as attested by appearances at Salon Privé and the London Concours – and it looks resplendent in its Blu Dino Metallizzato paint (a 2013 return to its original shade from a red repaint).

Not that this is a mollycoddled show example, as owner Paul Maudsley affirms: "I don't believe in cars sitting still. I drive it regularly and I've even taken it to France. The reputation for being fragile is largely undeserved. Respect it and it's fine, even in heavy traffic. I like it more and more as time goes by and it's definitely a keeper."

Those early, pure looks make the best of the short 2500mm wheelbase, sharpened by a shorter rear overhang than the later cars. Those wonderful triple rear lights and the black lower glassfibre bodywork somehow look more 'correct' than the two-light, all-one-colour later cars. Pull the door handle and the cabin that greets you is unmistakably from

the heart of the 1970s: dials calibrated in bright orange; all-black, squared-shaped fascia; and amazing-looking curved banana seats. However, these early chairs are anything but amazing to sit in because the backrests are fixed and there are no headrests. Having said that, my 5ft 8in frame fits just fine, but if you're tall I can foresee all sorts of problems. Likewise for longer journeys: you'll find muscles in your back aching that you never even knew were there. And the metal-and-leather steering wheel sits unavoidably close to your legs, which are skewed to one side to reach the tiny, awkwardly offset pedals.

There's air conditioning here, even if the controls are ultra-stiff, and even if the system has been required to be converted to modern gas. There's a dashboard clock, too, which announces itself by ticking as loudly as a disaster movie time-bomb.

Time to fire the beast up – far from straightforward. First, you need all four triple-downdraught carbs to be set up perfectly. If they're not, the engine might

never start. Even with flawlessly tuned carbs, the procedure proscribed by Ian Barkaway is very particular: almost flood the carbs by priming them with five dabs of the throttle pedal, then turn the key to start it with a modicum of throttle applied. If it doesn't fire first time, it's quite likely to need some time to recover before you try again. Another thing to double-check before heading off is that the engine cover is properly shut. Should the rearward-opening lid (now unobtainable) unhinge at speed, it would become a very expensive air brake.

This being such an early car, it has a cable-operated single-plate clutch (later ones had hydraulic twin-plate items), so you need a beefy left calf. But take care: it can be tricky to get the car cleanly off the line. Your foot needs to be gentle; if you're clumsy, the clutch can be destroyed in minutes.

The 4.4-litre engine sounds amazing, just like an early 1970s Formula 1 car. The growling crescendo of perfectly matched, interlacing mechanical noises is simply intoxicating. This example has the very rare

FERRARI BERLINETTA BOXER



original-type triple-branch exhaust system; it's rare because most have been converted to twin-branch systems. Ian Barkaway had to fabricate the original-type system from scratch, with a huge amount of plumbing involved. It has a rasp that's quite distinct in this trio.

The engine revs higher than the later cars, too, with a redline set at 7500rpm. It's not a peaky power curve by any means, though. Indeed, it feels beautifully linear throughout the rev range. But it really comes alive above 5000rpm, with those upper 2500rpm so sweet and juicy that you'll be squeezing the trigger to reach there at every opportunity.

The slim chromed gear lever not only looks great, it feels just right, too. Snick it into dogleg first and then enjoy how joyously tightly it moves around its open gate (at least, once you've got used to its mechanicalistic notchiness). The gearing is relaxed: 2000rpm equates to 50mph in top gear, so it's quite easy to have a conversation

at motorway speeds and it's a comfortable 100mph cruiser in that respect. Just don't expect it to reach anything like the original claimed top speed of 188mph. That was only ever an optimistic 'theoretical' v-max – 175mph is a more realistic figure.

It's not just in terms of power delivery that the 365 feels the sportiest of the trio, but in handling, too. The non-assisted steering is very heavy, and not just at parking speeds: as I negotiate my first roundabout at 30mph, I'm taken aback by how much heft I need to apply. That's perhaps surprising considering that the 365 sports relatively narrow 7.5-inch wide wheels. These are shod with Michelin XWX 215/70 VR15 front tyres and 225/70 VR15 rears, whose '70' figure gives you some clue as to how differently they behave compared to modern rubber-band tyres: the high profile might have Formula 1 echoes but when you turn in enthusiastically there's an uneasy 'wobble'. Flex in the tyre walls combines with quite a bit of body roll, making

judging turn-in speeds something of an art form. At speed the steering delivers superb feel, with a very linear action through the wheel, while another plus is the excellent ground clearance, which means you can negotiate bumpy roads and sleeping policemen with quiet confidence.

One note of warning, though. Suddenly lifting off the throttle, or over-enthusiastically applying it during cornering, can result in the BB wagging its tail. Oversteer lurks ominously, ready to bite if you get it wrong. That's partly because so much weight sits over the rear axle (60%) but mostly because that weight sits quite high up, a corollary of the gearbox being slung underneath the engine. As for the brakes, the servo-assisted vented discs with four-pot callipers are superb by 1970s standards – even if you have to leave a little more tarmac than you'd expect in a modern car – and the pedal feel lets you know exactly what's going on.



This very early, concours standard 365 is utterly memorable to pilot: raw and urgent but also challenging



FIVE LITRES: 512 BB

Time to move on to the 512 BB and the superb 1978 example owned by Stephen Banks, who traded a 575 Superamerica for it. It's been fully restored (at huge expense) and has Ferrari Classiche certification via Hexagon in the UK. "It's not so valuable that you feel you can't drive it," says Stephen, "and with 26,000 miles on the clock, I feel happy doing so. It's surprisingly practical and I use it at weekends and for occasional long runs."

It's painted in its original factory shade of Rosso Rubino, a rosy red that we love and which its owner has "grown to like" (he prefers metallic grey personally). The rear overhang is longer by about 1.5 inches, giving it a less sporty look but perhaps

more balanced overall. Other differences include body-coloured lower bodywork, NACA ducts moved behind the front wheels, a different front spoiler, twin rear lights (shared with the 308 and F40) and far more grilles on the engine cover (baffling since overheating was never really an issue on the 365). And on the rump is a badge so achingly 1970s, so beautifully graphic, that it ranks as one of the coolest ever applied to a car.

Stepping inside, the same dials greet you (in fact, all three cars share the same gauges) but a distinct boon is the more comfortable driving position because – hooray! – you have reclining seats, even if they don't boast a whole lot of adjustment.



Rosso Rubino paint looks very special. 5.0-litre engine has torque aplenty and is easier to drive



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The 512 BB has dry-sump lubrication and an extra 552cc of cubic capacity compared to the 365, which gives it advantages in terms of both power and torque. The extra torque is immediately obvious, especially in the lower rev range, where it pulls much more strongly.

The lower redline (6800rpm) hints at the slightly less revvy nature of this larger engine. It's still super-smooth but doesn't have the crisp edge of the earlier 365, something driven home by the two-branch exhaust system that sounds a little more muted. Overall, it's surprising how refined the 512 feels alongside the earlier car, yet the four carbs provide a superb induction noise and a feeling of rawness that the

later, fuel-injected BBi lacks.

With higher gearing, this is an easier car to drive than the 365, requiring fewer of those energy-sapping gearchanges. In terms of pace, the extra 14 horses and beefier torque curve make it clearly a quicker machine than the 365, although its 0-62mph time of 6.2 seconds would barely see off a well-driven diesel these days.

The handling is much the same as the 365 – not too surprising since mechanically it's pretty much identical and it has the same tyres. One difference is that the differential is bigger and beefier than the 365's, reputedly because early diffs were prone to breaking, but Ian Barkaway has never seen a bust diff in his 30 years in the business.



INJECTION OF INTEREST: 512 BBi

While our blue 365 is one of the earliest BBs, the Argento Auteuil 512 BBi is almost the last off the line, being manufactured in late 1983 (though not registered until 1984). There are plenty of subtle differences when you look closely: unique rear bumper, black-coloured NACA duct, body-coloured mirror to a new design, exposed front driving lights, new exhaust shroud and wider engine grilles (because the engine air boxes were relocated).

Carbs give way to Bosch fuel injection.

Peak revs drop again (to 6600rpm), while the power output is 20hp less (340hp). To drive, the contrasts of the fuel-injected set-up are sizeable. Unlike the elaborate starting procedure of the carb-fed BBs, the BBi is simplicity itself: just twist the key and it fires up. It's much easier to get a clean take-off from the line, too, with no hint of the spluttering that can sometimes afflict carb-fed BBs. It's also much easier to drive at low speeds, as well as being a more torquey, silky and flexible. The downside is that, on start-up, the sound is surprisingly muted.

Once it's running at speed, the sound becomes meatier, without ever being obtrusive, overall remaining surprisingly quiet and refined. That at least gives you the opportunity to explore the fantastic period hi-fi graphic equalizer.

If that makes the 512 BBi sound like it's soft, that view is countered by a sharper level of throttle response and a faster gearshift quadrant. And while the top speed claim of 174mph is fractionally less than the earlier models, it certainly doesn't feel like it's a weaker performer.



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Many subtle changes mark BBi but the fuel injection makes biggest difference to how it drives and sounds

Wider 9.0-inch wide wheels are the same size front and rear, boasting flatter spokes than the earlier design. Fitted with 240/55 VR415 Michelin TRX metric tyres (now impossible to source), the result is a slightly wider track front and rear. This all translates to a more planted feel around corners, with less uncertainty on turn-in, more grip through each apex and a flatter cornering stance. The steering is still weighty, though, and the BBi is clearly more prone to following ruts in the road.





RARE BEASTS: PRODUCTION

All BBs are rare, but the earliest incarnation – the 365 made from 1973 to 1976 – was the rarest of the trio, with only 387 made, of which just 58 were right-hand drive. The 512 BB was built from 1976 to 1981 in carburetted form, during which time 929 were made, 101 of them in RHD. In October 1981 came the fuel-injected 512 BBi, which lasted until 1984, by which point 1007 had been manufactured, making this the most numerous of the BB family. However, it is by contrast the rarest version in right-hand drive, with a mere 39 examples shifted.

BOXING ODDS: VALUES

What price a Boxer? It seems peculiar that BBs are so undervalued alongside other mid-engined supercar classics. A Countach LP400 these days is worth £700,000 to £900,000, whereas a BB struggles to make even a third of that. In terms of desirability, the market favours the 365 over the 512, and carb-fed 512s over fuel-injected ones (even though the 512 BBi is the rarest in right-hand drive form). Several 365s have been auctioned in the past 12 months, fetching between £210,000 and £300,000.



As for 512s, these fetch typically between £170,000 and £250,000.

Ian Barkaway explains: “The market barometer for 1970s Ferraris is the Daytona. Whenever that goes up or down, other Ferrari classics follow. A Dino is generally worth half a Daytona, with the BB slotting in somewhere below.”

Perhaps another reason for lower values is

maintenance costs: be under no illusion as to how much you need to keep a BB going. The sodium valves on all engines are prone to breaking off, and if any BB engine goes pop, expect the bill to be in the tens of thousands. While valves, pistons and gaskets are all readily available, there are no new blocks or heads left, which means refurbishment – at vast expense.

TECHNICAL SPECIFICATIONS

	FERRARI 365 GT4 BB	FERRARI 512 BB	FERRARI 512 BBi
ENGINE:	4390cc 12-cyl DOHC per bank	4942cc 12-cyl DOHC per bank	4942cc 12-cyl DOHC per bank
BORE X STROKE:	81mmx71mm	82mmx78mm	82mmx78mm
COMPRESSION RATIO:	8.8:1	9.2:1	9.2:1
INDUCTION:	4 x Weber 40IF3C carbs	4 x Weber 40IF3C carbs	Bosch K-Jetronic injection
MAX POWER:	344hp at 7200rpm	360hp at 6800rpm	340hp at 6000rpm
MAX TORQUE:	409Nm (302lb ft) at 3900rpm	451Nm (333lb ft) at 4600rpm	451Nm (333lb ft) at 4200rpm
TRANSMISSION:	5-speed manual	5-speed manual	5-speed manual
SUSPENSION:	Double wishbones and coils front/rear	Double wishbones and coils front/rear	Double wishbones and coils front/rear
BRAKES:	Discs front/rear	Discs front/rear	Discs front/rear
TYRES:	215/70 VR15 front, 225/70 VR15 rear	215/70 VR15 front, 225/70 VR15 rear	240/55 VR415 front and rear
DIMENSIONS:	4361mm (L), 1801mm (W), 1120mm (H)	4399mm (L), 1829mm (W), 1118mm (H)	4399mm (L), 1829mm (W), 1118mm (H)
WEIGHT:	1445kg	1515kg	1499kg
MAX SPEED:	175mph	175mph	174mph
0-62MPH:	6.5 secs	6.2 secs	6.2 secs
PRICE NEW:	£17,487 (1974)	£26,000 (1978)	£39,991 (1982)



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VERDICT

In this Berlinetta boxing match, one fact shines very clearly: all three cars are searingly brilliant. But each one boasts its own particular character, both in terms of appearance and in how they drive, which means they are quite distinct.

Deciding which one is best is not an easy question to answer. It depends on what you want from your Berlinetta Boxer. The BBi is by far the easiest to live with. You don't have to worry about awkward engine start-ups, you don't need to change gear as often and it's the most refined and willing of the trio to drive. This is the BB you'd undoubtedly choose for a long journey.

The carb-fed 512 is very nearly as relaxing to drive, with its tall gearing and plentiful torque, but the engine sounds more enticing and has a greater propensity for revving. But in my book, a car like the BB should be all about the occasion, the drama, the thrill.

In this department, there's a clear winner. The 365 simply makes the biggest impression, with a seductive allure that's impossible to resist. Perhaps I'm swayed by the sheer rarity value of such an early BB: the still-clear impact that the original car made on me as a kid back in 1971. But I think not. It's the way the 365 drives that seals it for me. For all its flaws – awkward seats, heavy clutch, irksome carbs – that scintillantly high-revving engine and raw feel give me the biggest kick.

Original is so often best, and so it is with the Berlinetta Boxer. The 365 is simply purer to look at and more involving to drive. It's a perfect combination of the delicacy of a Dino combined with a revvy 12-cylinder firecracker of an engine. And as the original Ferrari supercar, it succeeds in distilling what makes such an apparently ridiculous object so utterly sublime. 🇮🇹



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OF TRIVIA AND TREVIS

Dozens of facts you never knew – and never knew you wanted to know – about Italian cars. Anoraks on!

Story by Gary Axon



If you ever want to impress your friends with your knowledge of Italian cars down at your local *trattoria*, or even as a 'phone a friend' guest on *Who Wants to Be a Millionaire*, now is your moment. Our abundance of Italian automotive trivia is bursting with fascinating nonsense about things you never knew you needed to know. So, put that cappuccino or Campari to one side and pay attention. You might just learn something useless – but hopefully also interesting...

REBOOTS: ITALIAN MARQUE REVIVALS



Abarth (1949-1971)

After a life as a Fiat Group sub-brand for performance models, Abarth was reintroduced as a stand-alone marque in 2007.

ASA (1962-1969)

Niche Italian sports car maker's name and logo was revived in Portugal by specialist sport car maker Lusso in 2016.

ATS (1962-1964)

Famous sports racing name was revived in 2017 with an attractive McLaren 12C-based mid-engined GT.



B Engineering (2000-2007)

Company behind the Edonis supercar (above), that used left-over Bugatti EB110 mechanicals, reappeared in 2018.

Bandini (1946-1992)

Minor marque was revived in 2020 with the Fabrizio Giugiaro-designed, fully electric all-wheel drive Dora barchetta (below).



Bizzarrini (1965-1969)

This revered sports GT marque just won't lie down with revivals in 1971, 1975, 1993, 1998, 2000, 2002, 2015 and 2021.

Castagna (1849-1954)

This famous Milan-based carrozzeria was revived in 1994 – and continues to this day.

De Tomaso (1959-2005)

Two revivals came in 2011 (the ill-fated Deauville SUV) and 2019 (the exciting P72 mid-engined supercar).

Diatto (1905-1929)

In 2007 Zagato reminded the world of this once great Italian pre-war sports car maker with its Diatto Ottovu GT coupe.

Ermini (1946-1962)

Reappeared at the 2014 Geneva Motor Show with the mid-engined two-seater Seiottosei (below).



ISO (1953-1976)

The sports GT brand made comebacks in 1992, 1996, 1997, 2015 and now Zagato has revived the brand with the ISO Rivolta GTZ.

Innocenti (1960-1996)

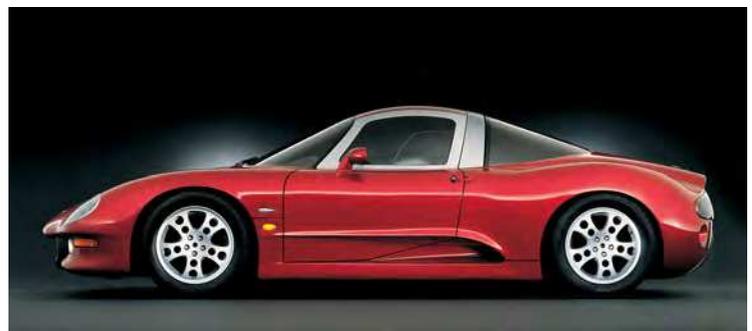
Oddly reappeared in 1997 on a Mini Cooper made by Lawrence Shaw, briefly the custodian of coachbuilder Radford.

Isotta Fraschini (1900-1949)

Tom Tjaarda's Audi-based T8 and T12 coupes of 1996-2000 were a disappointing revival of this great name.

OSCA (1947-1967)

Resurrected in 1998 for the Ercole Spada-designed, Subaru-powered Dromos 2500 GT coupe (below).



Siata (1926-1970)

This tuner and coachbuilding name was briefly revived between 2012 and 2013.

Taraschi (1947-1961)

Obscure sporting marque was relaunched in 2020 with the BMW i8-based Berardo.

Touring (1925-1966)

Celebrated Milanese coachbuilder was reborn in 2008 as Touring Superleggera, with great success.

Vignale (1948-1973)

Famed coachbuilding name was repurposed by Ford in 2013 – rather ignominiously – as a luxury trim level.

Viotti (1921-1964)

Dormant coachbuilding name was revived in 2014 on a reinvented Willys Interlagos concept.

WHAT ITALIAN NAMES MEAN IN ENGLISH

Fiat Uno (One), Punto (Point), Tipo (Type), Ritmo (Rhythm), Barchetta (small boat)

Alfa Romeo Alfasud (Alfa South), Duetto (Duet)

Lancia Prisma (Prism)

Ferrari Testa Rossa (Red Head)

Lamborghini Countach (Wow)

De Tomaso Pantera (Panther)

Pagani Zonda (Argentine wind),

Huayra (Andean wind god)



RENAME THAT CAR...

Alfa Romeo

- The 75 (above) was rebadged 'Milano' in the US as a homage to the marque's roots.
- In China, Hong Kong, Malaysia and Singapore, Alfa Romeo rebadged its 164 as the 168 for superstitious reasons.

Fiat

- The Ritmo was adjudged too hard to pronounce for UK and US customers, who got it as the Strada (although the Ritmo badge was retained for Australia).
- Regata in Swedish means 'pile of dung' so a second 't' was added to models sold in Sweden to make it 'Regatta'.
- The 131 was renamed Brava in the US, predating Fiat's own Brava hatchback of 1995.
- The 132 was renamed Elite for South Africa.
- The 125 was confusingly rebadged as the Mirafiori late in its lifespan in Argentina.

Lancia

- The Beta Montecarlo (below) had to be renamed Scorpion in the US because GM was already using the Monte Carlo badge.



ITALIAN CAR MARQUES' F1 TEAMS

Alfa Romeo 1950-1951 / 1979-1985/2019-date

ATS 1963

Cisitalia 1952

Dallara 1988-1992

De Tomaso 1961-1963/1970

Ferrari 1950-date

Iso 1973-1975

Lamborghini 1991

Lancia 1954-1955

Maserati 1950-1960

OSCA 1951-1953/1958



THEY ALSO MADE...

Alfa Romeo

Ovens (pic left), aircraft, commercial vehicles

De Tomaso

UAZ 469 (a Russian 4x4)

Ferrari

Fiat Dino, boat engines, merchandise

Fiat

Weapons, pacemakers, railway engines, HGVs, tractors, aircraft

Innocenti

Motorcycles

ISO

Heaters, fridges, motorcycles, light commercial vehicles

Lamborghini

Tractors, machinery, Fiat 127 Rustica, audio speakers

Lancia

Trucks, amphibious vehicles (pic right)

Maserati

Air horns, spark plugs, motorcycles, electric trucks, boat engines





ITALIAN CARS THAT WERE NOT MADE IN ITALY

Alfa Romeo

2300 Rio (Brazil) – pic above

Fiat

Freemont (Mexico), 127 Rustica & Duna (Brazil), 126 Bis (Poland), Cinquecento & Seicento, Panda & 500 (Poland), 500L (Serbia), 133/1430 Sport/124D (Spain), 124 Spider & Fullback (Japan), Sedici (Hungary), Ulysse & Scudo (France), Fiorino/Qubo/Tipo/Doblo (Turkey)

Innocenti

Koral (Yugoslavia), Elba (Brazil)

Lancia

Flavia II/Thema II (US), Zeta & Phedra (France), Voyager (Canada), Ypsilon (Poland), Aprilia (France pre-war)

Piaggio

Vespa 400 (France)



NON-ITALIAN CARS MADE IN ITALY

Amilcar CGS Italia

Aston Martin V8 Vantage Zagato & DB7 Zagato (pic bottom right)

Bentley Azure/Rolls-Royce Corniche (Pininfarina/Opac)

Cadillac Allante (Pininfarina)

Chrysler TC by Maserati

Citroen C35 van

Daihatsu Piaggio Porter

Ford Streetka, Focus CC, Anglia Torino, OSI 20M

Hillman Super Minx

Jeep Renegade (BU)

Jensen Interceptor (early)

MG SV X-Power (pic bottom left)

Mitsubishi Shogun Pinin & Colt C+C

Nash-Healey

Nissan Cherry Europe, Autech Stelvio & Gavia Zagato

Peugeot Coupes and Cabriolets (including 403, 404, 204, 304, 504, 406, 205 CTI)

Renault 4 & Dauphine (pic bottom right)

Saab 600 by Lancia (pic below left)

Sunbeam Alpine & Venezia

Toyota MR2 Zagato & Harrier Zagato

Triumph Italia

Vauxhall Astra 'G' Cabriolet/Coupe

Volvo 262C, 264 TE & 780 Coupe





CARROZZERIA-BUILT CARS DESIGNED BY OTHERS

Bertone

BMW C1 scooter (designed by BMW), Fiat Punto Cabriolet (by Fiat), Mini Cooper GP (by Mini), Volvo 262C/264 TE (by Volvo), Vauxhall Astra Cabriolet/Coupe (by GM)

Pininfarina

Ford Streetka (designed by Ghia), Focus CC (by Ford), Alfa Romeo Brera & Spider (by Italdesign)

Zagato

Lancia Beta Spider (designed by Pininfarina) – pic below



Not a lot people know this but... the Alfa Giulia SS donated its windscreen to two French-built Matras

ORGAN DONORS

- Fiat diesel engines have been used in many vehicles, including Alfa Romeo, Cadillac, Chevrolet, Citroen, Iveco, Lancia, Opel, Peugeot, Saab, and Suzuki.
- The Iveco Daily van shares its ZF 8HP70 automatic gearbox with the Rolls-Royce Phantom.



- Fiat Punto MkII headlights were used for the MG SV X-Power (above), which also had Fiat Coupé tail lights. The Lamborghini Diablo S2 used Nissan 300ZX headlights.
- Fiat 850 rear lights were fitted to dozens of cars, highlights including the Lancia Stratos, Alfa Romeo TZ2 and 33 Stradale, Ferrari 250 GT Nembo Spider, Moretti 500 Coupe and Ford Anglia Torino.



- The Alfa Romeo Giulia SS windscreen was used by the Matra Djet and MS620.
- Side repeater lights from the Ford Focus MkI were borrowed by Lamborghini for the Murciélago (above), while Peugeot 505 units were used by virtually every Ferrari from the 308 GTB on.



ITALIAN WORLD FIRSTS

Alfa Romeo

- 6C 2500 Pinin Farina (1946): first use of dual headlights (*pic above*)
- Giulietta 750 (1954): first aluminium, double-overhead-cam four-cylinder engine
- 90 (1984): first active front spoiler and first detachable attaché case
- 156 (1997): first hidden rear door handles and first common rail diesel production engine (*pic below*)



Autobianchi

- Primula (1964): first front-wheel drive hatchback



Bugatti

- EB110 (1991): first production road car with a carbonfibre monocoque

Ferrari

- 365 GTB/4 BB (1973): first horizontally-opposed 12-cylinder engine in a road car
- F355 (1994): first road car with underbody aerodynamics (*pic below*)



- 355 F1 (1997): first electrohydraulic/paddleshift transmission
- Enzo (2003): first carbon brakes
- 360 Challenge Stradale (2004): first titanium springs all round
- 575 Superamerica (2005): first electrochromic roof
- FF (2014): first fitment of Apple CarPlay
- 488 Pista (2018): first full-carbon wheel



Fiat

- 600 Multipla (1957): first multi-purpose vehicle (MPV)
- Dino Coupe (1967): first car with standard electronic ignition (*pic above*)



Lancia

- Lambda (1921): first V4 motor and monocoque chassis
- Ardea Series III (1948): first production five-speed manual gearbox
- Aurelia (1950): first production V6 engine on a road car
- Flaminia (1957): first rear window wiper
- Flavia (1960): first alloy four-cylinder boxer engine and first four-disc brake system on mass-produced car
- Delta S4 (1985): first combined supercharged and turbocharged engine



- Thema 8.32 (1986): first automatic pop-up rear spoiler (deployed above 80mph)

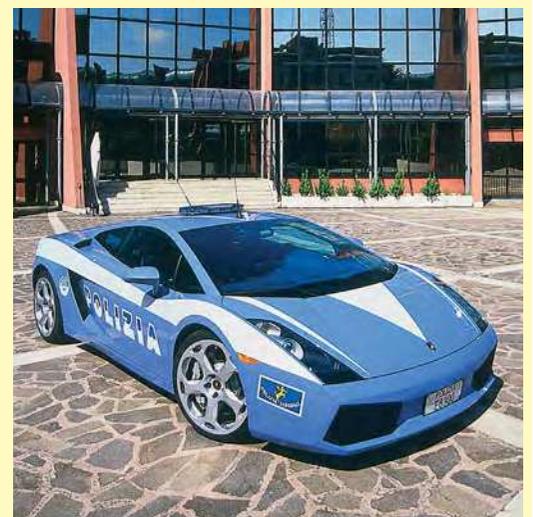
Maserati

- Biturbo (1981): first twin-turbocharged production car
- 3200 GT (1998): first car with LED rear lights (*pic below*)

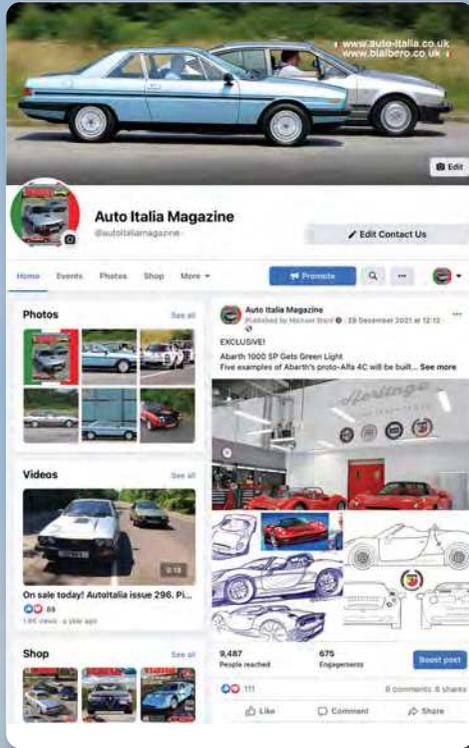


RANDOM TRIVIA

- Fiat Barchettas built between 1995 and 2002 all had a hand-written traveller's prayer on a piece of paper hidden within the car. When coachbuilder Maggiora went bust in 2002 and Barchetta production moved to Fiat's Mirafiori plant, the prayer notes stopped.
- Fiat has won more European Car of the Year awards than any other car manufacturer, with nine, namely the 124, 128, 127, Uno, Tipo, Punto, Brava/Bravo, Panda II and New 500.
- Lamborghini gave the Italian state the world's fastest police car, a Gallardo, in 2008. They crashed it a year later.



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Wide Yet Narrow

Strap in for a wild ride as we get behind the wheel of a Group 5 race-spec Fiat-Abarth 1000TC Corsa Wide Body

Story by Chris Rees
Photography by Michael Ward





Wings bulging like a bodybuilder's biceps, massive chin jutting forward like a Victorian circus performer, engine lid raised like the tail on a boxer dog – the word 'pugnacious' could have been coined specifically for this car. While so many of Carlo Abarth's creations have a delicacy and litheness to them, you could never say that of Mike Kason's 1000TC Corsa racer. It's not only wide of body but also, as I'm about to discover, a bit of a wide boy in terms of character – a street-fighting David to the established Goliaths.

Mike describes Abarth's 850 and 1000 Berlina models as "perhaps the first purpose-built touring car in the world", which dominated the under-1000cc class in the early days of the ETCC and WEC. Carlo Abarth's modified versions of the Fiat 600 were fully supported by Fiat, and the House of the Scorpion succeeded in building enough cars to homologate them for Group 2. Among the model's ground-breaking innovations were the first homologated five-speed gearbox and homologated all-round disc brakes.

In 1968 came new rules and Group 5 cars. Abarth seized the moment with massive development, resulting in considerable racing success. In particular, the 1000 TC, with its power raised to more than 100hp, became a true monster. By 1970, it had gained the burly new wide bodywork you see on Mike's car, designed to clear the larger wheels and tyres.

First registered on 18 February 1970, this charismatic machine has been owned by Mike for the last seven years, having been bought from Dutch enthusiast Ad Van Ling. Ad had discovered what was then a pukka Fiat-Abarth 850TC in Ireland back in 1996. Repatriated to the Netherlands, Ad fitted a larger 1050cc engine, applied for his first race licence and then took to the tracks. He was immediately successful, finishing second in class in the Dutch championship and then winning the up-to-1300cc class at the 1998 Italia Zandvoort meeting. However, at the following year's Zandvoort event, he had bad crash in qualifying on the notorious Scheivlak corner. The car had to be reshelled using a body fitted with Abarth-style strengthening, and all the original Abarth kit was swapped over to it.

Once purchased by Mike, it was restored by himself and Carlo Caccaviello in 2014, including bare metal bodywork. All non-correct parts were removed and replaced with correct original specification parts; other than the bodyshell, everything is genuine Abarth.





The car was duly UK-registered in July 2015. It's a wide-body Group 5-spec car with FIA Historic Technical Papers, an MSUK Passport and DMSB Wagenpass. As the panoply of stickers in the rear windows attest, this example has a long racing history that stretches back many years across Club, European and International events. It's appeared at Goodwood, Brands Hatch, Hockenheim (FIA Jim Clark Historic), Adamello Historic, Historic Abarth Track Days at Varano and Franciaorta, Scalata Al Colle Sant'Eusebio Classic, Nostalgia Club Berzo Demo-Cevo Classic and Chateau De Savigny-les-Beaune Anniversaire. Above all, it has appeared no fewer than 15 times at the Vernasca Silver Flag hillclimb – handy as Mike's wife owns a house in the Castell'Arquato area.

The 1000 TC looks fantastic in the metal, with its two-tone grey paint supplemented by red stripes that extend to a cross pattern on the roof (an original Abarth feature). Open the super-light door (all the windows are Lexan except the windscreen) and make your way past the OMP six-point rollcage and you're greeted by a very focused cabin. Settle into the period Cobra seat with its custom 'Abarth' script and strap on

the six-point belts. Time to appreciate the Abarth dash pod ahead of you, filled with delicious Jaeger dials. What's this on the far side of the facia – a signature? Yes, the familiar scrawl of the famous Italian, Texan-hatted, ex-Abarth racing driver, Arturo Merzario.

In the spec that Ad Van Ling used, the 1.0-litre engine boasted 90hp at 7000rpm. This engine has since been replaced with a 983cc unit built by the well-known Italian engine constructor, GAS39, which was previously fitted to Saverio Miglionica's Autobianchi A112 Abarth race car (this competed in 49 Italian hillclimb and slalom championship races – and won 48 of them!). The fuel-injected unit boasts a mighty 130hp, all from less than one litre. It's cooled by front-mounted water and oil radiators, supplemented by thermostatically operated fans; these are housed within an original-specification Abarth cover that juts out up front in spectacular style. The frontal radiator placement means that cooling is at its most efficient, while the extra weight in the nose also helps balance the handling.

The gearbox is a very rare Colotti Abarth five-speed, fully £9000 worth of kit. It's extremely tricky to engage.

Extended arches cover very wide wheels. Glassfibre 'engine lid' doesn't need supports. Arturo Merzario's signature adorns facia



ABARTH 1000 TC CORSA



“ The 1.0-litre engine is perfectly happy to go to 9000rpm. With 130hp and 560kg, it regularly overtakes Giulia GTAs on track ”





Dogleg first is down and to the left. Is it in? No. Try again. Still no. Lift the clutch pedal slightly and the lever now has a chance to engage. This is a technique I recognise from my Moto Guzzi-engined motorbike-gearbox Triking; you just have to crunch and bear it.

It takes a while to get used to the gate, too, as I discover on my first attempted up-change from first, going straight to fourth and causing the engine to bog down. When I finally learn to engage the gears in their correct sequence, it becomes second nature to move around the 'box. The driveshafts, by the way, are robust forged steel items with Hardy Spicer joints.

The 1.0-litre Abarth engine really does beg for revs – the tachometer is reading well above 4000rpm before things really start to get going. I'm self-limiting the revs to 7000rpm today to keep things safe but apparently the engine is perfectly happy to go to 9000rpm. On fast circuits such as Brands Hatch and Castle Combe, Mike gets to use fifth gear and he has seen the speedo go right off the clock (at an indicated 170km/h). That means the car probably topped out at over 110mph – not bad for a little Fiat 600! With 130hp in a car weighing just 560kg, it's no surprise to hear that Mike regularly overtakes Alfa Romeo Giulia GTAs on track. And it can keep going, too, thanks to its long-range, 70-litre, foam-filled fuel tank (with lifter pump, swirl pot, filter and fuel pressure regulator, plus lines by Earl's).

The MSUK-legal exhaust is by Fusion Fabrications and has a silencer so it's not outrageously loud, but it certainly sounds intense – just as you'd hope from an Abarth (a brand whose origins, after all, lie in supplying uprated exhausts).

Lurking behind the Middle Barton Garage gold Campagnolo alloys (13x6 front, 13x8 rear) are Abarth Girling brake callipers and discs with a 'lobster-claw'

handbrake mechanism. The brake pedal delivers unbelievably powerful performance and is both sharp and full of feel. At the end of my spin around the track, Mike wipes his finger over the alloy wheel and shows me a layer of dust: "Yes, the brakes work!"

The front suspension is by adjustable coilover dampers with 40mm lowered front uprights, while at the rear you have lowered coil springs and dampers. Adjustable anti-roll bars are fitted both front and rear. The ride is hard but not crushingly so, while the cornering stance is very flat indeed. With so little weight over the front end, the steering feels very direct. If you take too much speed into a turn, the front end will understeer. If you lift off, the weight transfer tightens your line but also makes the rear end go light. It feels like a classic Porsche 911 in this regard, with lift-off oversteer lurking ominously.

Mike laughs about this trait: "If you haven't rolled the car at least once, you haven't been trying hard enough!" Well, on the day of my test, I was clearly not trying hard enough as, mercifully, I didn't roll it.

What the rear-engined layout definitely provides is fantastic traction, allowing you to apply power early on in each apex. Nankang tyres (175/50 R13 front, 205/60 R13 rear) offered tremendous grip in the dry conditions of our test but are, says Mike, "useless in the wet". Overall, this little TC Corsa feels very much a circuit car to drive, although Mike has MOT'd and taxed it and has driven it on the road. Me? It'd have to be a hillclimb!

I loved driving this little car around our tight test circuit. Of course, it's not the fastest thing on the planet but it has the capacity to surprise far more potent machinery, thanks to its light weight, zingy power delivery and tenacious handling. Just like it did in its giant-killing Group 5 days. 🇮🇹

983cc engine comes from an A112 Abarth racer. Huge 70-litre fuel tank gives tremendous range for endurance racing



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Ferrari Finali Mondiali

Mugello Circuit in Tuscany once again hosted a feast of competitive action at the climax of the 2021 season, celebrating a year of racing successes

Story by Chris Rees
Photography by Michael Ward

If you want to understand the national and international obsession that surrounds Ferrari, just come along to the Finali Mondiali. This annual climax of Maranello's sporting calendar – its Formula 1 effort aside – sees the final rounds of the one-make Ferrari Challenge series concluded, and then the top racers in each of the continental series – Europe, USA and Asia – competing with each other for the crown of overall champion.

The November 2021 event took place at Mugello, the superb Ferrari-owned circuit in the Tuscan hills. This is the second time I've been here for the Ferrari Finali Mondiali. Last time was pre-pandemic and I remember a simply amazing atmosphere. It says a lot for the event







– and for the passion that it arouses – that even behind closed doors, with just a few hundred invited fans present, the atmosphere was almost indistinguishable. Scuderia Ferrari Club members and employees of Ferrari cheered enthusiastically from the stands throughout the proceedings.

Actually F1 was indeed represented, as the Qatar Grand Prix played on huge live screens in the paddock on the Sunday. Even the resolutely upbeat local commentator was forced to concede, however, that 2021 hadn't been a vintage year for the all-reds in F1: "We must all be patient," he implored the watching tifosi.

No such circumspection was required regarding the events that unfolded on the gloriously undulating ribbon of tarmac in the Tuscan hills that is Mugello. For fans of the Challenge series, 2021 certainly was a





ABOVE & LEFT: Mighty XX cars in action. **FAR LEFT:** 412 P and P3/P4. **RIGHT:** WEC winners and F1 racers all demo'd on track

vintage year. All sorts of records were broken. More than 75 racers took to the track with several titles still up for grabs at the start of the weekend. Only the Coppa Shell Am championship had already been settled, with Willem Van der Vorm (Scuderia Monte-Carlo) taking the title.

The first historic moment came on Friday, when Michelle Gattling (Scuderia Niki/Iron Lynx) became the first female driver ever to claim the prestigious Trofeo Pirelli title. The Danish driver enthused: "We are showing to the girls out there that if you dream of something, if you work hard enough, you can get it."

Sunday brought another moment of pure drama. In the very last race of the Finali Mondiali weekend, 17-year-old Finnish driver Luka Nurmi (Formula Racing) won the overall world title – the youngest racer ever to take the crown. He commented: "It's an





indescribable feeling to hold this trophy in my hands. I have no words to describe my mood, I'm just super happy!" Meanwhile, Christian Brunsborg was crowned the Trofeo Pirelli Am world champion.

In Coppa Shell, Ernst Kirchmayr (Baron Motorsport) scored an impressive double win at Mugello with the 2021 Coppa Shell Europe title and the Finali Mondiali crown. And in the Coppa Shell Am division, Peter Christensen (Formula Racing) celebrated his triumph at Mugello.

While racing was obviously the main attraction of the weekend, there was plenty of other action at the Finali Mondiali. Mugello hosted no fewer than eight historic

Formulas 1 cars on track, from the 1989 F1-89 (the first Formula 1 car to use a semi-automatic sequential gearbox) to the F138 (as driven by Felipe Massa and Fernando Alonso in 2013). The sight and, especially, the sound of these machines was something extraordinary. Ferrari also wheeled out three of its own F1 cars for demonstration laps, including the two F60s (with Giancarlo Fisichella and Olivier Beretta at the wheel), while Andrea Bertolini took the controls of an F70H.

Everyone loves the spectacle of Ferrari's track-specialist XX Programme cars. These certainly made an impression as their owners put them through their paces at Mugello. Over 40 XX cars took to the track,

Indoor pavilion hosted some 40 historic racers, including F1 greats, Mille Miglia contestants and classic circuit stars



including the mighty 1050hp FXX-K Evo, FXX -K, 599XX Evo, 599XX, FXX Evo and FXX – the latter being the model that launched the XX initiative back in 2005. There was also action for Club Competizioni GT cars, with eight examples of the 488 GT Modificata on track.

Even off track, there was plenty to see. In an enormous pavilion in the paddock area, you could see up close some 40 cars from Ferrari's Formula 1 and GT competition history. Star billing was given to the WEC championship-winning 488 GTE (#51) and the GT World Challenge Europe Endurance Cup winner (488 GT3 #51). The 2021 GT season having been the most successful ever for Ferrari – with wins at Le Mans and Spa, and the conquest of titles in both Am and Pro championships – there was plenty to celebrate for Ferrari fans, with a chance to see multiple trophies in person. For me, though, it was the older classics in the hall that held the biggest attraction. Cars like the 166 MM, 750 Monza, 250 Tdf, 275 P and 250 LM weaved a magic spell – I could have lingered there all day.

But there was one final unmissable item on the agenda: the climax of the event on Sunday afternoon with the spectacular Ferrari Show. After a Formula 1 live demo came track action from a selection of GT competition cars from Ferrari's most successful season ever in WEC, GTWC and DTM. Taking to the wheel of their cars were champions James Calado, Miguel Molina, Nicklas Nielsen, Alessandro Pier Guidi and Liam Lawson, who performed overtaking manoeuvres to delight the crowds. Live commentator Alberto Borgini also interviewed some of the clearly very proud big wigs, including John Elkann, Piero Ferrari and Enrico Galliera.

The event was topped off with dynamic debut of the new Daytona SP3 'Iconca' hypercar, as revealed in detail in last month's issue of *Auto Italia*. Head test pilot Raffaele di Simone took to the driver's seat and was flanked on track by examples of the 330 P3/4, 330 P4 and 412 P sport prototype racers, echoing the historic 1-2-3 podium finish at the 1967 Daytona 24 Hours that gave the new car its name.

In 2022, Ferrari Finali Mondiali will return to Italy but to a different track: the Autodromo Enzo and Dino Ferrari at Imola. The dates for your diary – presuming Covid has retreated enough to allow us in, at any rate – are 26-31 October 2022. 🇮🇹



CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

Festival Italiano IV

Highlights from the annual Italian car show in New Jersey, USA

Story & images by Bryan McCarthy





The fourth instalment of Festival Italiano, held at the Englewood Field Club in New Jersey, was a smashing success. It was reminiscent of the London Concours in that it was a beautiful oasis of green surrounded by city buildings. Organiser Tony Boniello estimated that there were approximately 110 cars on the show field, the highest turnout in the event's history, with nearly 1000 spectators, again a record number. Tony had to turn down numerous entries to keep the show as diverse as possible – a goal we think he met.

Along with modern Ferraris and Lamborghinis, you could find a Lancia Delta integrale Evo II parked up next to Phil

Toledano's 'Bastarda' Delta. The striking 1970 Ferrari Daytona with chromed wires and Euro-spec Plexiglas nose was formerly owned the late, much-loved John Campion, and took second in class for its new owner, Peter Ponzini. The Alfa Romeo-powered 1927 Ford Zipper Lakes Modified exists because its owner, Hank Bernstein, while working for Alfa Romeo, saved the engine from the scrapper and needed a place to transplant it. A cadre of original Fiat 500s occupied an entire corner of the property and there was also a display of Italian motorcycles.

The 1961 Lancia Flaminia GT displayed by Santo Spadaro originally belonged to his father, Domenico Spadaro, who purchased the car in 1983 from the famed Sergio

Franchi. Santo is one of the nicest gents in the automotive community and lends a helping hand to countless Italian cars at his New York garage, Dominick European Car Repair.

Tony was very proud of his Testarossa display: three Rosso Corsa Monospecchios with three different interiors, five standard cars in differing colours, and a 512TR and 512M (both in black). There was also no missing Scott Oshry's Verde Germoglio 1983 512 BBi. Reaching back to the Colombo V12 era was the exquisite 1966 275 GTB twin-cam of Jim Wickstead. Another was a Euro-market Blu Chiaro 365 GTC/4, a car that continues to fly under the radar despite just 505 having been





produced. A red 330 GT looked like the perfect grand tourer, even while parked.

Representing Sant'Agata was a pair of Lamborghini Isleros and a rather homely Jarama. It was great to see no fewer than four Diablos on scene. An SV Monterey Edition arrived just before a 6.0 VT, a car that replaced the early-90s pop-ups with Nissan 300ZX headlights. There was also a Titanium metallic VT Roadster and a pre-facelift 'original' in white with a blood-red interior. A 1273km Countach was outrageous – as much for its period-chromed engine bay as its low mileage; just think of all the memories that weren't made wringing out that raging bull.

Despite Italian origins, two participants were clothed in Porsche colours – a Dino 246 GTS in Signal Orange and a Ferrari F12tdf in Mexico Blue. The former, owned by Antonio Curreri, was presented the Italian Cars N Cannoli Award of Excellence by club founder, Matteo Ligotti. Matteo's

1963 Fiat Multipla, restored to a high level and painted in period green, claimed second place in the Fiat category.

The judges were handpicked, as Tony informed us: "[They] have various backgrounds in the automotive industry, from a notable retired automotive executive to a couple of prominent local collectors. All were valuable in selecting our award winners." This was a family event and as such, there were plenty of food vendors, including a mobile espresso bar made from a 1996 Piaggio Ape 50. A playground on the outskirts of the field provided entertainment for the little ones when the cars just wouldn't cut it.

The People's Choice award fittingly went to a Harrington Junior Ferrari 250 GT SWB California Spyder, a scaled-down version of the all-time classic. The caretaker, nine-year-old Peter Ponzini, spent a good portion of his morning cleaning the car after driving it onto the field and parking it with expert precision. His younger brother, Sebastian (who hadn't



yet turned four) was relegated to the passenger seat. The same car claimed the Best in Show Junior Award. We have a feeling young Peter is going to be a presence at many future shows.

As the event came to a close, Best in Show was awarded to the flawless Tahiti Blue Lamborghini Miura P400 S of Paul Jasinkiewicz. And after much thought, deliberation and consideration, that's the one Tony would have driven home if given the chance.

After four events with progressive growth, we asked Tony where he saw Festival Italiano heading. "I believe the event will continue to grow, as will the calibre of vehicles. I want to see Festival Italiano become a premier specialty car show in this region and draw cars from a larger radius as well. I believe the resources and people are in place to accomplish that and much more!" We are certainly looking forwards to Festival Italiano V come 2022.



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 track please email phil@auto-italia.co.uk.

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

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

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

ALL DATES SUBJECT TO CHANGE



TEAM CARS

REPORTS ON OUR OWN CARS RUNNING ON THE EDITORIAL FLEET



MICHAEL WARD

FIAT 124 SPECIAL T RALLY

The 124 has covered over 1000 miles now and nothing has fallen off! Testament to the guys at Middle Barton Garage for bolting it all together properly and to Barkaways Ferrari for building me a superb engine – Guy Croft would be pleased.

The Special T has had its first service and major spanner check at

Alfaworks in Hertfordshire where a small water leak was found, the carbs were tweaked slightly and the rear ride height was adjusted. The GAZ shock absorbers were softened off all round which, together with the higher rear end, has totally transformed the driving experience. It's still firm but the wheels stay on the ground and you don't wince or lose teeth over potholes.

The previous mild steel exhaust system has been removed from the

downpipe back and a bespoke stainless system fabricated and fitted by STS in Bedford. The 124 is so much quieter and the system follows the same route as the original exhaust so it no longer scrapes on speed bumps and the like. It still makes the right noises, though.

Next job is to tackle the exhaust manifold. Not as easy as it sounds as there is nothing available 'off the shelf' for a right-hand drive, rear-wheel drive, twin-cam Fiat. I have had quotes from

quite a few well-known stainless steel experts ranging from £750 to £1500, with huge lead times too. At this time I simply can't justify that kind of money, so I am looking at other options.

My 124 has been shown at various local car meets and has generated much interest and encouragement but none more so than our own Italian Car Day at Brooklands last October.

The only good thing about moving the date from earlier in the

year was the car was actually ready!

My 124 was part of the Guy Croft tribute display and didn't look out of place. It attracted much praise and conversation, rubbing shoulders with other twin-cam engined classics. Apologies for not taking it on track or up the hill – maybe next time!

Thanks to Middle Barton Garage, Barkaways and Alfaworks for their help, patience and encouragement





CHRIS REES

MOTO GUZZI TRIKING & ALFA GIULIA QUAD

Three-wheelers have always fascinated me. I wrote an encyclopaedia about them eight years ago and built a Citroen 2CV-based kit trike way back in the 1980s. I've never lost my enthusiasm for the purity, eccentricity and lightness of the triangular-wheeled concept. So when I saw this Triking for sale during lockdown in my favourite colour (orange), it was too much to resist.

The Triking is actually made in Norfolk but it has a strong Italian connection in that it has a Moto Guzzi 1100 V-twin engine evocatively exposed up front. This may have only 90hp but in a machine weighing just 385kg, it provides plenty of oomph, with enough torque for you to avoid changing the five-speed sequential



gearbox too often (a relief because the clutch is razor-sharp).

Piloting a car with no doors, roof, windscreen or heater is simply joyous on a summer's day. Every sight, sound and smell is relayed direct to your senses. I've had only issue with it so far: tyre damage that was probably caused by slow deflation – the recommended pressure is just 12psi. I plan to drive the Triking to Italy this summer, which may turn into either the trip of a lifetime or a complete

nightmare. That's part of the adventure, though, right?

Meanwhile my Alfa Giulia Quadrifoglio is clocking up some solid miles as my daily driver – 12,000 in my two years with it. The Goodyear Eagle F1 SuperSport tyres are proving great for year-round performance. Yes, on cold days you can still feel some Ackermann effect (tyre scrub at low speeds) but overall grip in winter is much more confidence-inspiring than my old set of Pirellis.





PETER NUNN

**ALFA ROMEO
GIULIA 2000 GTV**

Classic Alfas can be like London buses sometimes. You wait around a long time and nothing happens. Then all of a sudden, two turn up at the same time – ‘challenges’, that is. My 1972 2000 GTV coupe is a wondrous thing, with gorgeous design and character, at least to my mind. I love driving it. And it’s reliable – yes, really. The last time it ‘failed to

proceed’, John Major was still in Number 10.

That record took a hit last summer when the Alfa’s 1962cc twin-cam engine suddenly stalled and refused to restart. This had me perplexed because until that very moment, it had been running perfectly and I’d always had it regularly maintained with an annual oil/filter change as a matter of course.

To cut to the chase, I discovered that the original Arese-spec distributor had finally cried enough, so it was

time to get a new electronic one. Problem solved. With timing chain tightened, tappets adjusted and twin Dell’Ortos retuned for good measure, the rumbly GTV twin-cam was back to its intoxicating, involving best.

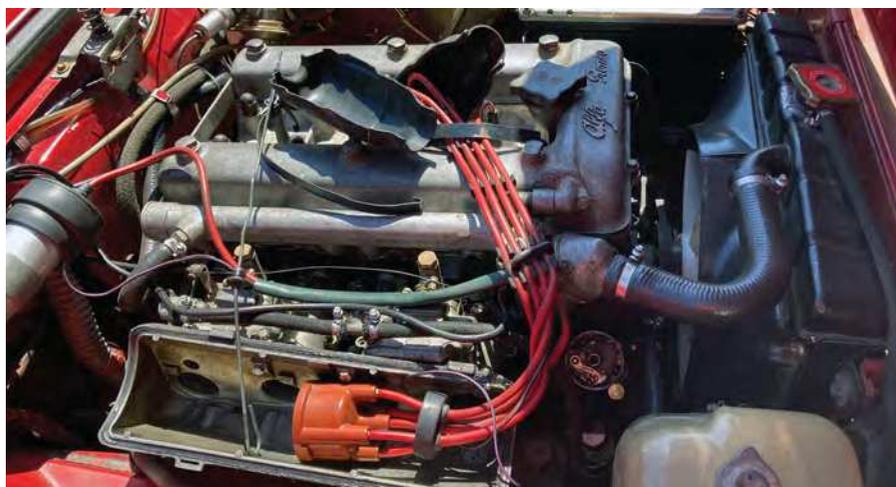
Around this time, like an idiot, I backed into my garage and a stout wooden box got in the way. Result: a dent in the rear offside wing. Nothing major but it still had me fuming. I’m glad to say that a man from Dent Devil came to my house

and sorted the problem really quite ingeniously. If you ever get a similar ding, I can really recommend them.

Buses come in threes? The GTV’s steering ignition lock was next to get ideas. In theory, you can repair them, I understand, but Alfa Workshop in Royston instead sourced a new one and fitted it. Great job, as ever, but there was a twist. I wanted an original ignition key, just as the GTV originally rolled off the line at Arese. Not available. Hmmm. I then

spent a long time on eBay and found a modern replica key in Italy that looked right for 20 euros.

At the same time, on the AROC forum I came across Keys4Classics.com in Australia, who were amazingly helpful and we found the ‘correct’ key but supplying from Australia would have been pricey. So imagine my delight when I picked up the GTV from The Alfa Workshop to find that the replacement ignition lock came with a correct-look Cloverleaf key after all. Another result!



NATHAN CHADWICK

ALFA ROMEO 147 GTA

The old adage is true – for Italian cars to thrive, they need to be used. Leave them and they start to misbehave and throw tantrums. To that end, WR04 UKP has had a slightly busier year than it might ordinarily have had. A slight change in working practices, lockdowns and the ubiquity of online video messaging has meant that there hasn't been the need for a true everyday steed for myself. That means for most things, I use my wife's car, and on the odd occasion where she needs it, I wheel out the GTA.

It's a task that the car seems very happy with, as I've somehow managed to clock up more miles this year than I have in any other, and all without any ailments (touching wood). Still, this being a 16-year old Alfa, there was some trepidation as I took it to Alfa Workshop (alfaworkshop.co.uk) for its MOT. Had the extra wear and tear clobbered any components? Had the track-orientated tyres turned into racing slicks? Had the rust coating applied four years ago started to come away, given I'd been using it in wetter weather than normal?

Well, the good news is that it passed – but my pre-MOT concerns were well founded. The front tyres were the only official advisory, worn on the inners to a Telly Savalas-esque smoothness. I fancy some Michelins in the new year, seeing as accelerating through third in the damp makes the traction control system light up like a Christmas tree.



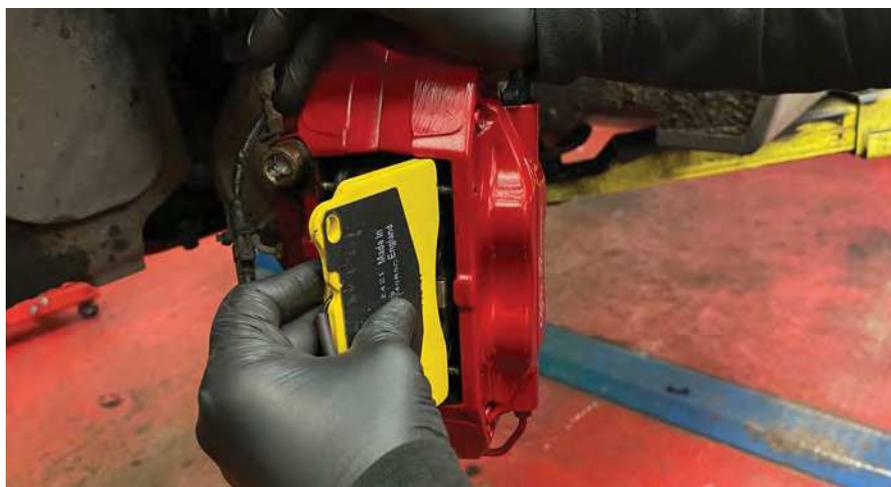
Rust was spotted, but the brake pads would also need a looking at. So a few weeks later I dropped by Autosportivo (autosportivolt.co.uk) near Bedford to see how bad the rust was (and to have a perv at their Uno Turbo and Delta integrale). I also wanted to compare notes on Autosportivo's own 147 GTA.

The good news is that the rust wasn't terrible, and certainly didn't seem to have encroached very far – if at all – behind the GTA's bodykit. Autosportivo's head man Antonio brushed back any frilly bits, before coating the metal with an anti-rust solution, and then painting over the top. This should hold back the tide of the tin worm.

As for the brakes, given the GTA's snout-heavy weight distribution and propensity for bringing out the hooligan element, I opted for EBC Brakes (ebcbrakes.com) Yellowstuff pads. These are a half-way point between fast road

and a track pads, and though I'm still bedding them in, the ache in my sternum appreciates the upgrade in stopping power. Good time too – there was around 5mm left on the pads.

To treat the GTA, I handed the car over to RideEffect (rideeffect.co.uk) for detailing to clear away grime and give it a wax coating. It then decided to rain, just before I got stuck behind a tractor. Luck only goes as far as the MOT and rust, it seems.



SIMON PARK

MASERATI KARIF & 4200 SPYDER

Like George Washington, I cannot tell a lie: both my Masers – 1989 Maserati Karif and 2005 Maserati 4200 Spyder – have let me down of late, which hurts. As with so many other aspects of life, The Plague has imposed serious limitations on the enjoyment of classic (or 'non-essential', anyway) cars these last two years; but a sunny Saturday afternoon in October brought the Spyder out to play for the first time in several weeks.

Both cars are hooked up to trickle-chargers and the V8 boomed into life at the first turn of the key. A modest eight-mile run to Mrs P's favourite garden centre passed without incident, and the floral purchases were easily accommodated in the surprisingly commodious boot. Back home for tea, then... Er, no. Flat battery in the car park. I confess I hadn't been watching the ammeter since I've never had reason to distrust this particular set of 'Italian electrics' (no laughing at the back) and she hadn't missed a beat on the outward journey.



Anyway, by happy chance my predicament was noticed by a nice young lady who happened to carry a set of jump leads in her amorphous Japanese hatchback, parked nearby – perhaps she, too, had a fickle Italian car at home? She'd certainly been here before, and it took but a few minutes to hook up and coax the V8 back into life. We made it home without further ado, but I have yet to explore further what seems likely to be an alternator-related problem.

Spookily, an uncannily similar curse afflicted the Karif some weeks later when, after an exhilarating, trouble-free

15-mile blast, I left it out on the drive for an hour or two. But when it came to bedtime... Uh-oh, *another* flat battery, eliciting not even the feeblest of groans from the starter motor. Luckily, my strapping stepson and grandsons were on hand to help me push her back into the garage and there, at the time of writing, she remains.

But by the time you read this, we may have found the cause of the problem. I hope so, since the Karif, with which Mrs P has definitely not 'bonded', remains for sale (see 'Classified', herein). It's a bit of an oddball, for sure, whose looks aren't to everyone's taste. But,

boy, when she rolls, she really *does* rock.

SIMON CHARLESWORTH

ALFA ROMEO ALFETTA

Regardless of whether the engine is or has been running, a once small oil leak from the back of the Alfetta's twink has become more determined. Consulting friends and specialists suggests it's either the crank seal or the cigarette seals, the latter being the lesser of two evils, for apparently the engine can remain in-situ. This and another imperfection got me thinking, and it is only my world-class

procrastination – albeit boosted by the pandemic – which has meant that this niggle has yet to be fixed.

The Alfetta's iron exhaust manifolds are tapped. This assists with the setting up of the carbs, for the principle is simple – to know what must go in, it helps to know what is coming out. Alas when I got the car and the bolts were first removed, a small part of the casting came adrift on No 2 cylinder. It was easily fixed with exhaust paste, but the coating on the manifolds was starting to look a bit bedraggled.

A couple of years ago I sourced a second-hand





tapped pair but I couldn't bring myself to fit the red beauties. I had to find something which suited the car and would stand up to the heat thumped out by the engine. I was pointed in the direction of Zircotec (zircotec.com), a company which specialises in heat management via surface coatings and finishes for private cars, motor sport, motor manufacturers and heavy industry.

The company offers a wide range of colours for its ceramic-based exhaust coatings, giving you plenty of potential to get it right or wrong. Whatever was coating the Alfetta's silver manifolds — now with

rust sprouting through — was starting to look a bit glam-rock knackered. The dark grey Graphite option seemed to suit the Alfa's understated menace perfectly.

Zircotec says it is a robust yet lightweight coating that is 'welded' to the manifold's surface, protecting it against corrosion. It forgoes the need for an exhaust wrap, is easily maintained and copes with temperatures up to 900°C. More interestingly, it is said to reduce temperatures on the exhaust by 33%, while a reduction of 50°C in the engine bay is also possible. It is guaranteed for three years on road cars.



Touch wood, the Alfetta has yet to suffer with vapour lock, but like all proper cars, it doesn't like getting stuck in traffic with the sun on full sizzle. So this should mean that I don't end up having to put the heater on during tropical traffic jams; plus, after a good run, my fingers won't be seared by the bonnet-prop.

Thanks are also due to Les Duffy at Automeo (automeo.co.uk) for tapping the threads and supplying new copper washers and stainless bolts. All of which just leaves the oil leak. Will the fix be the cheaper option or will the remedy see me taking over from the Alfa in the messy weeping stakes?

TOM SCANLAN

ALFA ROMEO SPIDER & BRERA

"Catastrophe!" exclaimed the Alfa mechanic. It was 1976. I was heading towards Paris in my new Alfa 2000 GTV when a cloud of white smoke appeared in my rear-view mirror. I managed to pull into an Alfa dealership. The man pulled out the dipstick, revealing a grey emulsion. Yes, head gasket failure. In my carefully run-in new Alfa. Forward to 2021. I'd

collected my same-year, same-engine Spider from the Alfa specialist who had, following a knocking noise, carried a whole lot of transmission, suspension, steering renewals and maintenance on the car; I headed home.

First problem: the fuel tank was nearly empty, so I pulled into the nearest filling station. No way would the filler cap come off. A very large wrench and sheer brute force eventually released it. I filled up and drove home but the car stalled at traffic lights and was reluctant to start. And was that white smoke I glimpsed out the back? Continuing on to the

motorway, the speedometer was not working. I settled in behind a lorry, at a presumed 60mph, but the rev-counter was up at 4500rpm in fifth — obviously crazy. Then I noticed the oil pressure gauge was at zero; I tapped the glass and it registered OK.

At last I arrived home, having relied only on engine-braking and hand-braking to avoid further stalling. I parked the car outside and three hours later, I fired it up, moved the Brera out and drove the Spider in. Then I noticed a significant puddle of oil on the road where the Spider had been and a dribble of oil





spots where it had just been driven. "Catastrophe!"

I'd just spent pretty much £2000 on propshaft UJs and hanger, diff pinion oil seal, diff sump gasket, centre exhaust, gearbox oil, steering box top-up, new clutch master and slave cylinders, and new brake master cylinder. Also a new runner for the driver's seat that had half-collapsed when sat upon while at the garage... well at least that's half-funny!

After a couple of days, the drip (appearing to emanate from between cylinder head and block, on the exhaust manifold side) had ceased. I started the engine up and observed straightaway oil gently streaming down the side of the block.

And so the little red monster, as I now call it, was transported back to

the garage, where a new gasket has been 'properly' installed, they tell me, reckoning that some previous such work had been carried out improperly. And there it still languishes with more work to be done.

The Brera, meanwhile? Still loving it, in spite of its return to electric window-operation bewilderment. Fuel consumption seems steady at around 33.5 mpg. It carries loads of stuff and I love its combination of Alfa-ness and practicality. It remains my almost-daily driver and all sorts of people continue to remark on its good looks.

PHIL WARD

ALFA ROMEO 156 V6 SPORTWAGON

Once a common sight on UK roads, the 156 is now a rare car. In fact, to see

any Alfa now other than a Giulietta or Giulia is unusual. It's hard to believe that I have owned the car since 2018; normally I would upgrade every two years but this Sportwagon still ticks all the right boxes. It's a Japanese import, which are becoming increasingly popular, partly because they are low-mileage cars in superb condition but also because trusted importers like John Cartledge at Midlands Car Servicing have a reliable network.

My car is a rare version in that it is a 2005 facelift V6, a model that was never sold in the UK because Alfa GB dropped the V6 in 2003. Even though I use it as a regular driver, it still has just 75,000km on the clock (about 47k miles) and still drives like a new car.

Having had a major service at Alfa Workshop when I first bought it, including a precautionary cambelt change because the service history was in Japanese, it has had little work done since. When it went in for its annual service, the brake pedal was notably soft but the pressure was returned after the worn rear discs were replaced. An unusual fault was a failed tachometer, rectified by cleaning up the connectors. One advisory was the anti-roll bar bushes which will be replaced in due course. A recent spell of cross-country night driving has also revealed that one of the headlight main beams is only useful for spotting owls in the trees.

Getting the best out of the Q-System Aisin gearbox has improved with practice. I am now

using the kickdown function more now that I have experience in hitting the sweet spot. However, in some situations, like exiting a roundabout where the slow response can be annoying, using the sport button provides instant power. While the Q-System has its benefits it would better suited to a 3.0-litre V6 which has more torque. The 2.5 V6 likes to rev and with only four gear ratios it can be tricky to get the best out of it.

While I enjoy the car immensely, I am intrigued by the Japanese market 156 GTA Selespeed. I hear from Alfa Workshop that this enigmatic paddleshift system works much better with the 3.2 V6 than the old 2.0-litre Twin Sparks. There are some GTA Selespeeds in the UK, so some owner feedback would be useful. 🇮🇹





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FIAT SEICENTO MIA

STANISLAW BANDUR



I would like to share the story of my car: a Fiat Seicento Mia 1.1 MPI. I have had the car for five years now. However, three years ago, I decided that I would improve the appearance and comfort of the vehicle. I repainted the car in its original colour and the bonnet and mirrors have been painted with the Abarth logo, using airbrush techniques. The bumpers, skirts and spoilers are original from the Seicento Schumacher version. The rims are 40-year-old Speedline SL186 alloys that have been restored by a company in Slovenia.

The chassis of the car has been cleaned, secured and preserved. The exhaust system is made of stainless steel on request from Ulter Sport and is the first in the world made for the Seicento in stainless steel. The suspension uses KW V1 coilovers, with all bushes in polyurethane strong flex. Much of the car has been powder-coated and mechanical elements replaced with new ones, including Brembo Max brake discs, Green Stuff pads and braided HEL brake lines. The engine compartment has also been changed. The covers are trimmed in natural leather, while the custom carbon air intake



and Simota air filter box are also trimmed in natural leather, while the aluminium elements have been polished and gas struts for the bonnet added. I have also put on a front lower and upper strut brace and a rear upper strut.

The interior is completely soundproofed with 5mm silent coat mats and 10mm acoustic foam. The front seats are from an Abarth 500, while the original Fiat Seicento rear seat is trimmed in natural leather, similar to the front seats. I replaced the seatbelts with original red Seicento items. The dashboard, door panels, speaker panels, centre dash and car audio bodies have also been trimmed in leather. I've added gauge adaptors for water temperature, oil temperature, voltage and oil pressure. The

main dials have also been changed to MoMan Indiglo. The steering wheel is very rare: an original Seicento Abarth accessory. I also have electric tilting windows, which are very rare – only a few people in the world are lucky enough to have them (I know of about six).

As for the car audio, I did the build myself (only the upholstery was professionally trimmed in natural leather). The kit includes two amplifiers and two subwoofers. In addition there are separate sets in the front doors (custom panels and Abarth Scorpion speaker grilles have been made) while the rear panels and speakers are also custom. I also added an original electric sunroof.

If anyone would like to know more about my car, I run pages on Facebook, YouTube and Instagram under the name 'Cento Passion'.



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GHIA ENIGMA

Regarding your article about the white Ferrari 195 chassis #0113 S, I would like to offer the following updates. 0113 S is not a 'Sport'. The Ferrari factory build sheets (in my archive) clearly show it is a normal road car 'Inter'. 0113 S was not completed 11 December 1950 (that is only the date stamped on the steering box) but actually on the 10 January 1951, one month later. 0113 S was not built with three Weber carbs. Here again the factory build sheets confirm that it was born with a single Weber carburetor of the type 36 DCF. The upgrade was done several years later only. The gearbox and rear axle are of the type 166 S. Also, the car was not sold new to Franco Cornacchia but to WI.PU.CO. Srl, a Milan-based trading company. The original bodywork was by Carrozzeria Ghia and quite similar to chassis #0087 S, 0089 S, 0093 S, 0101 S, 0105 S, 0109 S, 0121 S, 0129 S and 0133 S (all 195 Inter

Coupé Ghia and sister cars to 0113 S).

The car featured, chassis #0113 S, was modified (C-pillar and rear window) and the front converted in 1957 only prior to the sale on 1 July 1958 to Vernola. This Italian dealer then exported it to California. I have all factory records as well as the period Italian registration documents in my archive. I also have a number of period photos taken in the 1950s. If you look at a photo of the similarly-styled Fiat Ghia, it is easy to compare it with 0113 S.

The car had three owners in USA, with the last one keeping it for 35 years in his home in

Florida, where I carefully inspected the car 11 years ago.

Marcel Massini

ORIGINAL IS BEST

Having owned two GTV 6s for 34 and 25 years (and still have them), I am very pleased to see a test in your February 2022 issue with one that is almost as factory built, especially with the original wheel rims and tyres. I am sure you get a purer drive that is truer to what the car really should be like. Mine are also original, apart from Koni dampers, and both drive superbly. Once you have a good one, they are very addictive cars indeed. My red one is attached.

Niall Shaw



NORWEGIANS WOULD

Thank you very much for the *Auto Italia* bags that we received for our summer meeting. Unfortunately due to the Covid restrictions at the time, there only about 50 members at the gathering. Nevertheless, the bags were a great success and we had some enjoyable days together with friends and our Fiats at the Strand Hotel in Vraadal in the Telemark area in southern Norway.

*Torfinn Torp,
Norsk Fiat Register*

RESISTANCE IS FUTA

Just reading the latest issue and your MC20 test to improve my mood prior to a trip to the dentist, I saw that you drove over

the Futa Pass which was part of the old Mugello road circuit. I only realised this after researching the close-by town of Fiesole, east of Prato, outside which is the castle of Vincigliata, used as Mussolini's 'Colditz'.
Stewart Scott-Aston

GIULIA ENGINE SWAPS

Reading your editorial in this month's edition about engine swaps into Alfa Guilias, are you aware of the YouTube channel *Homebuilt by Jeff?* He's currently attempting to shoe-horn a Ferrari V8 into a 105 under the banner of building an 'Alfarrari'. Some of what he's doing scares the life out of me, but it's compulsive viewing!
Trevor Bailey



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March 9-12

Coppa delle Alpi

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1000miglia.it

March 18-20

Classic Car & Restoration Show

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necrestorationshow.com

March 16-20

Rétromobile

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www.retromobile.com

March 23-27

Techno-Classica

Essen, Germany
www.siha.de

March 31-April 2

Milan-Sanremo Cup

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April 7-10

Sorrento Roads

Naples
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April 9-10

79th Members' Meeting

Goodwood Motor Circuit
goodwood.com

April 21-23

Salon Privé Chelsea Edition

Royal Hospital Chelsea
www.salonpriveconcours.com

April 24

AROC Spring Alfa Day

Burghley House, Stamford
www.aroc-uk.com



April 30

Auto Italia Italian Car Day

Brooklands Museum
brooklandsmuseum.com

May 15

Classics at the Villa

Villa Scalabrini, Shenley, Herts
www.classicsatthevilla.com

May 22

Prescott Italia with Auto Italia

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

May 22

AROC South West Alfa Day

Location TBC
www.aroc-uk.com

May 28-June 2

Lancia Motor Club

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

May 29

AROC Scottish Italian Car Day

Hopetoun House
www.aroc-uk.com

June 15-18

Mille Miglia

Brescia, Italy
1000miglia.it

June 19

MITCAR

Location TBC
www.aroc-uk.com

June 23-26

Goodwood Festival of Speed

Goodwood House, Sussex
goodwood.com

June 28-30

London Concours

Honourable Artillery Company
londonconcours.co.uk



June 30-July 3

Le Mans Classic, France

www.lemansclassic.com

July 1-3

F1 British Grand Prix

Silverstone
www.silverstone.co.uk



July 9

Auto Italia Northern Italian Car Day

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

July 10

AROC Cotswold Alfa Day

Location TBC
www.aroc-uk.com

July 22-24

Lancia Motor Club National Weekend

Woodland Grange, Leamington
www.lanciamc.co.uk

August 7

AROC National Alfa Day

Bicester Heritage
www.aroc-uk.com

August 14

Festival Italia

Brands Hatch
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August 26-28

Silverstone Classic

Silverstone
www.silverstone.co.uk

September 2-4

Concours of Elegance

Hampton Court Palace, London
concourseofelegance.co.uk

September 3

AROC Southern Alfa Day

Amberley Museum, Sussex
www.aroc-uk.com

September 11

AROC Yorkshire Alfa Day

Location TBC
www.aroc-uk.com

September 16-18

Goodwood Revival

goodwood.com

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Fiat Club America

fiatclubamerica.com

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Fiat Club Africa

fiatclub.co.za

Fiat Club of New South Wales

fiatclub.com.au

Fiat Club of Victoria

fiatclub.org.au

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fiatlancia.org.au

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fiat500club.org.uk

Fiat 500 Enthusiasts Club GB

fiat500enthusiasts.co.uk

Fiat Barchetta UK Owners' Club

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Fiat Register

thefiatregister.com

Fiat Forum

fiatforum.com

Fiat Cinquecento & Seicento

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Fiat X1/9 Owners' Club

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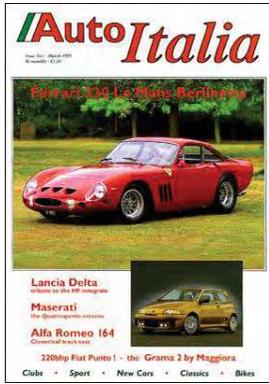
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- ALFA ROMEO ALFETTA 158
- UNO TURBO v PUNTO GT TURBO v ABARTH F595



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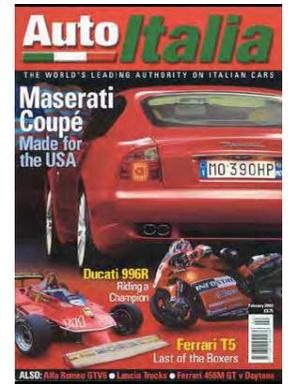




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ALFA ROMEO



1974 Alfa Romeo Spider Series 2. 44,000 miles, original UK import, RHD. Dry barn find in 2012 and restored over 5 years, bills for over £21K in parts and labour. Please email for restoration presentation and full list of purchased parts broken down by section. Engine, gearbox and differential rebuilds, bare metal respray, £25,000. Email: mark.klawinski@gmail.com. A313/011



1975 Alfa 2000 GTV. Subject of a complete respray after having new panels fitted as required, photos available, colour changed to Rosso Amaranto with black interior. Engine overhaul, gearbox and limited LSD rebuilt. Slightly lower suspension, alloy rear axle strut, new tyres. Speedo shows 4936 but this is the second time around. Stainless steel sport exhaust, £40,000. Tel: 01962 772049 (Hampshire). A313/010



The Alfa workshop are pleased to offer for sale Jamie's own Giulia Quadrifoglio. It's in Competizione Red with red brake calipers and has a full service history. The car has all the usual extras: the Harmon Kardon sound system, auto dipping lights, collision warning, satellite navigation etc, etc but also boasts carbon seats, carbon steering wheel trims, carbon door and dash inserts, it is truly beautiful and has only done 22,000 miles from new. I can assure the next owner that this car has been looked after properly with no expense spared and has just had new front discs and pads and new rear tyres. Comes with the private number plate. Tel: 01763 244441. A313/008



1978 Alfa Romeo Alfasud 1.3 Super. 70,000 miles, Terracotta Alfasud 1.3 in very original condition, the shell is almost as it left the factory. Lovely period interior with exceptional rare vinyl seats. Excellent nippy engine with good brakes and gearbox, no crunching between gears, £7500. Can be viewed in Yorkshire on a ramp. Tel: 07502 028217, texts will be ignored. A313/057



1978 Alfa Romeo Alfasud 1.3 Super. 16,151 miles, white Alfasud 1.3 in outstanding original condition, the car is almost as it left the factory, Ziebarted from new. Stunning low mileage collector's car drives as well as it looks, recent 270 mile non stop journey. Nicely presented documented history, historic registered, £12,500. Can be viewed on a ramp. Tel: 07502 028217 (Yorkshire). A313/056



1983 Alfasud TI Greenclover. 81,940 miles, black. Not driven for 25 years, kept in garage. Good condition with previous service history. Tel: 07741 454024. Email: darmohit@gmail.com. A313/012



2002 Alfa Romeo 156 GTA. 82,000 miles, beautiful condition RHD example of what is becoming a very rare GTA spec. Black leather interior, 5 ring Alfa Romeo 17" alloys, red calipers, bodywork in excellent condition, good paperwork/history, EPOA. Email: iom100@aol.com or call: 07979 758020 for more details or pictures. A313/054



2007 Alfa Romeo 1.6 TS Collezione. 44,000 miles, a really nice example of the now getting rare Alfa Romeo 147 Collezione finished in metallic black with the stunning contrasting tan leather interior. The car is in excellent condition for the year and comes with a full service history and with much recent expenditure including service, new front discs and pads, rear exhaust box, 4 Goodyear tyres, rear shock absorbers, rear springs, and thermostat. Will also come with MOT until Nov '22 with all advisories attended to, full book pack and 2 keys, £2500. Tel: Neil, 07946 355394 (located in Maidenhead, Berks). A313/014



1998 Alfa Romeo 156 2.0 TS Lusso. 110,000 miles, Amazonia Green, forced sale as ULEZ non-compliant (my 1974 GT Junior is fine!). Cambelt changed 100K miles. Lusso spec - grey leather, wooden central dash, gearknob and steering wheel. A delight to drive, bodywork all good barring couple of scratches. MOT Feb but will get renewed, £2000 ono, want to sell within the Alfa family rather than via Autotrader/eBay! Would swap for 2006 onwards 147 petrol/manual. Tel/text: Neil, 07710 451717 (North London). A313/013



Alfa Romeo 156 2.4 JTD. Spares or repair, Recaro interior black, cruise control. The car is functioning but no MOT, trailer required. Recent battery, engine good, gearbox very smooth, no noise. Hit in rear Cat C, left at workshop for repairs but not done. I no longer have storage space or time to get it on the road, must go to a good home. Tel: Stephen, 07472 682316. Email: stephenbrookes63@gmail.com. A313/055

Alfa Romeo 156 2.4 Turbo Diesel Sports saloon. 54 registered, for sale, spares/repair, trailer collect Redhill, n/s/r suspension bracket broken, on spacesaver wheel to allow drive/move, can be sorted, known issue on 156? MOT expired parked/lockdown. Bargain for fixing, nice leather seats, good bodywork, handles well. Service history, much spent til now, offers around £600? Tel: Martin, 01737 769887. Email: airmart@hotmail.co.uk (Surrey). A313/005

Next issue on sale 3 March



1991 Alfa Romeo SZ. No.249 of 1036 made, rare original UK-supplied car with mph speedo, 38K miles, owned by Editor of *Auto Italia* magazine for last six years and featured many times in the magazine. No expense spared on maintenance at SZ specialists Alfa Aid – £24K in bills in my ownership, £14K in 2021 alone (new cambelt/radiator/PAS pipe/lower ball-joints/brake hoses/gaskets/underseal etc). Full service history and huge file of receipts. Superb sounding custom exhaust system was used as template for Alfa Aid's new exhaust. Running on 18-inch alloys plus has original 16-inch wheels. As-new spare wheel bag, CD player, air con, £53,750. Contact: chris@auto-italia.co.uk or 07721 913282. A313/058



Alfa Romeo MiTo 1.4 MultiAir 170 Cloverleaf. Recent replacement of power steering column and multi air unit, spec as follows: 76,000 miles, manual, Etna Black, cloth interior, air con, Akrapovic carbon rear exhaust, Blue&Me, carbon look mirror covers, multi spoke alloys, £3800. Tel: 01763 244441. A313/009



2011 Alfa Romeo 159 Sportwagon 16v JTDM 170 estate. 1956cc diesel car, colour black, mileage 139,580 + service history, MOT till 6.11.2022, good condition, for sale £2800 ono. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthen). A313/002

FERRARI

1991 Ferrari Testarossa. UK supplied car 2FTR, 18,000 genuine miles with full Ferrari/specialist service history, lovely history file, cam belts and main service just completed. Full original Schedoni Testarossa language set, with leather bound owner's pack, set of Azev (fitted from almost new) and original set of wheels, multiple owners but in my ownership since 2011. I have loved and hated this amazing machine but it's time for me to move!! Will only sell to someone who will appreciate it!! £185,000. Email: ewtg@icloud.com. A313/059



Ferrari 456 GT manual gearbox. 456GT in Le Mans Blue with a black leather interior, 1996 with 51K miles. Good history file with Ferrari dealers then specialist independents. Serviced (including cam belts)/MOT July 2021. Has all original manuals and complete toolkit in original leather cases. Two previous owners, I've owned for 7 years enjoying trips to Europe, including Le Mans classic, plus annual visit with friends to Silverstone Classic. Asking £55,000 (ex plate) ono. Tel: Brian, 07717 038159. A313/025



Ferrari F430 Challenge race car. Purchased in the USA on 16 February 2016 and imported into the UK on 25 April 2016, and all import duties, VAT etc have been paid. It has been rebuilt and is now ready to race, please contact me for more pics and info. Tel: Anthony, 07779 726845. Email: prsche@mdn.com. A313/022

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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. A313/024



Ferrari 328GTB race car. Front running 1985 328GTB race car. Converted by renowned Ferrari Specialists Graham and Mike Reeder, and has successfully competed in group 3 (unmodified/road legal) of the Pirelli Ferrari formula classic. The car was subject to a major overhaul for the 2020 season at Barkaways Ferrari with several upgrades including work to the engine, gearbox, brakes and suspension, and has not raced since. I have achieved many podiums but unfortunately due to my health I am no longer able to race this beautiful car. Tel: Carl, 07799 872546. A313/017



Ferrari 355 GTS 1994 (M2.7). 1994 (M-PP), manual, UK supplied, RHD, matching numbers. Rosso Red, Crema/red stitching, red carpets, 35K miles, FSH (belts due). Recent clutch, discs, wheel bearings, alternator, paintwork, underfloor etc, MOT and tax. Was Cat D in 2001, now has 'Inspected' status by Autolign (HPI approved), please ask for full details. £67,500. Email: andrewbailey@dimatec.co.uk. A313/029



Ferrari 348 TS. 1992 348 TS in super classy Blue Chiaro over Crema, 70K miles, with 19 stamps in the service book. Last serviced by Dick Lovett in May 2021, last major engine out March 2020 also by Dick Lovett. Recent new clutch kit including uprated slave bearing. Complete with original service book and manual in their Schedoni wallet, tool kit, fitted car cover, Quick silver exhaust, high flow cat, and ultra rare soft folding targa top. Asking £48,500 (ex plate). Email: Adrian at canadrianone@gmail.com. A313/067



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. A313/015



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. A313/020



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. A313/026

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. A313/028



Ferrari 612 Sessanta. 612 Sessanta for sale in London. Email: clink.robert@gmail.com. A313/027



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. A313/021



Ferrari Mondial 3.0 QV. 1983, finished in Rosso Corsa with Sabbia interior, Bordeaux carpets, first registered on 11 April 1983 by Graypaul Ferrari, 3 previous owners and only 37,811 miles from new. All original keys are present, comes complete with all MOT certificates, an exceptional service history, book pack, tool roll, tool kit, charger and indoor cover. Major service and belts replaced in June 2021. A lovely cared for example, £42,995. Tel: Matt, 07900 804204. Email: mjcj2009@aol.com. A313/030



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. A313/016



Ferrari F430 Spider F1. 2007, Rosso Corsa with Crema leather interior, 18,900 miles. Full service history with Graypaul, £82,500, for full details please call. Tel: 07711 816025. A313/031

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.mainz@btinternet.com. A313/018



Ferrari F430 Spider 6 speed manual. 2005 F430 Spider in Grigio and red leather, 25,000 miles and serviced by main dealer, Dove House, Macari & Rardley Motors. Owner before me bought in 2010 and needed to get an automatic owing to illness and I purchased in 2018 and having retired am just not using, so needs a new owner. Electric seats, carbon zone, Scuderia shields, PPF and Tracker. Lots of comprehensive history including manifolds and suspension, private plate '430 OOH', £110,000. Tel: Mark, 07966 432260. A313/019

Ferrari F355 GTS manual. 1997 Rosso/Crema F355 GTS, 24,485 miles (39,170 kms), RHD, full mainly Ferrari and recent specialist history, superb condition throughout, £20K of maintenance in my ownership in past 2 years, belts done, 11 months' MOT, Capristo exhaust, challenge rear grille, new Pilot Sport 4 tyres, toolkit and car covers. Email: mark107@hotmail.co.uk. A313/023

FIAT



Fiat 500 Gucci. Rare and original limited edition 2012 Fiat 500 1.2 petrol Gucci black edition, with only 65,000 miles. Excellent condition inside and out. Recent bodywork refresh, new stripes, replacement gearbox, cambelt change and service. All original Gucci features: leather interior, leather steering wheel, branded gearlever gaiter and gear knob, sill covers and wheels. Includes original instruction book, original hardback sales brochure and service booklet, MOT to March 2022, £6000. Tel: 07703 029823 (Gloucestershire). A313/003



Fiat 1900A 1952. Right hand drive, very rare car. Original bodywork and very low mileage. Been in the family for 25 years. This car was featured in *Auto Italia* in November 1999 by Phil Ward. Very good condition and lots of spares included, offers in the region of £12,000. Tel: 07925 904194. Email: miller221245@gmail.com. A313/068

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Ferrari 360 interior. 360 Coupe full leather creme interior. Consists of almost every leather piece from the car's interior: the seats, dashboard, door cards with speakers and aluminium door fitments, all trim and fitment panels, courtesy light panel, aluminium centre panel, all carpets etc. I can send you a detailed list and photo or if you wish to see more contact me to arrange to view it in person or via zoom. I can deliver it in the UK, I have many other parts: headlights, etc. Open to serious offers. Email: alex@altarstudios.uk. A313/052



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Ferrari 360 Modena/Spider rare original factory ordered Challenge Stradale exhaust system from Manchester Ferrari for sale, very little mileage use and is almost in brand new condition, must be seen. Silencer, brackets, outlet manifold pipes and all nuts and bolts included. Truly amazing sound giving the iconic Ferrari bark changing the experience of driving your 360, £5000 ono. Tel: Lee, 07810 462628. Email: ltermine10@gmail.com. A313/004

Fiat Tipo SX TD alloy wheels. 1993 model, set of 4 star shaped spoked alloy wheels with tyres, good condition, off my K registration car. Proper wheels for a Tipo, nice condition, only £125, collect Redhill, near J8 M25. Tel: Martin Emery, 01737 769887. Email: airmart@hotmail.co.uk (Surrey). A313/007

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. A313/044

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. A313/060

Ferrari 348 Targa roof panel. I have a Targa roof panel for a 348 available, complete with latches, the headlining is in grey cloth. A couple of small chips on it and one screw needs replacing on the latches, very hard to find item and great if you want to colour code it to match the car, £1500 or near offer. Tel: Andrew, 07375 288003. A313/038

Ferrari 360/550/575 complete toolkit. I have for sale a complete toolkit for F360/550/575, in good condition, as new. Contact Eddie, email: edregad@yahoo.com. A313/061



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. A313/033



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. A313/043



Alfa 33 Veloce front bumper. Complete, without major damage to the fibreglass but does need work as it has been stored for many years and there are minor repairs and lots of refinishing to do which were never finished before the car was sold on. More pictures available if required. Email: craigvitulli@ntlworld.com. A313/069

15" Borrani wheels. 2 off RW4075 and 2 off RW4300 Borrani wheels. Original wheels refurbished by Borrani, still in Borrani boxes. New price £2700 inc VAT each, sensible offers for the four. Tel: Neil Lefley, 01604 754997. Email: bnlefeley@outlook.com. A313/062

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MISCELLANEOUS

Auto Italia magazines. Issue 215 Jan 2014 to 272 Oct '18. Offers welcome, to collect Leatherhead, Surrey area. Tel: Rob, 07802 180671. A313/006



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. A313/040



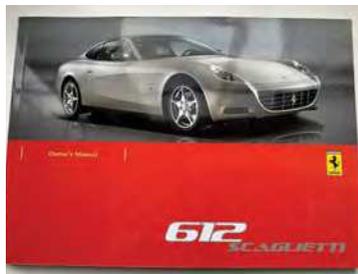
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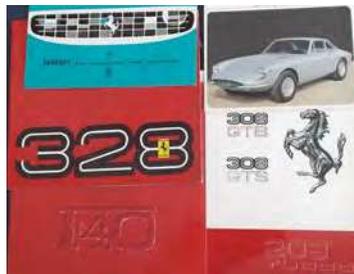
Ferrari F355 indoor cover. Indoor original cover, looks exactly the same as the one in the picture but which is on my 458, £200. Email: keith.fisher@fairstone.co.uk. A313/041



Ferrari 612 owners manual. £75. Tel: Paul, 07734 111654. Email: paulhf12@gmail.com. A313/046



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Ferrari Abarth 166 MM/53 Spider Smontabile

THE ONE AND ONLY FERRARI EVER TO WEAR ABARTH BADGES

Story by Chris Rees

For 1953, Ferrari released a second series of its 166 Mille Miglia (MM) for sports racing in the popular sub-2.0-litre sport class. These used the 1995cc V12 engine with new Weber 32F4C carburettors, producing a healthy 160hp at 7200rpm. The so-called 166 MM/53 was sold alongside the 250 Mille Miglia (3.0 litres) and 340 Mille Miglia (4.1 litres).

Just 13 examples of the 166 MM/53 chassis were ever built. The second of these – number 0262M – was supplied in early 1953 to Franco Cornacchia, the well-known Milanese dealer and one of Ferrari's best customers. Cornacchia was also the patron of Scuderia Guastalla and his

client for the car was an amateur racing driver from Bergamo called Giulio Musitelli.

The chassis was sent to Carlo Abarth to create racing 'barchetta' bodywork that would be much lighter than the usual Vignale effort.

Who designed the car? It is attributed to Franco Scaglione of Bertone but some credit is certainly due to the panel beater who honed the shape in aluminium: Giuseppe Manera. It was the highly unusual method of construction that gave the car its nickname: the Spider Smontabile. The word 'smontabile' is Italian for 'removable' since the body was composed of eight main panels and several more smaller ones,

fixed to the chassis by snap fasteners and wire (Abarth was the Italian importer for Dzus), making the panels easily demountable in case of damage during racing.

Scaglione's distinctive design featured triple front lights, like his earlier Abarth 1500 Biposto, with a single central light sited between air intakes. Also shared with the Biposto were cutaways behind all four wheels, designed to save weight (the whole body weighed just 90kg). Brake cooling was effected by vertical ducts in the rear wings. Arguably this car formed the basis for Scaglione's later Bristol and Aston Martin designs for 'Wacky' Arnolt.

The spec for chassis 0262M

was a 2250mm wheelbase, damping and brakes borrowed from the Ferrari 212 Export, a stronger 340 America rear axle and 15-inch centre-lock Borrani wire wheels. The original engine was the Tipo 117 1995cc V12, while the five-speed gearbox had synchromesh on third and fourth gears.

Racing for Scuderia Guastalla, Giulio Musitelli's first outing was the Targa Florio on 14 May 1953 (where he came 21st overall and seventh in the 2.0-litre class). After a hillclimb, he then came third at the Coppa Pasquale Amato in June, followed one week later by the Giro dell'Umbria with Edoardo Drago co-driving (fifth overall, third in class). More solid results followed, and by the time the car came third in class at the Merano Supercortemaggiore in September, its colour had changed from its original silver to red.

The car was despatched to South America for two races in January 1954. Musitelli came second in the Rio Grand Prix but failed to finish the Sao Paolo Grand Prix at Interlagos.

On the car's return to Italy, Ferrari fitted a new 3.0-litre 250 MM engine. Ironically, Scaglione's original bodywork was 'demounted' at this point and changed to a more conventional Scaglietti body. After being exported to the US, the original body style was reinstated some time later, in which form the car made \$847,000 at an RM Sotheby's auction in Monterey in 2007.



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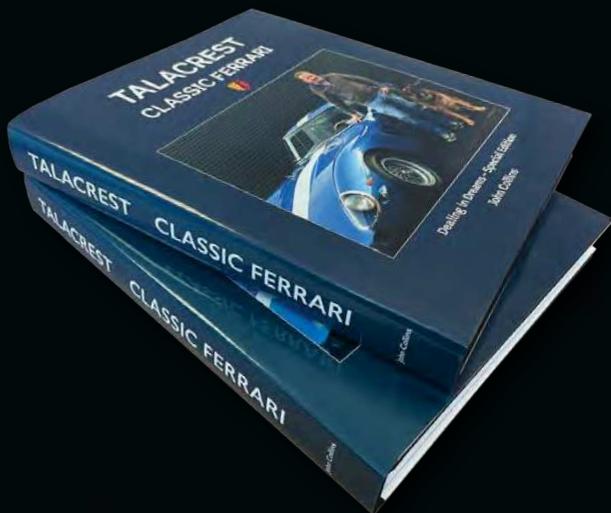
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