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Over the years at *Auto Italia*, I'm proud that we've been able to shed light on some of the most enigmatic figures in Italian car history – in particular, the people who designed some of the prettiest, most acclaimed cars on the planet during the 1950s and 1960s. I say 'enigmatic' because very few designers were named in an era when the 'celebrity stylist' hadn't yet been conceived. Genii of the drawing board were generally treated as simple employees of the great companies.

We've previously featured such little-known but brilliant figures as Francesco Salomone of Pininfarina (behind the Cisitalia 202, Lancia Aurelia B24 Spider and Alfa Romeo Giulietta Spider) and Federico Formenti of Touring (Lancia Flaminia GT, Alfa Romeo Disco Volante and Aston Martin DB4).

For as long as I can remember, I've wanted to solve the mystery of who designed some of Ferrari's greatest cars of the 1950s and 1960s. It seemed incredible to me that no one should know precisely who styled such iconic and seductive Ferraris as the 250 GT SWB and 275 GTB4.

So imagine my delight when our regular contributor, David Rodríguez Sánchez, told me he'd researched a story on the man who designed all of the following Ferraris: 250 GT SWB, 250 GTO, 250 GT Lusso, 250 LM, 246 SP Dino, 275 GTB4 and 330 P3/P4. I asked: "All of these designs were the work of one man?" He replied, "Yes, and it's someone you've probably never heard of".

David was right. I had never heard of Edmondo 'Millimetro' Casoli, Enzo Ferrari's right-hand man in Maranello's in-house design department. It's a personal delight to say that publishing David's story finally reveals the truth about this extraordinary man and his contribution to the world of design. I hope you'll enjoy his discoveries as much as I have.

Chris Rees
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ITALIAN CAR NEWS

666hp for Devilish Urus Performante



exhaust as standard. Overall length is up by 25mm. New springs lower the Performante by 20mm, while the track is widened by 16mm, with carbonfibre wheelarch extensions covering new forged 22in lightweight wheels (optionally 23in). Specially developed, semi-slick Pirelli P Zero Trofeo R tyres (285/40 R22 front, 325/35 R22 rear) are fitted.

Inside, the cockpit features black Alcantara with unique hexagonal seat stitching; leather

More powerful, lower, wider and lighter, the new Performante version of Lamborghini's Urus is claimed to be one of the world's fastest SUVs. The Performante's power rises by 16hp to 666hp, with 850Nm of torque at 2300-4500rpm. With overall weight reduced by 47kg and better aerodynamics, 0-62mph takes 0.3sec less (3.3sec) while the top speed is 190mph.

Handling, stability and responsiveness are all sharpened, says Lamborghini, with a new differential delivering better torque distribution. The steering is recalibrated for better precision and feedback, while the rear-wheel steering activates faster.

A new drive mode – Rally – complements the Urus's existing Strada, Sport and Corsa modes. Rally mode is designed for loose

surfaces, offering amplified oversteer characteristics, with unique anti-roll and damping settings.

The Performante makes wider use of composite materials, and is claimed to have the highest number of carbonfibre parts in its segment. The front end features a sharper design, with a carbon front bumper and splitter featuring black intakes to boost cooling, while a new 'air curtain' draws airflow over the front wheels. The new carbonfibre bonnet features deep cuts and a carbon air outlet. The roof can also be ordered in optional carbonfibre.

At the rear is a new rear spoiler with carbonfibre fins inspired by the Aventador SVJ, increasing rear downforce by 38%. The lower rear bumper/diffuser is in carbonfibre, with a lightweight titanium Akrapovic sports



is optional. A matt black Alcantara/leather steering wheel complements anodised black aluminium interior trim, which can be extended with an optional 'Dark Package'.

The UK price is set at £204,312, around £30,000 more than the standard Urus. The first customer deliveries will start by the end of 2022.

The Urus Performante has set a new record in the production SUV category on the Pikes Peak Hill Climb in the US. Its time of 10min 32.064sec beats the previous record of 10min 49.902sec, set in 2018 by the Bentley Bentayga.



MAGGIORE'S 'CRAZY' 288 GTO TRIBUTE

A new restomod has been revealed by Automobili Maggiore. Called the GranTurismo, it's described as a "crazy project" that transforms a Ferrari 308/328 into a modern homage to the 288 GTO. The chassis has been reinforced and fitted with aerospace-quality aluminium suspension with a wider track and Brembo racing brakes. The V8 engine receives twin sequential turbochargers, as well as uprated heads, throttle bodies, intercooler and carbon plenum for a claimed power output of 600hp. The engine is mounted longitudinally and mated to a six-speed manual gearbox.

The drastically restyled, aerodynamically enhanced bodywork has been realised entirely in carbonfibre, saving weight. The 308's pop-up headlamps have been reinterpreted using modern technology.

The connection with the 288 GTO is genuine, since the father of that model, Nicola Materazzi, was the project manager for the Maggiore GranTurismo. Tragically, Materazzi died days before his last final ever project debuted at the Hampton Court Palace Concours in September. Gianluca Maggiore, founder of Automobili Maggiore, commented: "The greatest regret was not having been able to share this moment with one of the people behind the project itself. This is therefore a real tribute to one of the most illustrious engineers and designers that the automotive world has ever had."



NEW LARGE ALFA WILL BE ELECTRIC SALOON

Alfa Romeo's new large car, due for launch in 2027, will be an electric saloon rather than an SUV, CEO Jean-Philippe Ipparato has confirmed. In an interview, he said: "Knowing the DNA of Alfa Romeo is saloons and sportiness, the answer will probably not be an SUV. I want to reinvent sportiness for the 21st century, providing a high level of range and a high level of performance while also protecting the customer in terms of roominess but without destroying the aerodynamics, which is a key driver of our future development."

"At some point in time, we will have to evolve the concept of what an SUV is. But for me, aero means a saloon, which ties into Alfa Romeo's DNA. If I want to be consistent in going premium and going global, then I have to be present in the premium E-segment."

The new BMW 5 Series rival will be a global model sold in all major markets. This is the latest announcement in Alfa Romeo's planned portfolio of one new model every year for the next five years. A supercar is due to be shown in 2023, while a small electric SUV will arrive in 2024.

Ipparato confirmed that Alfa Romeo made the same profit in the first half of this year as it did for the whole of last year, meaning its future investment should be assured. "I want to be the global premium brand of Stellantis," says Ipparato. "If I want to be this level, I must be competitive on profit per unit against the market and around my colleagues. That is how I become credible and get the investment to feed my product line to 2030 and beyond."

FIAT SHOWS FASTBACK SUV COUPE FOR BRAZIL

Fiat has unveiled images of its new Brazilian market Fastback, a coupe-style five-door SUV. Fiat says: "With muscular surfaces and elegantly sculpted lines to provide a balance between strength and speed, the design of the model is like a sculpture." The Fiat Fastback will be sold as a 1.0 Turbo (125hp-130hp) or 1.3 Turbo with CVT auto (180-185hp). The official introduction of the Fiat Fastback will take place in the autumn, exclusively for South America.



MONTEREY AUCTIONS: MODERNS OVERTAKE CLASSICS

An analysis of auction results at the recent Monterey Week has revealed strong results for modern classics but weakening values for older cars. Several new records were set for post-1980 Ferraris. Broad Arrow sold an F50 for \$5.175m, while an F40 was sold by Gooding for \$3.965m, easily smashing the previous record for this model (\$2,892,500). Gooding also sold an Enzo for \$4.13m and an ex-Mike Tyson F50 for \$4,625,000, while a LaFerrari went for \$3.91m at Broad Arrow auction.

A 458 Speciale Aperta with 98 miles on the clock sold for \$962,500 at Mecum. Less illustrious modern Ferraris also did well: a rare metallic brown Testarossa sold for \$302,000, while two 512Ms went for more than \$700,000. Gooding also sold a low-mileage 1994 Bugatti EB110 Super Sport for a new world record price of \$3,167,500.

While RM Sotheby's 1989 Ferrari F40 'Competizione' (*above right*) failed to sell, it was mostly older Ferraris that missed their estimates. The star-billed 1955 Ferrari 410 Sport Spider (*right*) – described as "the best Ferrari ever built" – fell short of its \$25m-\$30m estimate at just over \$22m, but that was still enough to catapult it into the Top 10 most valuable cars of all time.

A Ferrari 250 California LWB, estimated at \$7m-\$8.5m, reached only \$5,972,500 at RM's auction. Gooding sold a 1961 Ferrari 400 Superamerica Series I Coupe Aerodinamico for \$6m but failed to shift a 166 MM Berlinetta Le Mans and a 333 SP (offered post-auction at \$5.25m and \$4.25m respectively).

While Gooding sold a unique 1950 Gilco-Alfa Romeo 6C 2500 Supergioiello for \$1,380,000, two other early classics failed to sell. An Alfa Romeo 6C 1750 Gran Sport remained on sale for \$2.85m after the event, with a Lancia Aurelia B24S Spider at \$1.4m.

Of the 21 Lamborghinis up for auction, only 12 sold; the highest price was fetched by Bonhams' lime green Miura S at just shy of \$2m. A 1984 Lamborghini Countach LP5000 S (*right*) sold for \$1,061,000 but only one of three 25th Anniversary models sold (for \$555,000). Six Maseratis had estimates over \$1m but only three sold. A 1957 Maserati 200Si sold for \$3,112,500, while a 1958 450S (*above right*) stopped at \$6.9 million, well shy of its \$9m-\$11 target (but was sold after the auction for an undisclosed figure).





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ALFA TZ £1.18M RECORD

At its Hampton Court London auction, Gooding & Co achieved a world record price for an Alfa Romeo Giulia TZ of £1,181,250. With Zagato coachwork, a known competition history and impressive provenance, the 1965 example secured the highest figure ever for any Giulia. Meanwhile, a 1960 Ferrari 250 GT SWB Competizione with period racing history sold for £7,762,500.

SCHUMACHER'S F1 CAR MAKES \$6.2M

The Ferrari F300 Formula 1 car raced by Michael Schumacher in 1998 has been sold at auction for \$6,220,000. Chassis number 187 was one of nine built for the 1998 season and is the only one with more than three races under its belt to have a 100 per cent win record. Michael Schumacher took four victories in it during 1998 – in Canada, France, Britain and Italy (at Monza) – even though Ferrari was ultimately beaten by Mika Hakkinen's McLaren to the title.

The F300 is widely regarded as a classic of clean aerodynamics and V10 power, setting the scene for the Scuderia's domination of F1 in succeeding years. The car uses a 3.0-litre V10 engine with a maximum engine speed of 17,500rpm and power of 800hp.

The Scuderia retained chassis 187 until September 1999, when it was sold on to a private owner. It has never been restored or altered from its as-raced condition. RM Sotheby's sold the car during Monterey week for \$6.22m, against an estimate of \$6m to \$8m.



STELLANTIS OVERTAKES TESLA

Stellantis has overtaken Tesla in the first half of 2022 in terms of electric vehicle (EV) sales in Europe. Stellantis sold 105,413 fully electric cars compared to Tesla's 78,277. The Fiat 500 is the group's best-selling electric model (32,315 units), followed by the Peugeot e-208 (21,918). The Fiat 500 also became the best-selling fully electric car outright in Europe in the second quarter of 2022 – the first time a Tesla has not taken top spot since 2020.

IN MEMORIAM: NICOLA MATERAZZI

The Italian engineer Nicola Materazzi has died at the age of 83. Born in Caselle in 1939, he is best remembered as the father of the Ferrari F40. At Lancia, he engineered the Stratos, and after Lancia's merger with Fiat, the Formula Fiat Abarth single-seater. Moving to Osella, he designed F1 and F2 racers before Ferrari hired him in 1979. Here he was the engineering force behind such cars as the Testarossa, 288 GTO, F40 and 208 Turbo. In 1992 he developed the Bugatti EB110 and was later involved with the Edonis supercar.

ABARTH STRIPE VOTE

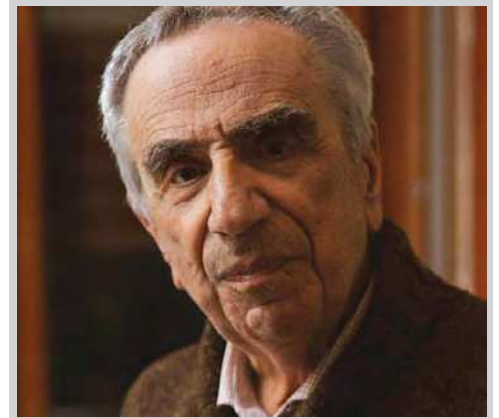
Abarth is asking fans to help select its new side stripe design. An online poll on Facebook and Instagram lets you choose between two new digital lettering forms: 'Scratch' or 'Shift'. The first has a 'glitch' effect that's described as "futuristic", while the second features a 3D effect. Find out more at www.abarth.co.uk/scorpionship



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Pirelli UK has teamed up with Prostate Cancer UK, the men's health charity, which will work closely with the tyre manufacturer to ensure its staff, customers and suppliers are better informed about the disease. Pirelli says it "hopes to rally support for the organisation, whilst heightening awareness of one of the most diagnosed cancers in the UK". A range of activities and initiatives is planned, including the March the Month challenge.





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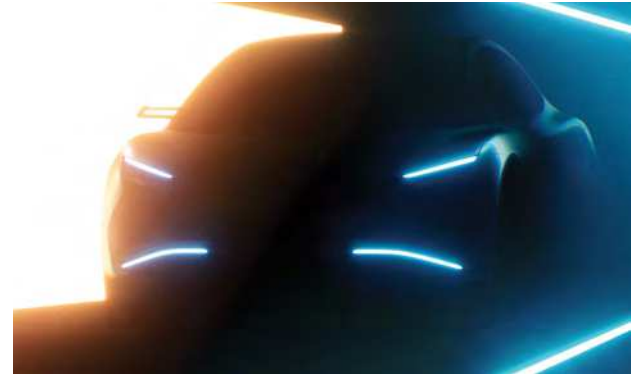
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Interview: Hazim Nada - AEHRA

An all-new Italian car marque – AEHRA (pronounced ‘air-ah’) – is to focus on “ultra-premium” electric vehicles. From October 2022, it will reveal two models – an SUV and a saloon – with production scheduled for early 2025. It’s promising “compelling” Italian design and revolutionary cabins. We interview AEHRA’s founder and CEO, Hazim Nada, who was born in the US, raised in Italy and educated in the UK.

Interview by Chris Rees



AI: Why should people be excited about what AEHRA is doing?

HN: We think the EV experience is reaching a level of plateau over the next couple of years, especially in the ultra-high premium segment, in terms of performance and range. The differentiating factors that we will offer are in design, emotion, cabin experience, space, comfort and vehicle dynamics.

We took five of the most popular EV sedans and overlapped their silhouettes. What we noticed is that they are practically indistinguishable. They all have a ‘frunk’ in the front that nobody uses, which sacrifices cabin space. It comes out of a long tradition of internal combustion engine vehicles. Our approach is to expand the cabin space and generate a very different type of vehicle. The wheelbase will be expanded, the overhangs reduced, but done in a way that recalls a very different market segment. Our vehicles will look like concepts on the road, pushing things in a very innovative and very different direction from what’s around today.

AI: In the ultra-premium market, buyers are typically quite conservative in their tastes. Is that a challenge for you?

HN: While it is true that there are elements of conservatism, we think these are primarily fed

from the tradition of producers. Looking at the electric vehicles in circulation, one starts to see a bit of a boredom from the customer. The result of what we’re doing is vehicles that are more efficient, more beautiful, with a different cabin experience and HMI interaction that’s not possible with today’s layouts.

AI: How will your interior design differ?

HN: I can’t divulge too much, but there’s a much longer cabin and an evolution in the seating environment. Our SUV, for example, has the external dimensions of a traditional SUV but we’re able to insert four full-sized basketball players in there plus potentially a regular person in between them.

AI: What does ultra-premium mean for you, and what are your main competitors?

HN: We are targeting a price range of \$160,000 to \$180,000, and with the two initial models we plan to sell about 20-25,000 units per year. One keynote of our project is that our products don’t exactly overlap with anything that’s in circulation today.

AI: You have made some high-powered design appointments, for instance from Lamborghini and Genesis. What is your design ethos?

HN: Our team comes from a tradition of emotional Italian design. We are not adopting the lines of the past, but we are continuing within the tradition of Italian elegance and functional beauty. We’re going back to the golden age of Italian design of the ‘60s and ‘70s, but without going back to old styles.

AI: Will you be cooperating with existing suppliers of battery technology or developing your own systems?

HN: The market has over-invested in this area, so there’s really no point in us doing the same. Our approach is to cherry pick the best of the technologies that are out there.

AI: One challenge for EV makers is being different in terms of drive dynamics. How will AEHRA be distinct?

HN: On the materials side, our vehicles will be practically completely in carbonfibre and composites, meaning they’re much lighter and more efficient. It’s much better than aluminium in terms of weight and recyclability. This new carbon technology has matured in other segments and we’re really proud of being the first to offer it in the automotive sector at scale. The only location in the world that can provide such carbon know-how on such a scale is Italy.

AI: So how will your cars drive?

HN: Imagine yourself in an electric sports car that’s significantly lighter than what’s out there today, but still with a very low centre of gravity, but also better cabin space than even the largest SUVs today. It’s an experience where you are not sacrificing comfort for supercar dynamics. You’re able to marry all such elements together.



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When Fiat (Almost) Did a Dacia

Ex-Fiat designer Matteo Licata reveals how Fiat was once planning to launch a new, ultra-budget brand

Working as a car designer for about a decade puts me among the few fortunate people who get to live out their childhood dreams. Like pretty much all prestigious, aspirational professions, however, car design is rarely as glamorous as it's made out to be, and it definitely wasn't during the few months that I worked on Fiat's aborted attempt to create a budget brand in the late 2000s.

Between 2007 and 2009, my employer sent me to work at what was then known as the Fiat Group Automobile design centre, in a small department that supported the separate brands' studios. Having witnessed the growing popularity of no-frills Dacias, and with the world economy imploding following the financial crisis, Fiat's management mulled the idea of a new budget brand positioned below Fiat. Our small team was tasked with coming up with design proposals.

Although the idea was pretty straightforward, I couldn't help but laugh

at the thought of a brand somehow being 'less' than Fiat. Of course, the irony was completely lost on my superiors, and it's safe to say such 'humour' did nothing for my career.

However, whatever small faith I had in our project's success was blown to smithereens once we were instructed to base our designs on the old Seicento, in production since 1998 and by then woefully outdated. The development engineers settled on the Seicento because they had to deliver a vehicle whose production costs didn't exceed €2500 to keep the base model's retail price below €5000. With its tooling costs recouped aeons before, and a distinct lack of modern safety features, the Seicento (which retailed for about €7500 at the time) was indeed cheap to make – yet not quite cheap enough.

I vividly remember seeing a brand new Seicento dismantled to its tiniest components by the engineering team, looking for items that could be eliminated to achieve their daunting cost target. While

sketching our interior and exterior design proposals, there was talk about a product specification straight out of post-war bubble cars: fixed front passenger seat and side window, anyone?

If creating clever solutions to 'lift' such a bare-boned interior was a fun endeavour, sketching proposals for the exterior was a pretty thankless task. The stringent cost constraints didn't allow for any new body tooling, so we were limited to bolt-on parts like the front wings, bonnet, lights and bumpers. That's perfectly fine for a mid-cycle refresh but was far from ideal in our case, as we needed to establish a new visual identity for a new brand.

Everyone could see it was a doomed project, and I don't remember anyone shedding a single tear when the whole idea was mercifully called off a few months later. It wouldn't surprise me if all trace of it has since disappeared from the Centro Stile's archives. After all, the material we produced was hardly worth preserving...





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Stirring the Pureblood

Ferrari calls its first-ever four-door model Purosangue ('Pureblood') because it says it's a true Ferrari in every sense. Having now seen and sat in the new SUV, we decide whether it's sacrilege or a sensation

Story by Chris Rees





Heretical; revolutionary; inappropriate; indispensable. All these adjectives are being hurled at a car that many thought – even within Ferrari – would never happen. It's a four-door SUV from Maranello. But whatever preconceptions I have, it's time to put them aside as I fly to Italy for the unveiling of the Purosangue.

Enzo Ferrari once said his company would never make a four-door car. Here, Ferrari's current management takes a clear stance, breaking ranks with its founder, as Chief Marketing & Commercial Officer, Enrico Galliera, told me: "Some people say, Enzo must be spinning in his grave, but I would love to have our founder here to see where we are bringing his brand: consistent with our heritage but not just dying, in the old days, repeating what we used to do. This is something extremely innovative."

The Purosangue is not only Ferrari's first four-door car, but also its first to seat four full-size adults in comfort. Ferrari would prefer that we don't call it an SUV, but that's exactly what it is, competing in a rarefied segment against rivals like the Urus, Bentayga, Cayenne, DBX and Cullinan. Maranello's offering distinguishes itself by being easily the sportiest, most powerful, prettiest and costliest of this coterie.

Ferrari initially coined the name Purosangue (meaning 'pureblood' or 'thoroughbred') as a codename to remind everyone involved that this was a "100% Ferrari". The name stuck and it's now the official badge. OK, it's time to look in depth at a Ferrari that is as controversial as it is ground-breaking.

DESIGN

I'm in the hidden heart of Ferrari's Centro Stile building, created by chief designer Flavio Manzoni, and the covers are about to come off the car. What greets my eyes is truly a surprise. First of all, just how big it is. As a 'thoroughbred' we should perhaps be measuring it in hands, rather than millimetres, but here goes: at 4972mm long, 2028mm wide and 1586mm tall, it's the longest, widest *and* tallest Ferrari ever. But significantly, it doesn't *look supersized*, partly because it's lower and wider than every other super-SUV.

It immediately creates an impression of athleticism, which is exactly what Manzoni was seeking to accomplish: "The idea was to create a very agile, very muscular, very dynamic body, instantly recognisable as a Ferrari, but with four doors and a higher ground clearance," he says.

The design is composed of two halves. The lower half incorporates most of the aerodynamic elements, plus curious wide wheelarches with a gap to the body (a new Ferrari patent, as it happens). The visually separated upper body's contours are fluid

yet burly. Your eye is instantly drawn to what Ferrari calls 'pontoons' spanning the front wings into the doors – aerodynamic channels designed to increase downforce. And what initially look like headlamps are in fact two air intakes surrounding daytime running lights – the actual headlamps are 'hidden' in the lower grille.

I love the coupe-like glasshouse and hunched stance. However, I find some of the detailing a bit fussy – for instance the tortured wheelarches, fill-in areas around the A-pillar and over-ornate forward-hinged clamshell bonnet. But overall, an excellent effort.

WHAT'S IT LIKE INSIDE?

The Purosangue is far from being the first car to have rear-hinged rear doors – and not even the first mega-SUV (Rolls-Royce's Cullinan has 'em) – but it is the first Ferrari. In fact, it's the first Ferrari with rear doors, full stop. Ferrari calls them 'Welcome Doors', opened electrically by a small 'fin' button at window level. The doors swing out to a very generous 79 degrees, so even though B-pillars are present (needed to maintain rigidity), entry and exit are very easy.

There's a bit of a step up to get inside – an odd feeling for a Ferrari – but the driving position feels sporty, and benefits from slim,



“ We won't know until next year how successful Ferrari has been in making it a true driver's car, but the signs are good ”



TECHNICAL SPECIFICATIONS

FERRARI PUROSANGUE

ENGINE:	6496cc V12
BORE X STROKE:	94mm x 78mm
COMPRESSION RATIO:	13.6:1
POWER:	725hp at 7750rpm
TORQUE:	716Nm (528lb ft) at 6250rpm
TRANSMISSION:	8-speed double-clutch automatic all-wheel drive
SUSPENSION:	Double wishbones, coil springs, active dampers
BRAKES:	Carbon ceramic discs, 398mm front, 380mm rear
TYRES:	255/35 R22 front, 315/30 R23 rear
DIMENSIONS:	4972mm (L), 2028mm (W), 1586mm (H)
WEIGHT:	2180kg
MAX SPEED:	194mph
0-62MPH:	3.3sec
PRICE:	£335,000 (est)

PUROSANGUE AT A GLANCE

- First-ever four-door production Ferrari
- Four full seats for adults
- Longest, widest, tallest, heaviest Ferrari ever
- Exclusively V12 powered, 725hp
- Four-wheel drive, four-wheel steer
- Biggest carrying capacity of any Ferrari
- Patented active suspension
- 49/51 front/rear weight distribution



supportive, even comfortable seating. One seat detail I really love: metallic inserts that recall 1960s Ferrari tropes.

The digital dashboard is basically SF90, but is cleverly duplicated on the passenger side, albeit much smaller. The 'dual cockpit' effect obviates the need for a centre screen, while the wraparound design seems to embrace you.

There's certainly plenty of space in here – far more than in the old GTC4Lusso, which the Purosangue effectively replaces. Two full-size adults will happily fit in the back, as one

of my 6ft 4in colleagues proved. All seats are heated and multi-adjustable, the rear ones being independently reclinable and foldable.

There are some very curious options. One is carbonfibre trim with woven copper filaments, which looks fantastic. Then there's the bulletproof floor covering option, whose rugged look works surprisingly well with the leather trim. Hmm, bulletproof carpets – what next from Maranello?

Since this is supposed to be the "most versatile Ferrari ever", a word on boot space. The powered aluminium tailgate

swings up to reveal a decent, if not huge space – up to 473 litres if you fold the rear seats down (the cargo covers stowing under the boot floor). That's supermini-sized but enough for a weekend away.

HOW WILL IT DRIVE?

We won't know until early next year just how successful Ferrari has been in making the Purosangue a true driver's car, but the signs are good. For starters, it's got a V12, chosen, says Galliera, because: "The V12 is the engine that best represents the heritage of the



company. As soon as Ferrari clients heard we were fitting the V12, interest exploded."

The 6.5-litre V12 is a much-revised version of the 812 Superfast's. While it has 75hp less power (725hp), torque is almost identical at 716Nm (528lb ft) and low-down response is better (80% of torque is available from 2000rpm). With maximum revs of 8250rpm, the soundtrack will undoubtedly be scintillating. Despite a hefty weight of 2180kg (2033kg without fluids), this will be a very quick SUV – and substantially faster than a GTC4Lusso: for the record, 0-62mph in 3.3 seconds, 0-124mph in 10.6 and a top speed of 194mph.

The Purosangue needs to handle like a Ferrari, too. The chassis is all-new, with a front-mid engine and rear eight-speed dual-clutch transaxle, resulting in front/rear weight distribution of 49/51. Ferrari says it's expended much effort on lowering the centre of gravity, for instance by making roof of carbonfibre (electrochromic glass is optional).

But perhaps the biggest deal is new, world-first active suspension, dubbed FAST (Ferrari Active Suspension Technology). Active systems have been around for a long time but FAST's unique attribute is that the dampers are electrically operated and able to move entirely independently of the forces acting on them. It can instantly lower the centre of gravity, reduce roll by 30% and increase cornering speeds. It also gets rid of the need for anti-roll bars. There's also a boon for ride comfort, since three different levels of damping softness can be selected

via a dedicated *manettino*.

Another trick of FAST is that the ride height can be raised and lowered to cope with all sorts of road surfaces and conditions. But although Hill Descent Control comes as standard, Ferrari stresses that the Purosangue is not designed to be a Jeep-style off-roader; it's a GT car first and foremost. By the way, every single luxury SUV rival has air suspension.

The specially designed aero wheels are huge – 22 inches up front, 23 inches at the rear – behind which lurk brakes that are correspondingly mighty (398mm front, 380mm rear). Adding in all-wheel drive, four-wheel independent steering and Ferrari's side slip control software, the Purosangue should hopefully combine outright grip with great driving entertainment.

HOW MUCH WILL IT COST?

The price in Italy is €390,000, or around £335,000 – way more than any other SUV. Deliveries begin in spring 2023 in the EU, late summer for the UK. To keep it exclusive, Ferrari promises that the Purosangue will account for no more than 20% of production over its life cycle. Such a production rate will mean a major ramp-up of V12 engine production – in 2021, V12 models accounted for only 17% of Ferrari's production. Ferrari confirms that the Purosangue has been very well received by existing customers (who are getting priority treatment), so much so that Enrico Galliera hints he might even have to close the order books soon. 🇮🇹



FOUR-DOOR FOREBEAR

The Purosangue may be Ferrari's first-ever four-door production model, but the company came very close to launching one four decades ago. Pininfarina unveiled the Pinin four-door saloon concept at the 1980 Turin salon to celebrate its 50th birthday. Diego Ottina was responsible for designing it, working under the supervision of Leonardo Fioravanti, and its elegant shape was widely lauded at the time.

The Pinin was, like the Purosangue, a front-engined 12-cylinder car, but it didn't use a V12. Instead, it borrowed the Berlinetta Boxer's 4943cc flat-12, the reason being it could be mounted low enough to achieve Pininfarina's desired bonnet line. Meanwhile, the Ferrari 400 donated its five-speed transaxle, brakes, steering and suspension.

There was talk of the Pinin being adopted as an official Ferrari production model at a rate of 360 cars per year, priced at £40,000. But despite encouraging noises, ultimately Ferrari's annual board meeting in 1980 rejected the idea, and – perhaps sadly – the Pinin remained a one-off.



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RAgeing Bulls

Lamborghini has always produced outrageous cars – but what happens when old oxen mature? We drive the very last Countach and Diablo off the line to find out

Story by Chris Rees
Images by Lamborghini/Pirelli





Original is best, goes the saying. But every car (pretty much) gets altered over its lifetime. And according to every car manufacturer (pretty much), the last of the line is always the ultimate, in both senses of that word. Last of the line *should* be best, but is it really? Well, I'm about to find out behind the wheels of two generations of V12 mid-engined Lamborghini supercars. What we're looking at here are not only the ultimate incarnations of the Countach and Diablo, but the very last examples of each off the line.

In the case of the Countach, that's the final chassis of the 25th Anniversary model, a car that had been first revealed at the 1988 Paris Show. Confusingly, perhaps, that was 15 years into the model's lifespan – the '25' bit celebrated the company's silver anniversary. Some 658 'Anniversario' Countachs were made, making this the most numerous version of a total of 2000 'Tachs built.

Famously, the Anniversary redesign was the work of a young Horacio Pagani, later to establish his own supercar marque, of course. Controversy has always surrounded this final evolution, whose smoothly integrated rear air inlets adopted strakes that some thought were a straight rip-off of Ferrari's Testarossa, echoed in air inlets ahead of the front and rear wheels. A body-coloured rear panel housed new taillights, too, although 'our' car lacks the huge optional rear spoiler (thankfully in my view).

As for the Diablo, what we have here is a run-out VT 6.0 Special Edition from 2001. Lamborghini planned to make 40 examples, but ended up building 42, of which this is the 42nd. Its gold paintwork and carbon trim certainly make it stand out, and I'm fascinated to find out how it drives.

Now it's my chance. Both cars normally live at Mudetec, Lamborghini's spectacular museum at Sant'Agata, but today they have been extracted so that I can have a go on public roads. Separated by 11 years, they represent the ultimate visions of the Raging Bull in the Chrysler-owned era. But which one would I prefer to drive back home – Countach or Diablo?





COMPELLING COUNTACH

Special doesn't begin to describe this feeling. At Misano circuit near Rimini, I've just been given the keys to the very last Countach ever built: a metallic silver car produced on 4 July 1990 and sent straight to Lamborghini's museum in Sant'Agata, where it has resided ever since. It has just 60,000km on the clock.

I'm mute and in awe as I open the scissor door, as if a fallen angel is extending one of its wings. And it feels like I could be flying to heaven as I peer inside – or at least, flying into space. If today's Lambos cockpits resemble the Millennium Falcon, the Countach's cabin is a slightly clunky, 1980s sci-fi set; something out of *Blake's Seven*, perhaps. Far from the shocking neon colour schemes of today's Huracáns and Aventadors, the 'Tach Anniversary is a surprisingly lacklustre expanse of dull grey leather. Climbing over the big sill, it's easy to fall into the not-very-bolstered seats, but achieving a comfortable driving position isn't helped by massively offset pedals and eccentric ergonomics, such as the handbrake hidden in the sills.

No time to worry about that. The weather in Rimini is on the inferno side of scorchio. There is no functioning air conditioning in this car: it's time to man up and accept the sweat. The Countach has no problems

starting – a real achievement considering it has six double-barrel Weber 44 DCNF carburettors (US versions got Bosch fuel injection).

The symphony of this thing is amazing. Twelve cylinders, four chain-driven camshafts and 48 valves make a promising overture, but they're quickly upstaged by the starring chorus: Weber sextuplets that suck so hard on the atmosphere that it feels like reality itself is about to be swallowed. As the revs rise, the insistent bellow of the exhaust takes over in a rising crescendo, from basso profundo to soaring soprano. Truly, nothing sounds like a Countach.

Not much goes like it, either. With 455hp to play with from the 5.2-litre V12, this is a genuinely quick car, even by today's standards, as long as you keep the revs high. It doesn't perhaps flatter the Countach that I'm following an Aventador on my route, but the older car certainly doesn't embarrass itself.

The Countach is not really about raw speed, though: it's about the many ways in which the experience is memorable – and that includes the multiplicity of challenges you're faced with. The clutch is a recurring nightmare of heavy treacle; the gearchange is clunkily awkward; the steering is unassisted and not particularly fast-acting (3.15 turns

Sweat-inducing drive was caused as much by the rawness of the experience as the heatwave conditions



lock-to-lock). The flipside is that everything feels mechanical, direct and honest.

That includes the brakes. I only discover there's no ABS when I hoof hard for a hairpin and the front end locks up momentarily. The Lambo swerves like a bullock in front of a matador, a wild animal that you can only tame with your own skill. I'm barreling into the hairpin at a slightly higher speed than I'd have liked, but the Countach reacts predictably to pull me around. As I press the accelerator hard to fire towards the next hairpin – what's this? – the back end drifts delicately out. It's delicious and reassuring, in stark contrast with some of the tall tales of unpredictable handling I've heard, and the challenges of its 41/59 front/rear weight distribution.

The confident cornering is certainly helped by the Pirelli PZero Asimmetrico tyres wrapping the OZ multi-piece alloy wheels. At launch, these tyres were the widest ever fitted to a production car: 225/50ZR15 front and 345/35ZR15 rear. The Countach was one of the first cars in the world to receive PZeros, although not quite the first (that was the 1986 Lancia Delta S4). This Kevlar-reinforced tyre has an asymmetric pattern

TECHNICAL SPECIFICATIONS

COUNTACH 25TH ANNIVERSARY

ENGINE:	5167cc V12 DOHC 64-valve
BORE X STROKE:	85.5mm x 75mm
COMPRESSION RATIO:	9.5:1
POWER:	455hp at 7000rpm
TORQUE:	501Nm (370lb ft) at 5200rpm
TRANSMISSION:	ZF 5-speed manual
SUSPENSION:	Double wishbones, coil springs, telescopic dampers (front). Upper lateral link/radius arm, lower wishbone/radius arm, dual coil spring/telescopic dampers (rear). Anti-roll bars all round
BRAKES:	Ventilated discs, four-piston callipers
TYRES:	225/50 VR15 (fr), 345/35 VR15 (rear)
DIMENSIONS:	4140mm (L), 2000mm (W), 1070mm (H)
WEIGHT:	1490kg
MAX SPEED:	183mph
0-62MPH:	5.0sec

and a compound derived from racing experience. That certainly shows in superb feedback about what the nose is doing, while the rear tyres – huge even by today's standards – offer just the right balance between grip and playfulness.

“ I only discover there's no ABS when I hoof hard for a hairpin and the Lambo swerves like a bullock in front of a matador ”





DEVILISH DIABLO

After the brow-moistening Countach experience, it's time to get cool in its successor: the Diablo. What I have in front of me is, like the 'Tach, the very last off the line – the 42nd of 42 VT 6.0 Special Editions made in 2001. Just two colours were offered for the SE: Oro Elios, a metallic gold that supposedly evokes an early sunrise and Marrone Eklipsis, a metallic maroon-brown that symbolised the opposite – sunset. Not sure I'm a fan of the gold paint of our example, but there's no denying the impact that Marcello Gandini's stellar design continues to exert more than three decades on: stubby nose, swooping waistline and a tail that seems to go on forever, with louvres and dams emphasising the extreme wedginess of it all.

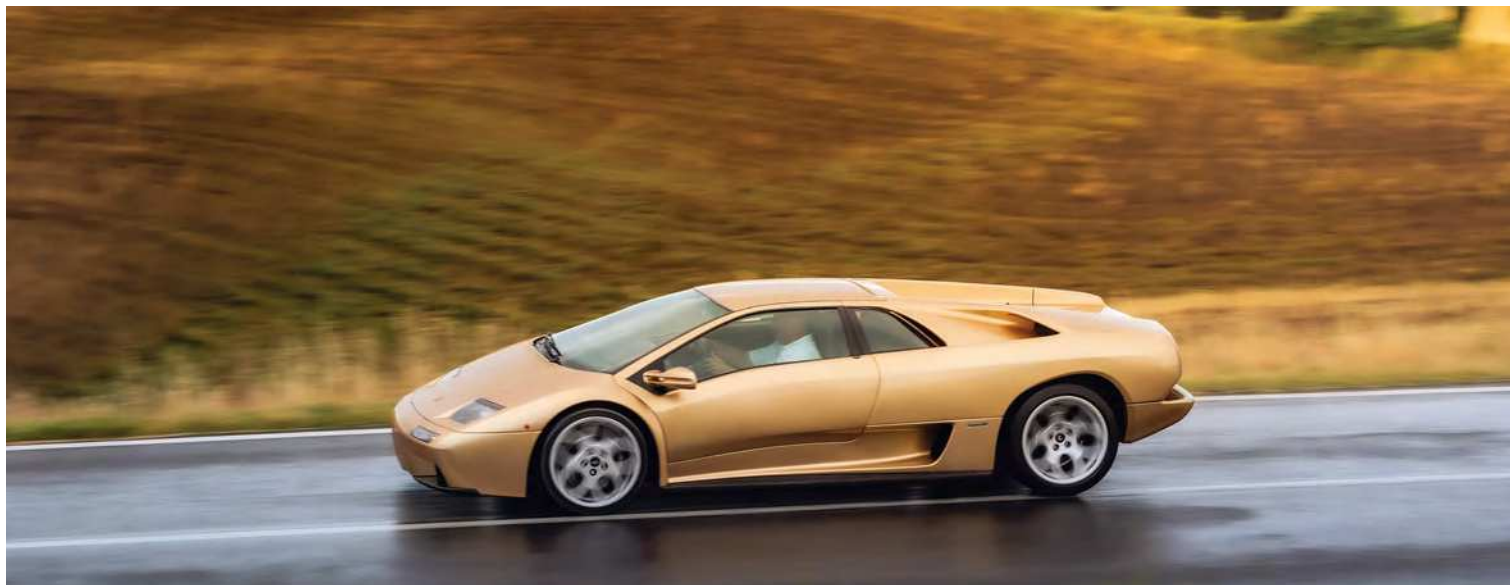
Just like the Countach, you enter the car via scissor doors, but it's much easier to get in and out. And the sight that greets you inside could hardly be more of a contrast. The electrically adjustable brown leather seats are surprisingly cossetting. The gear lever, surround and instrument bezels – all in titanium – look great, and the Alpine DVD audio/sat nav is oh-so early 2000s. But what you clock most is the symphony of exposed carbonfibre – centre tunnel, main dash,

steering wheel boss – all threaded with titanium to give it a glossy lustre. And I'm certainly gratefully that the air conditioning is functioning – phew! – even if the scorching ambient temperature is making the Diablo itself sweat with lambda sensor problems. Thankfully a quick laptop reset sees us on our way.

If the Diablo's name is intimidating – meaning 'devil' in Spanish – its sheer size is almost overwhelming. It's much longer than the Countach and broader at well over two metres wide. Even by today's bloated standards, it's a handful to manoeuvre, especially with such limited visibility (I note the museum staff move both cars around by sitting on the sill). But the driving position instantly feels much more comfortable.

OK, we're moving, and initially I sense the family links with the Countach. It's got basically the same V12 engine, expanded from 5.2 to 6.0 litres. In this final variation, power was taken up to 550hp and torque to 620Nm, so even with an extra 130kg of weight to carry, the Diablo feels a fair bit faster than its forebear – the claimed top speed of 208mph is probably actually achievable. There's loads of torque at low revs, enabling you to pull away smoothly in fifth gear with just 1200rpm on the clock. The engine sound is a little

LAMBORGHINI COUNTACH V DIABLO



Diablo is much easier to drive than Countach but still a big experience – literally, with immense girth

more muted, though, partly because multi-point fuel injection has replaced carbs.

The gearbox is another huge difference. The five-speed unit has a delicious open gate and an action that invites frequent changes. The SE has short-ratio gearing to boost acceleration and there's always a tidal wave of torque waiting if you keep the revs reasonably high.

The four-stage electronic dampers are adjusted via a little pad to the right of the gear lever but the differences between the settings don't seem huge, so I leave it in 'Auto' mode for the most part. Incidentally, only Lamborghini would countenance fitting a little light here labelled 'Error'. The cornering

feels ultra-confident, with immense grip available from the generously-sized Pirelli PZero Corsa tyres (245/35 ZR18 front, 335/30 ZR18 rear). There's some initial understeer but once the car has settled into the corner, the front end bites via the steering. Then you can either unwind the steering wheel gently or have some fun by deploying the full 550hp to loosen the rear end.

Like the Countach, everything feels analogue, while some traditional Lambo quirks remain – heavy accelerator pedal, for instance – but overall the Diablo feels like a car from a different era to drive. The steering is much easier; it's surprisingly docile at low speeds; you don't have to be so brutal



TECHNICAL SPECIFICATIONS

DIABLO VT 6.0 SE

ENGINE:	5992cc V12 DOHC 64-valve
BORE X STROKE:	87mm x 84mm
COMPRESSION RATIO:	10.7:1
POWER:	550hp at 7100rpm
TORQUE:	620Nm (457lb ft) at 5500rpm
TRANSMISSION:	ZF 5-speed manual
SUSPENSION:	Double unequal-length wishbones, coil springs, electronic dampers, anti-roll bars
BRAKES:	Ventilated/perforated discs, four-piston callipers
TYRES:	245/35 ZR18 (fr), 335/30 ZR18 (rear)
DIMENSIONS:	4460mm (L), 2040mm (W), 1105mm (H)
WEIGHT:	1625kg
MAX SPEED:	208mph
0-62MPH:	3.95sec

with the controls; and the ride is much more comfortable. In fact, the Diablo 6.0 SE is almost – almost – easy to drive.

Then it strikes me. To drive, the Diablo feels like a bigger, badder version of my own Alfa Romeo SZ. The steering feel is remarkably similar, despite the divergence in engine positioning; the engine sounds like a Busso V6 multiplied by two; and the hunkered-down feel around corners is even quite similar. No bad thing in my book.



VERDICT

Both of these Lamborghinis come from an era when cars like this were called “real men’s motors”. Most modern supercars are easy to drive fast, and in safety. In contrast, these ageing, raging bulls can be a real challenge to drive, but both deliver an utterly memorable experience.

No question, the Diablo trumps the Countach’s rudimentary stabs at sophistication. If the devil is in the details, the Diablo’s keener grasp of what makes a car tick mean it’s far easier to live with. It has a superior interior and ergonomics, a more comfortable ride, better straight-line pace and is easier to drive both at low speeds and on the limit. Pretty much everything works much better, with most of the Countach’s flaws neatly ironed out.

So why is it that I come away with much stronger feelings for the ‘Tach? The cabin is awful yet lovable in the way you might remember 1970s sit-coms with fondness. Its sonorous, carb-fed V12 and hefty clutch/gearchange combo feel more primal. The extra effort you have to put into driving is rewarded tenfold by the raw, unadulterated pleasure of every corner, every straight, and even when you’ve parked up and crowds are thronging around it.

In short, the Countach is a barely tamed animal. It’s not house-trained. It *will* bite you at some point, however much you think you know it. For these reasons – the very fact that it’s dangerous and exciting – it’s the car that stirs emotions with the bigger spoon, a spoon that’s probably laced with MDMA. If you’re looking for a car to make you feel truly alive, possibly before it kills you, here it is. 🇮🇹



PIRELLI AT 150

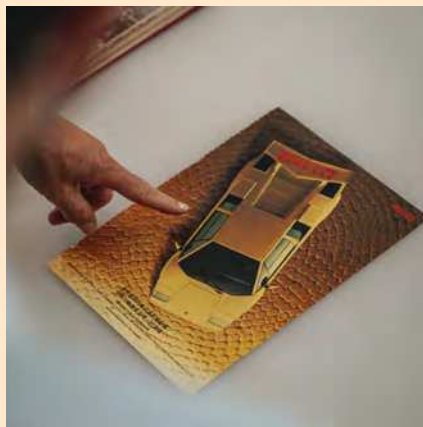
My driving opportunities in Rimini were furnished by Pirelli as a very agreeable way to celebrate its 150th anniversary. After all, Pirelli tyres have been original equipment fitment for every single Lamborghini from the very start in 1963.

Things kicked off with a visit to Pirelli in Milan and a fascinating tour around the headquarters, which develops Formula 1 tyres alongside road tyres. F1 was Pirelli’s province from the start, of course, fitted to five of the first seven F1 world championship winners in the 1950s. This year has seen the biggest revolution in F1 tyres for generations: having used 13-inch tyres since the 1960s, the adoption of 18-inch tyres in Formula 1 arrived in 2022 following more than two years of research, development and testing. Pirelli points out that the transfer of race technology to the road is more pertinent as a result, since most road cars these days have very big wheels. Pirelli has 50% of the prestige market in sizes bigger than 18 inches.

Pirelli’s virtual development programme is extremely impressive, and explains how F1 tyres can be homologated before the cars they’ll be fitted to even exist. It’s a similar story with road car tyres, in fact: the design and experimentation happens first in virtual reality, hand-in-hand with the car manufacturers, based on technical data they supply, to perfect the best tyre for each model even before the first physical prototype is built in real life.

A very pertinent way to appreciate Pirelli’s long history was seeing its *Collezione* range of vintage tyres, now available for classic cars. Pirelli spends a lot of time recreating the original drive feel and style but uses updated materials and manufacturing processes to offer the best possible safety and reliability. For instance, you can now buy brand new Stella Bianca tyres, first seen in 1927. This tread remained almost identical until the 1950s and was used in Formula 1 with Alfa Romeo, Ferrari and Maserati, as well as road cars like the Alfa Romeo 1900, Ferrari 250 GT and Maserati A6.

The iconic Cinturato tyre of the 1950s and 1960s introduced textile belts into tyres, greatly improving tyre deformation. And the Lamborghini Countach was one of the early cars to receive the PZero of the 1980s. This tyre has been developed over many decades and is still in production in highly developed form. As my test of both Countach and Diablo prove, PZeros were way ahead of their time, not only in terms of sheer size – the Countach 25th Anniversary had the widest tyres of any car ever at launch – but also performance.





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Friends Reunited

Twin Alfa Spiders with consecutive chassis numbers – 3052 and 3053 – are reunited, 45 years after they came off the production line

Story by Chris Rees
Images by Michael Ward



It always makes for a great story: twins separated at birth, reunited after decades, an emotional encounter for all concerned. Turns out that this quintessentially human story has a parallel in the world of Alfa Romeo. For here are two Spiders that are so close to being identical that they have consecutive chassis numbers. Today, *Auto Italia* is adopting the role of fairy godmother by reuniting these twins fully 45 years after they were born.

The story starts with a thread on the Alfa 105 Facebook page concerning the dying days of right-hand drive Alfa Spider production. It's well known that the Arese factory produced the last right-hand drive Spider in 1977. During my research for the book *Original Alfa Romeo Spider*, I discovered that the 1977 RHD chassis number range was 2472901 to 2473095, which would suggest that 195 RHD Spiders were made that year. However, Alfa Romeo's haphazard record keeping at the time means that not all chassis in its numbered sequences were in fact built, and it's possible that the 1977 RHD sequence is one of those unreliable ones.

Some more RHD trivia. Although RHD production came to a close in 1977, the very last RHD Spider was actually imported into the UK in April 1978, and the model continued to appear in official UK price lists until September 1978, while stocks were used up. And the very last right-hook cars were actually made in 1978 in Johannesburg, South Africa, as part of a batch of around 300 cars produced between 1975 and 1978. Of course, right-hand drive would continue to be available as an aftermarket conversion (via Bell & Colvill and

others) but that's another story.

Anyhow, back to that internet thread. Spider owner Jon Court was interested to know who had the RHD Spider with the highest chassis number in the UK. Was the very last example chassis 3095? If so, the whereabouts of that car are not unknown. Jon wondered whether anyone had a later one than his own, which is chassis number 3053. According to the certificate that Jon received from the Centro Documentazione Museo Alfa Romeo, his car was manufactured on 30 June 1977 and we can say for sure that it's one of the last 50 RHD cars made. So far, no chassis number higher than 3053 has yet been found, so Jon's could very well be the youngest surviving factory RHD Spider. Unless, of course, any readers know different...

Two years ago, Jon went to a Classic Alfa Track Day in his Alfa 166. He was surprised, to say the least, when out of the blue an S-registered black Spider 2000 very much like his own pulled up next to him. He jokingly asked the driver, "Is this the legendary chassis 3052?", which elicited a nonplussed response from the driver – who as it turned out was Simon Novis, a mechanic at Alfa specialist Ian Ellis. Not only was Simon's car indeed chassis 3052 – precisely one number lower than Jon's car – but he also lived fairly close by (Jon is in Kent, Simon is in Sussex – in fact, he's the secretary of the Central Sussex section of the Alfa Romeo Owners Club).

As the pair conferred, the synchronicities between their cars compounded. Both had identical colour schemes: black paint and *Amaranto* upholstery (a



“ No chassis number higher than 3053 has yet been found, so Jon's could be the youngest surviving RHD factory Spider ”





Jon is not afraid to drive his car hard. It took him around Europe and over the Alps last year (pic below)



kind of dark ruby red). Jon comments: "A lot of people think black paint was not a factory colour, but it very much was." Looking back at my book, I note that black was a 'special request' colour, which might explain the confusion. Black is certainly unusual for a Spider, and to see two cars with consecutive chassis numbers and exactly the same colour scheme is pretty much unheard of.

Another similarity: both cars were first registered by London dealers in 1977. Simon's was registered on 20 August by J&B Garage of Wimbledon, while Jon's hit the road on 11 October through MTC Cars of Westbourne Grove in west London. By the way, the price paid for Jon's car in 1977 was £5020, and he notes wryly that when it was resold in 1979, the price had gone up to £5995!

Both cars were also Ziebarted from new, which is almost certainly why both have survived when so many other 1977 Spiders have disappeared. The rough-and-ready 1970s rust-preventing treatment doesn't do any favours in terms of how the engine bays look; Simon tried to remove his but it simply didn't want to come off.

Simon has owned his car for 20 years. He bought it for £5000 as the fourth owner (one previous owner having been a resident of Abbey Road in London – not a Beatle, though!). "I would say it's probably never been restored," Simon comments. "It's had a few repairs, for instance to the sills, but most of the car is completely original."

As for Jon, he bought his Spider in 2018 for £7500, the low price reflecting the fact that it had a fair bit of rust in it. "I'm the sixth owner, but there were three



owners in the first 18 months and the owner prior to me had it from 1983," he says. "The inner mudguards had gone and it needed new sills and jacking points. It's also had new front wings, and the suspension needed sorting, as did the carbs."

Today, both cars are very much not show queens and are genuinely used and enjoyed, which is as it should be. Jon has done 20,000 miles in four years, many of those very hard ones. He's done a couple of Goodwood track days in it, as well as a rally in Italy called the 12in12. That was actually where I first met Jon, when I did the rally in my SZ. Annoyingly, Jon and his co-pilot son Jed beat me into second place! Jon admits he's a very keen and very competitive driver, who just loves driving his Spider. "I like driving the Spider all year round, even in winter. The car performs better when the air is cold!"

Simon, meanwhile, uses his car every bit as much, for instance piloting it to the 100th anniversary of Alfa event in Milan. He's another track day fan, speeding his Spider around Goodwood among other tracks. He owns a GTV 6 track day special but that's currently laid up (he also owns two g16s and a 156 SW diesel daily driver). However, he reserves his Spider journeys for fair weather: "I only drive the Spider if I can put the roof down," he laughs, "except once when I had an Alfa 164 daily driver that needed a new gearbox and I drove the Spider in the snow."

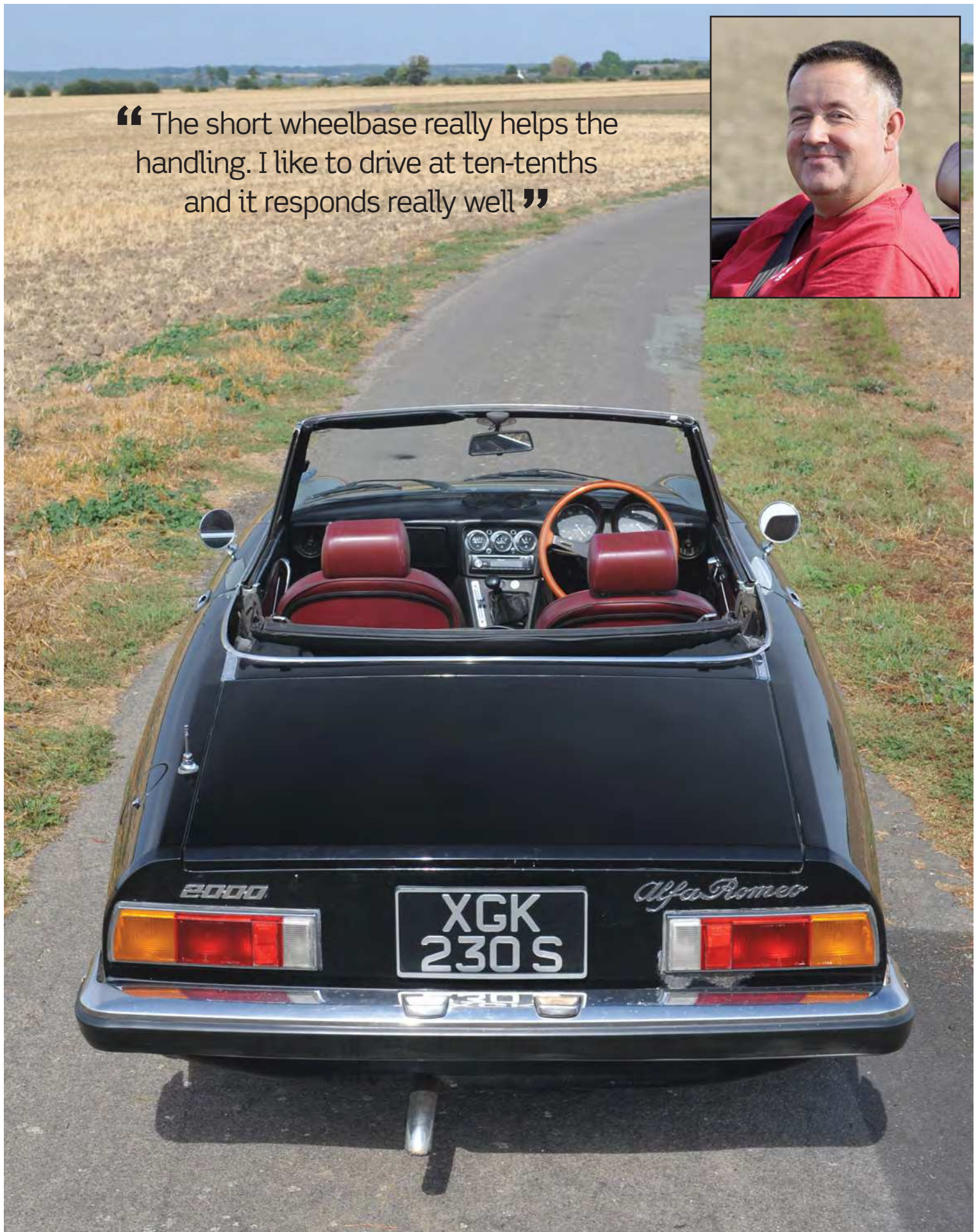
These twins are not quite identical, which is mostly to do with the fact that they've been altered over their 45-year lifespans. Many of the differences can be found under the bonnet – in fact, even before you lift the bonnet. Both cars have 2.0-litre engines but



Momo Vega alloys and air box delete are two of the minor differences between these near-identical twins



“ The short wheelbase really helps the handling. I like to drive at ten-tenths and it responds really well ”



Simon's car sounds much rortier. The reason is that the original air box has been removed – "It doesn't do much anyway," says Simon. His engine has also had plenty of internal work. It's running Colombo & Bariani 10.8 cams, high-compression cast pistons, long-branch sports exhaust manifold, ported head and lightened flywheel, although the valves are standard. It's been dyno'd and the printouts reveal peak power of 153hp and torque of 154lb ft – a fair bit more than the standard 2000 engine's 128hp and 132lb ft.

Both cars are running Dellorto 40 DHLA carbs, replacing original Solex carbs that were on each car when bought. Simon has experimented with Weber 45s but says they're too peaky for the Spider, only really coming on song above 5500rpm. One other very small difference is that Jon's car has a hand throttle, while Simon's doesn't – and seemingly, never did. Jon's engine isn't quite standard, either, having uprated camshafts to give it a little more zip – although when it was dyno'd it made less than the supposed standard outputs at 119hp and 115lb ft.

Another distinguishing feature is the wheels. Jon's car sits on 14-inch steelies with narrow 165-section Michelin XAS tyres (sourced from Longstone). "They're great for road and track day use," says Jon, "but I also have a set of very rare period GKN Silverstone alloy wheels. They've got 185/70 R14 Pirellis on, which I'll fit when my current set wears out. Despite being wider, the Pirellis actually make the steering feel lighter."

As for Simon's car, that was originally fitted with 14-inch radial-fin 'Turbina' cast magnesium alloy wheels, which he's still got. Why did he change them? "I love the Turbinas but I hate cleaning them. So I've fitted Momo Vega alloys instead,

which are period correct and a common choice for 1970s Alfa Romeos."

They're fitted with 195/70 R14 tyres, much wider than the standard 165 section. "These tyres are fine for road use," comments Simon, "but maybe 10mm oversized, as the steering feels heavy at low speeds. I've got a set of Ronal five-spoke alloys for track days which are fitted with Toyo Proxes tyres. You can really lean on those – they're very progressive and predictable. They're lower profile, too, dropping the centre of gravity and lowering the gearing, so they're ideal for the track. The only thing is, the tyres show up the rest of the chassis – it could really do with upgrades in other areas!"

Simon's car is pretty much standard in terms of suspension, except for Koni yellows up front and reds to the rear, a stiffer front anti-roll bar, and the rear anti-roll bar deleted (a common Ian Ellis modification that makes the limited-slip diff work less hard). Simon comments: "The short wheelbase really helps the handling compared to, say a Bertone GT, so it really doesn't need stiff suspension. I like to drive at tenths and it responds really well. On track, I drive with the roof up as it makes it 5mph faster! Of all the Alfas I own, this is the most fun. I know I'll never sell it – it'll go to the grave with me!"

As we say our goodbyes, we ask whether these two cars have ever actually been together in one place before. Turns out that, apart from one AROC breakfast meet in Rye, they never have. We leave with the warm, fuzzy feeling that *Auto Italia* has played a small part in reuniting these twins after so long. Like all those TV shows, it feels like it's been an emotional encounter indeed. 🇮🇹

Best of friends – both cars were probably saved by having been rust-proofed when new in 1977





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Millimetro: Maranello's Mysterious Maestro

It's long been a mystery who designed Ferrari greats like the 250 GT SWB, GTO, GT Lusso, 275 GTB and 330 P3. But we can now reveal the extraordinary, untold story of Edmondo Casoli – nicknamed 'Millimetro' – who styled the greatest Ferraris of all time

Story by David Rodriguez Sanchez

Images by Ferrari/Ed Niles/David Rodriguez Sanchez/Bonhams and Talacrest



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Why do so few people know the name of Edmondo Casoli? It's baffling to the point of scandalous.

A man who was absolutely central to Ferrari from 1948 to 1967; who designed stellar greats for both road and track, from 250 GT SWB to 330 P4; who was seemingly universally respected at Maranello. Why is his name all but absent from the annals of history?

We can only surmise why that may be. Although jovial and enthusiastic, Casoli was very modest. The very intimate relationship he enjoyed with Enzo Ferrari, *Il Commendatore*, always required a high degree of confidentiality. And Casoli remained silent even after his job at Ferrari ended in June 1967.

Luckily, we have been able to piece

together some of the facts surrounding this man, who has never achieved his rightful place in Ferrari lore. We've interviewed several living former colleagues of Casoli and found some elusive passages in old books and magazines. Hopefully we can restore some of his absence from the official story of the brand.

Edmondo Casoli was summoned to Maranello by Aurelio Lampredi on his return to the firm in 1948. He was among several very young technicians with aeronautical backgrounds who arrived from Reggio Emilia's enormous but declining manufacturing empire, Officine Reggiane. It is to these engineers that Ferrari's technical excellence is largely owed, or at least would not have been forged with the same solidity. Among them was engine designer Franco Rocchi, transmission specialist Walter Salvarani, and

a highly skilled silhouette designer and modeller called Edmondo Casoli. They joined the ranks of a technical department that already included Valerio Colotti, Umberto del Vacchio (later the technical father of all De Tomaso single-seaters, GT and sports racers) and Angelo Bellei (later Ferrari's technical director until his retirement in 1987).

Enzo Ferrari was a man fervent about the aesthetic side of his firm's products, and Casoli arrived at the most opportune moment: right at the dawn of Ferrari's unique



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1 - OFFICINE REGGIANE: The graceful, powerful 1943 Reggiane Re 2006 Sagittario II aircraft shows the pedigree of the Officine Reggiane technicians who came to Maranello

2 - 166 MM, 1953. Unusually, this car was bodied by Carrozzeria Autodromo in Modena, famous for its bus production. Lampredi and Casoli developed its peculiar look

3 - 250 GT SWB, 1959. One of Ferrari's most celebrated and iconic GTs was shaped by Casoli

4 & 5 - 246 SP DINO, 1961. The first car thoroughly developed in Ferrari's wind tunnel



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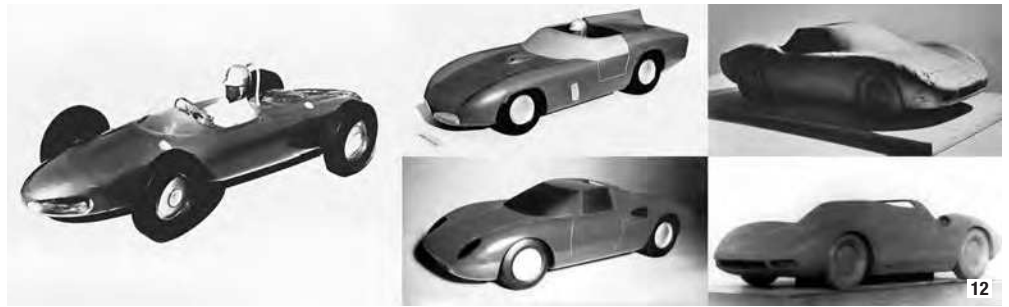


FERRARI DESIGNER: EDMONDO CASOLI

trademark of engineering and design. Casoli became Enzo's trusted in-house stylist, ensuring that the creation of the aesthetic concepts for the Cavallino's racers would take place in Ferrari's own facilities, under his watchful eye. The overall lines of the new products would subsequently be refined and reinterpreted by various collaborating coachbuilders, but they never strayed too far from Casoli's templates.

It can be said with no fear of error or exaggeration that Casoli was the man mainly responsible for the aesthetics of all Ferrari single-seaters and racing sports cars until 1967 – a vast lineage of creations whose external appearance was never given to external designers or coachbuilders. Not only that, but Casoli was also responsible for a string of GT cars that were attributed to external coachbuilders at the time, with the acquiescence of Ferrari.

Casoli was nicknamed *Millimetro* because



of his ability to complete detailed technical drawings of his beautifully sinuous bodies. These drawings made possible the meticulous realisation of new bodywork, as well as to create scale models by which to judge the aesthetic and aerodynamic aspects of his ideas. For this, Casoli relied only on himself, his personal artistic ability and his technical prowess. His angular signature is characteristic in every single technical body design of Ferrari sports cars of his era – at

least, those that have been seen publicly – as well as on scale models.

With the arrival of Carlo Chiti in 1957 and the beginnings of aerodynamic research at Maranello, Casoli's intuition and genius also began to be helped by the esoteric laws of fluid dynamics. The first project fully developed in Ferrari's wind tunnel was the 246 SP Dino of 1961. Also Casoli's work was the 156 F1 (1961), 268 SP (1961), 250 LM (1963), 250 P (1963) and 275P (1964).

6 - GTO, 1962. The very first chassis (#3223GT) poses at its debut in Maranello

7 - Casoli teased his shape from the rugged 'la Papera' prototype by Bizzarrini

8 - 250 GT LUSO, 1962. Enzo is thought to have influenced this model's stunning appearance, via the gifted hands of Casoli

9 - 250 P, 1963. First of a glorious lineage, here in its first test at Monza with Mike Parkes at the wheel



10 - 250 LM, 1963. Prototype chassis #5149 in Maranello, ready for the Turin and Paris shows later in the year. The car was a fully bodied iteration of the 250 P, replete with novel aerodynamic details.



11 - 275 GTB SPECIALE LE MANS, 1965. Bodied by Scaglietti according to Casoli's design and the know-how of Giancarlo Guerra

12 - CASOLI'S SCALE MODELS. 156 F1 (1961), 268 SP (1961), 250 LM (1963) and 275 P (1964)

13 & 14 - 330 P4, 1967. Casoli's masterpiece: whether open or closed, it made an indelible mark both on the race track and artistically

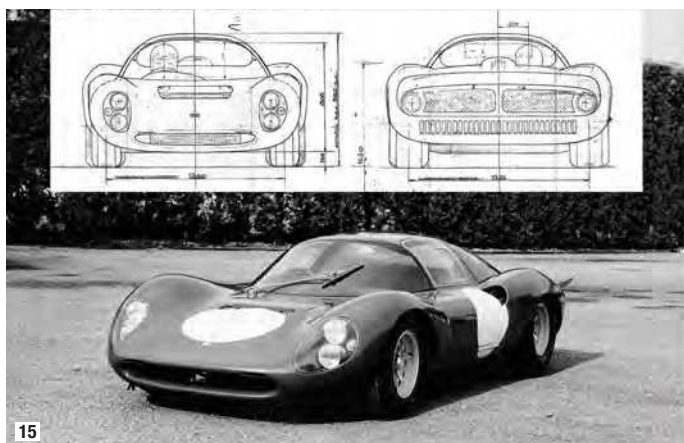


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16 - DINO 206 S, 1966. Posing in the courtyard of Maranello. Casoli's original technical sketches can be seen above

16 - 330 P3, 1966. A delightful mix of purpose, poise and brutality

The 275 GTBC Speciale Le Mans of 1965 was bodied by Scaglietti to Casoli's design, while the Dino 206 S of 1966 was Casoli's, too. The culmination of Casoli's work on racing cars – via the 330P, P2 and P3 – was undoubtedly the archetypal 330 P4 of 1967, which remains unsurpassed in beauty today.

Along the way, Casoli was also responsible for the 250 GT SWB of 1959, one of the most celebrated and iconic GTs of all time. He transformed Bizzarrini's rugged *la Papera* prototype into the quintessence of the sports racing car: the 250 GTO. In 1962, his was the hand behind the 250 GT Lusso, which was created in close collaboration with *Il Commendatore* himself. And the 275 GTB4, which many regard as the most beautiful road-going Ferrari of all time, was by Casoli.

We can now present the testimonials of those who knew Casoli personally, gathered for the most part in person by ourselves over the last few years.

**Giacomo Caliri,
Head of Aerodynamics**

"I was hired at Ferrari in January 1967. I was in love with the subject of aerodynamics and I was really lucky because I was immediately assigned to Edmondo Casoli, nicknamed *Millimetro*, who was responsible for body design at Ferrari. He was the author of the design of the outer skin of the most beautiful Ferrari sports cars of the day: 250 GTO, 275 GTB, 250 LM and 330 P to name but the most famous. He also drafted some of the Ferrari road cars that Pininfarina signed for marketing reasons.

"At Ferrari, Casoli was also the boss of the panel-beaters, Otello Benedetti and Edmondo Meletti, who alongside Mario Allegretti and other people belonging to Piero Drogo's Carrozzeria Sports Cars, created the bodies



for Ferrari race cars.

"Casoli was like a second father to me, an exceptional teacher from whom I learnt countless things. He not only designed but also modelled in clay the bodies he designed. In his spare time, he was passionate about scale model building and music. We had a rudimentary 1:5 scale wind tunnel at Ferrari, which I fine-tuned, powered by an old four-cylinder Ferrari engine. It made a hell of a noise while in motion. We tested the models there that Casoli shaped.

"In my opinion, Casoli is among the bravest stylists of all time, but sadly he couldn't go on doing his beloved job because, after the umpteenth argument with Forghieri, he was transferred to the road car section of the technical department. Casoli remained displeased about this for many years, until he died of a heart attack.

"He was born in Modena but lived in Maranello and had a son. I know for certain how much *Il Commendatore* appreciated him, but sadly he allowed others to convince him to 'promote' Casoli away. I know for sure that Enzo Ferrari soon regretted his decision. I had



275 GTB, 1964. Casoli's road-going masterpiece, seen here at the Aerautodromo di Modena





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the honour to work alongside and ultimately replace Edmondo Casoli as the man responsible for the body section of Ferrari's race department in June 1967, right after the Le Mans 24 Hours race."

Franco Lambertini, Technical Draftsman

"I knew Edmondo Casoli at Ferrari; we sat side by side, in parallel so to speak. But there was a row of small storage furniture in between us, which divided the two different design teams within the same room: there was GES (Gestione Sportiva), to which Casoli belonged, on one side, and the road car design team (of which I was part) on the other. He very frequently told me personal anecdotes and explained to me the ways in which a body was designed. I cannot remember if I helped him with drawings and templates, but I probably did because I used his teachings while designing the 350cc Moto Morini V-twin engine. I can confirm that he was a very sensitive man and you saw him suffering truly when the lines he had imagined for a car did not exactly fit his wish."



Afro Gibellini, Panel Beater at Scaglietti

"I remember Edmondo Casoli very dearly. He was a tall, very nice, friendly man. He came to us often at Scaglietti stuffed with his drawings and scale



models and spent long periods of time talking with Guerra to set how this or that part should be shaped to dress the many cars we made for Ferrari."

Giotto Bizzarrini, Head of Sports Car Development

"Ferrari's 250 GT SWB struggled against the racing Aston Martins and Jaguars. I used my old company car, a 250 GT Boano, as the basis for a running test prototype with which to try to improve the performance of our race model. Edmondo Casoli, who was a very good designer at Ferrari, helped me with the definition of the bodywork, providing me with some sketches. Carlo Chiti, my friend and head of the Ferrari racing division, helped me with his advice to refine the aerodynamics of the new prototype which we built relying mostly on my own ideas and experience. Because of its long, low nose, the press immediately dubbed it *la Papera* ('duck'). The model later became the 250 GTO."



Carlo Chiti, Racing Car Designer

"The Ferrari Technical Department generated projects with the same copiousness that accountants generate balance sheets. I was lucky to have a great team of designers working under me, probably the best I have ever



worked with. Edmondo Casoli, who was also a fantastic modeller, was one of them. We used to test his models in the wind tunnel. I myself had designed a wind tunnel which we installed at Ferrari, where we could see how these models behaved aerodynamically. At that time, downforce was not the main factor we were pursuing for, but rather as low as possible drag coefficient. The noses so characteristic of both the 246 P and the 156 F1 were born in that small wind tunnel at our place, along with so many other ideas that we developed there."

Mauro Forghieri, Technical Director for Racing Cars

"There was an underlying problem: we did not have any reference aerodynamic database for any new model under development. In Stuttgart, however, the director of the University's wind tunnel, the renowned engineer Pottorf, was able to provide us with an enormous amount of data. He also became an inexhaustible source of very useful suggestions and advice, thus contributing to the maturation of the 250 P concept, for which we had studied a new line according to what was then defined as the 'Targa' solution. I'm referring to the full-width aerodynamic arch just behind the driver's shoulders. This item doubled as a roll bar and the advantage in terms of aerodynamics came from the shape of the front glass, which now had to be wraparound. The flow of air around the windscreen was not dispersed later thanks to the rear arch, finally converging on the projection of the tail and achieving a much higher pressure upon it. Therefore, the downforce was high and, thanks also to the fact that the centre of pressure was moved to the rear, the car was extremely manageable at high speeds. For the time, ours was an important industrial and competition secret, so much so that I decided not to talk about it with anyone, starting with the drivers and mechanics. Only Casoli obviously knew it well, but of course he remained as mute as a fish."



Here we conclude what is, by necessity, a shorter story about a forgotten design hero than we would have liked. We hope that other researchers with greater tenacity and fortune might find out more biographical details of Edmondo Casoli – a little-known but towering figure at Ferrari. 🇮🇹



Paradise lost. This room was Casoli's personal domain. When photographed by Ed Niles in 1971, it was still full of his models, steel wire-frame structures and old body parts. The original wind tunnel was also still in operation



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Style With Substance

These 1960s showroom pin-ups from Alfa Romeo, Fiat and Lancia are all talented everyman coupes. But which one has the most charm and allure on the road?

Story by Simon Charlesworth
Photography by Michael Ward



This trio of Italian coupes epitomises the less-is-more approach to great design. Each is a masterclass in aesthetic minimalism, so distinctive that it can be easily identified solely by its silhouette. Admire these designs and it's no wonder that they lasted so long in production – up until 1977 in the Alfa's case. But today we're assessing the cars as they first appeared: Alfa Romeo Giulia Sprint GT (first seen in 1963), Lancia Fulvia Coupe (1965) and Fiat 124 Sport Coupe (1967).

The Alfa was styled by Giorgetto Giugiaro, and whilst there are similarities between this and his 1960 2000 Sprint, there is a touch of stylistic subversiveness about the Sprint GT. Gone is the modest coherence of the Sprint, replaced by a more angular theme. Not only does it exaggerate the reverse wedge profile of its big sister, making it look something of a bum-dragger, but it has clear contempt for some design rules. There are those headlamps which are mounted slightly in-board (making it appear narrower than it is) and the famous



scalino or 'step front' which looks as if the bonnet isn't shut properly. Yet despite this rebelliousness, the Giulia Sprint GT's look is undeniably successful, individual and desirable.

Inside Bill Earlam's 1965 car, its four-dial dashboard is tastefully minimalistic and wonderfully patinated. The Sprint GT is par for the Tipo 105 course, with a tactile steering wheel, floor-hinged pedals and the five-speed gearbox's gangly gear lever. In this company, its cabin feels almost understated, the monochrome decor even

extending to the 8000rpm rev counter lacking a redline.

"It's a 1965 Giulia Sprint GT which I've owned for coming up to 17 years," says Bill. "It was in 1996 that I got my first Alfa – a narrow-body 1.8-litre 155 – and I've had Alfas ever since. In 2005 I got an inheritance and I decided that I would get a nice classic to get keep hold of, and that my wife couldn't argue with, because I was spending inheritance money!

"I pretty much knew that I wanted a 105 Coupe," says Bill. "I was struggling to find one when I stumbled



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across this. I hadn't really thought about a 'step front' but this UK-supplied car was from the year I was born, which made it even nicer. It's had most things done: the engine, gearbox and back axle have all been rebuilt, plus it's got a modern limited-slip diff. The suspension has had various bushes, ball joints and

thigh power. The fluid, easy-changing five-speed 'box and clutch quickly become second nature. The ride is slightly firm, and cornering is accompanied by body roll, which naturally adds heft to the steering. Whilst we are on the subject, the steering box is nicely geared and consistent from lock to lock, without having a large

Early 'step front' Giulia has skinny tyres which give a great feel for the road and lighten the steering

“ The GT dances as its 1570cc twin cam delivers torque and power in a wonderfully linear and sweet-voiced manner ”

dampers replaced, and some bodywork resprayed, plus a new headlining.”

Driving the GT is largely light and easy. This early car still has its cable clutch, Dunlop brakes and 15-inch wheels, so stopping requires more anticipation and

patch of numb emptiness around the straight ahead. Unlike its larger Tipo 102 sister...

Press on and the GT dances as its 1570cc twin cam delivers torque and power in a wonderfully linear and sweet-voiced manner. Push even further and Bill



ALFA GIULIA GT v LANCIA FULVIA v FIAT 124



TECHNICAL SPECIFICATIONS

ALFA ROMEO GIULIA SPRINT GT

ENGINE:	1570cc 4-cyl DOHC
INDUCTION:	2 x Weber 40 DCOE carbs
POWER:	106hp at 6000rpm
TRANSMISSION:	5-speed manual, rear-wheel drive
SUSPENSION:	Lower wishbones, coil springs, telescopic dampers, anti-roll bar (front); Live axle, coil springs, trailing arms, radius arms, telescopic dampers (rear)
BRAKES:	Discs front and rear
TYRES:	155-15
DIMENSIONS:	4090mm (L), 1570mm (W), 1315mm (H)
WEIGHT:	950kg
MAX SPEED:	112mph
0-62MPH:	10.6sec



assures me that the tyres will gently release their grip and slide into a friendly four-wheel drift. Rebuilt to realise slightly more than the factory 106hp, its powertrain retains the original exhaust and silencer. Its subtle note is not as precious as some fettled or bigger Alfa Nord engines, so at A-road speeds the dominant sound is a soft keening from the transmission.

What does Bill like most about his *scalino*? "Well, number one, you don't see many of them. Because it's an early car on skinny tyres, it moves around a bit and you can feel what's going on a lot more. I've had people drive it who are more familiar with 105s on wider tyres and they think it's more alive, and it doesn't have heavy steering. I think it's quite easy to over-tyre them and spoil the feeling."

Next up is Giuseppe Rampello's 1969 Lancia Fulvia 1.3 Rallye S. He says: "I've been into Lancias since the age of eight. I remember my cousin working for Fiat-Lancia at the time and being handed a Lancia brochure which

listed a Delta S4 Stradale. I remember thinking, 'Wow, that's different from a Sierra or Metrol' and 'You can actually buy that as a road car!' I guess it was that brochure that sparked my passion for Lancias.

"The reason for buying the Fulvia was the fact that my integrale Evo has appreciated so much (not complaining, mind!). But with its high price tag comes some reluctance to use it at every opportunity, as it would be extremely difficult to replace. I thought a £10-£15,000 Lancia wouldn't hurt and may well serve as a good long-term investment.

"I purchased it in Turin in September 2018. As a designer, I simply love its aesthetics and really appreciate the engineering of its components – hence why it had to be a Series 1 car, before Fiat downgraded the components and switchgear to make some money from it. I'm told S2s and S3s are a tad nicer to drive but the S1 is the purest form of this design, which does it for me."





Changing from Alfa to Lancia, the driving feel is dominated by the switch to front-wheel drive. It's like going from football to tennis. If a rear-driver demands concentration to master cornering using neutrality and throttle balance, the onus on the front-driver is more about front-axle grip and immediate responses – its forte is gleeful chuckability.

The Fulvia's cabin backs up its sleek, wood 'n' alloy appointments with distinctive Lancia touches and quality, while there's a greater sense of airiness in here than in the Alfa. The four-speeder's *leva lunga* may do

a passable impression of the Alfa's lengthy gearstick, but its action isn't quite so easy-going and fluid.

The 1.3 Rallye S took over from the 1967 Rallye 1.3 in 1968, its new 1298cc version of Zaccone Mina's V4 producing 102hp at 6000rpm. At the time it sat only below the Rallye 1.6HF in the Fulvia Coupé range. Based on Fulvia saloon mechanicals (take a bow Antonio Fessia), its wheelbase was 150mm shorter. The shape was designed by Piero Castagnero and is without doubt one of the sharpest, cleanest and most distinctive GT designs of the 1960s, or – come to think

Lancia really feels a class act. Front-drive makes it very chuckable, and V4 engine sports a raspy hum



ALFA GIULIA GT v LANCIA FULVIA v FIAT 124



of it – any decade. Whereas most coupe designs do their best to disguise their three-box shape with a sleek off-the-shoulder fastback, the Fulvia doesn't: it is upright and three-box proud.

The Rallye S has the smallest engine of our trio. Whilst its linear 102hp output feels comparatively weak, its spirit is willing to tease the 6000rpm redline with a hard-edged hum. Cruising at speed, the lack of a fifth gear is all too obvious. Despite its reliance on leaf springs, its ride quality just edges the Alfa. And even

long-term fan of the model. In the September 1973 issue of *Car* magazine, he couldn't help but remark of the third 'AC' series: "Readers of long standing may recall our love affair with the original 1400cc version and our despair when the bigger, faster, but less roadworthy MkII came along..." A car he had previously summarised as, "absolute bliss, this was the car that sent everyone wild with delight, it was fantastic, inexplicable."

Owner and dealer Nigel Knight admits that he tends

“Despite its leaf springs, the Fulvia's ride quality just edges the Alfa, and its wider tyres don't corrupt the front end”

though it's fitted with 13-inch magnesium alloys and 165-section tyres, the bigger boots don't corrupt its front end. The steering box remains light and faithful from lock to lock, only slightly loading up in corners. Being picky, the steering could be quicker in order to reward the Fulvia's grippy chassis better.

Launched in 1967, and thus the 'newest' car here, this Fiat 124 Sport Coupe dates from 1968. The first series (124 AC) happens to be the one least encountered in the UK, which explains why there is something almost mystical about it. The Gandalf of motoring journalism, LJK Setright, was a

to, "Stumble across 124s. In 2016 I went to have a look at a few cars. One was a Fiat Dino 2000 Coupe in Perugia and in his showroom was a 124, which I'd overlooked before then. I'd had Fulvias since I was 18, but this car was mint, there wasn't any rust on it or anything. I asked to drive it and – my God! It was just unbelievable. It was a CC with a soggy rear end, but it was still a good car. So I bought it – they were peanuts then – and brought it straight back. Since then, I've had about ten of them. They are the underdog, I think, and just a fantastic car.

"This 124 was found in a probate sale last year. It



TECHNICAL SPECIFICATIONS

LANCIA FULVIA 1.3 RALLYE S

ENGINE:	1298cc V4 DOHC
INDUCTION:	2 x Solex 35 PHH10 carbs
POWER:	102hp at 6000rpm
TRANSMISSION:	4-speed manual, front-wheel drive
SUSPENSION:	Double wishbones, transverse leaf spring, telescopic dampers, anti-roll bar (front); Dead axle, semi-elliptic leaf springs, telescopic dampers, Panhard rod (rear)
BRAKES:	Discs front and rear
TYRES:	165-13
DIMENSIONS:	3975mm (L), 1555mm (W), 1300mm (H)
WEIGHT:	930kg
MAX SPEED:	108mph
0-62MPH:	11.9sec



had been parked in a garage near Venice since 1973 with 24,000km. It even had its original tyres, which I've still got. They were completely flat, and you'd never blow them up again! It's just not been touched. There are a few dings which have been removed and touched in. I gave it only a very light T-cut because of its history. Otherwise it's all mechanical stuff – the ball joint rubbers had perished, the brakes were shot,

Boano, didn't sacrifice practicality for style. Yes, the front end closely resembles Pininfarina's 124 Sport Spider, but that is long gone aft of the A-pillar, for the cabin terminates in a graceful swooping C-pillar atop a crisp Kamm tail. Here you can certainly see echoes of its 850 Sport Coupe little sister.

The low-mileage mintiness of this 1968 124 AC really does give you a privileged chance to time travel and

Superb original paint and Maserati wheels look very striking. Fiat feels great to drive, even in this company

“ The 124's double act of light, quick-witted steering and a responsive yet neutral chassis is a revelation ”

the master cylinders were all rebuilt, it had new dampers, tyres, the oil pressure sender was replaced and all the usual servicing stuff.”

The 124 Sport Coupe's original coat of Giallo Positano paint emphasises its originality. Oddly, the car sits on Maserati Biturbo 14-inch alloy wheels, which somehow seem to work. Inside, this four-seater is the roomiest and brightest of our trio – proof that Fiat's father-and-son stylists, Felice and Gian Paolo

experience what this car was like new. The interior trim is hard to fault: everything feels solid and even the courtesy lights all work. Considerable engineering effort was invested in this rear-wheel drive car – twin cam engine, optional five-speed gearbox (box ticked), servo-assisted disc brakes, dashboard light brightness control, column-stalk headlamp dipper and wiper controls, and then the car's party piece – its chassis.

The steering wheel is connected to a steering box,

ALFA GIULIA GT v LANCIA FULVIA v FIAT 124



TECHNICAL SPECIFICATIONS

FIAT 124 SPORT COUPE 'AC'

ENGINE:	1438cc 4-cyl DOHC
INDUCTION:	Single Weber 34 DHS carb
POWER:	90hp at 6500rpm
TRANSMISSION:	5-speed manual (opt), rear-wheel drive
SUSPENSION:	Lower wishbones, coil springs, telescopic dampers, anti-roll bar (front); Live axle, coil springs, trailing arms, radius arms, transverse rod, telescopic dampers, anti-roll bar (rear)
BRAKES:	Discs front and rear
TYRES:	165-13 (currently 185/70 14)
DIMENSIONS:	4115mm (L), 1670mm (W), 1339mm (H)
WEIGHT:	980kg
MAX SPEED:	102mph
0-62MPH:	12.6sec





but it feels lighter, faster and more alive than the other two (its low mileage probably helping matters). The all-coil suspension is optimised by a torque tube that ensures the rear axle obediently stays put — and the end product astounds, even in 2022. The 124 AC quickly and calmly takes you by the hand and in no time you're into the rhythm and groove of a delightful wriggly road. The double act of light, quick-witted steering and a responsive yet neutral chassis — one that doesn't seem to understand the concept of 'roll' — presents a drive which wouldn't have felt out of place in the 1990s. It is a revelation.

The only blots on the 124 AC's copybook are a gearchange that could be better — it has the shortest throw, but its change quality is not as slick as the Alfa's — and the 1400 Lampredi twin cam. It's every bit

as sweet as the Alfa's Nord and Lancia's V4, but there is a frustrating gutlessness to it. Is it because its modest 1438cc capacity is fed by a single, twin-choke Weber carb? Most likely. What power and torque there is, is served up in progressive manner, i.e. there isn't much until you hit 6500rpm which is where it puts out 90hp and 79lb ft. Oh, for four carburettor chokes and more cubic inches!

Picking a winner is easy: it's this lucky so-and-so behind the steering wheel. Yes, these are amongst the greatest of 1960s automotive designs, but their chassis also have more than enough talent to make your heart beat with joy during each drive. One drive, though, is more memorable than the others, and that's not just because this is my first encounter with a Fiat 124 AC. Finally I can see what all the fuss is about. 🇮🇹

Thanks to Bill Earlam, Giuseppe Rampello and Nigel Knight, and to bourneandthomas.weebly.com where the Fiat's on sale



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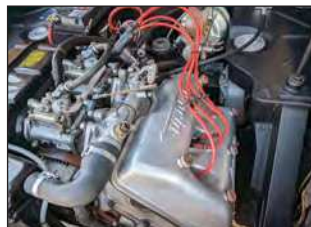
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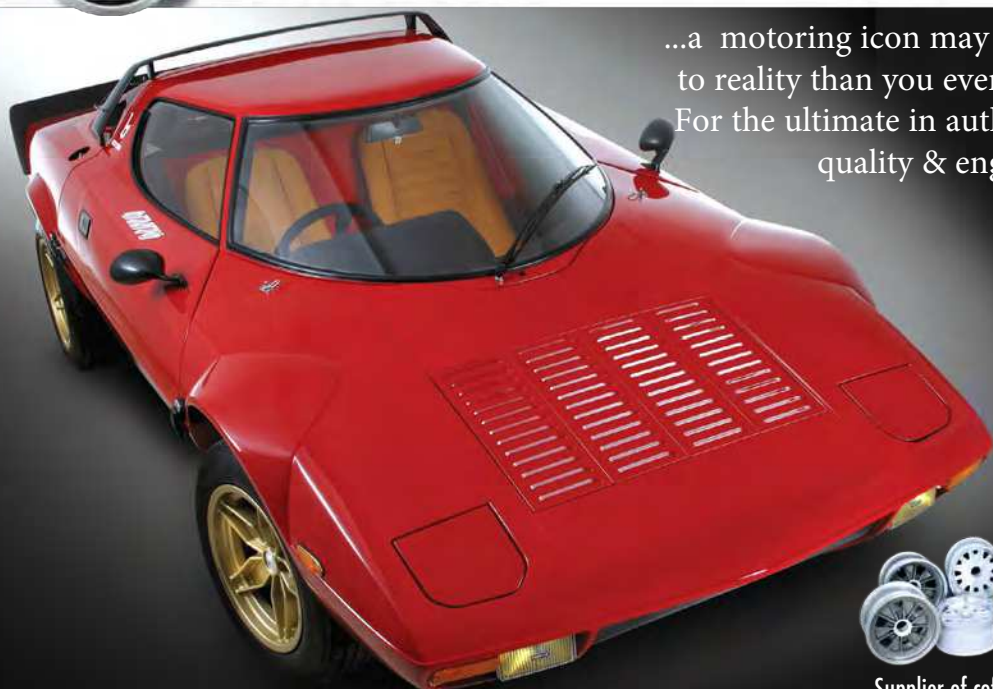


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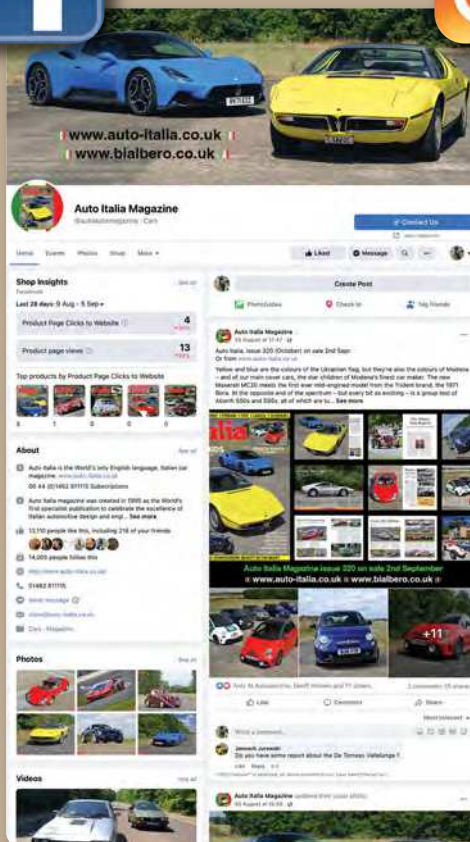


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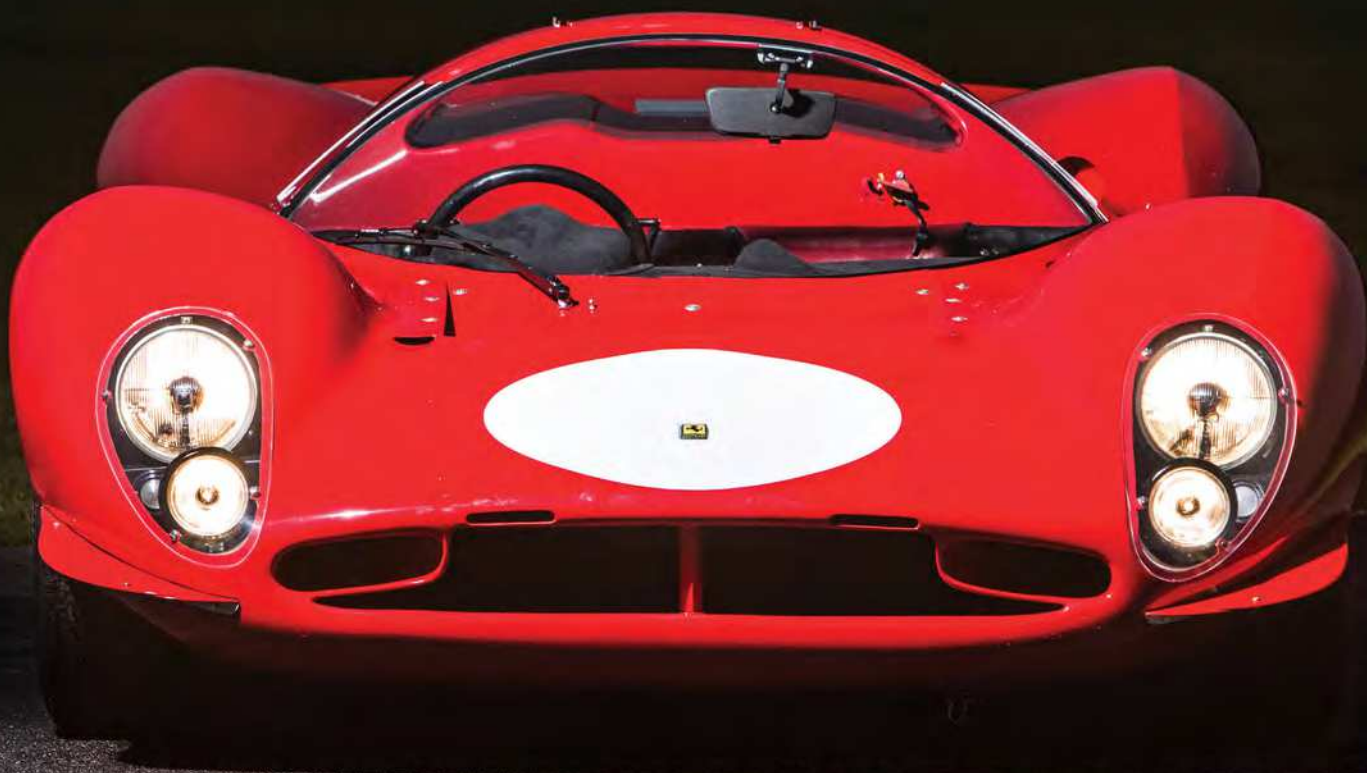
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What If...?

Things might have turned out very differently for the Italian car industry if vital decisions had gone another way. Here's our alternative view of Italian motoring history

Story by Gary Axon/Chris Rees
Images from the Auto Italia Archive / Talacrest



What if? It's a simple question, but never one that's easy to answer. What if John Lennon had never met Paul McCartney? What if Giorgetto Giugiaro had taken up painting rather than designing cars? It's always fun to speculate and fantasise, though. So let's indulge our imaginations with a series of hypothetical 'what ifs?' about the Italian motor industry, its key players and its legendary cars. The world might have been very different...

WHAT IF FORD HAD SUCCEEDED IN BUYING FERRARI IN 1963?

Having avoided active participation in motor sport for many years, by the early 1960s Ford was finally understanding the benefits of winning on Sunday and selling on Monday. The American giant entered negotiations to purchase Ferrari in the early 1960s, with detailed talks taking place between the operations of Henry Ford II and Enzo Ferrari. Ultimately, Enzo was so enraged that Ford intended to take over the running of his beloved racing team that he veto'd the deal.

Arguably, Ferrari would not have enjoyed the success it did in the 1960s had it been under Ford's control. As it was, Maranello was galvanised into a decade of action, as the 'Ford versus Ferrari' years unfolded. On the flipside, the Ford GT40 would probably not have been born (it was created to beat Ferrari at its own game); the Ford-Cosworth DFV engine – Formula 1's most successful ever powerplant – may never have been developed; and the deal with De Tomaso to sell its Ferrari-rivalling Pantera in the US would probably not have happened.

WHAT IF ALFA ROMEO HAD CONTINUED ITS ALLIANCE WITH RENAULT BEYOND THE 1960S?

Several Renaults were made under licence by Alfa Romeo in Italy in the 1960s. The rear-engined Dauphine was sold with Alfa Romeo branding in Italy, and Renault's Savien SG and SB light vans also left Alfa's assembly line, as did the Renault 4 (of which 41,809 examples were made in Italy up until 1964). The liaison continued in a diluted state well into the 1980s, for instance Renault using Italian diesel engines. In the absence of a true entry-level Alfa model until the MiTo of 2006, a Renault 5 or Clio-derived baby Alfa could have added useful sales. Renault engines in Alfa Romeo F1 racers would have made a competitive combination, too.

WHAT IF FORD HAD TAKEN OVER ALFA ROMEO IN 1986?

In the long-gone halcyon days of the 1980s, two of America's 'Big Three' cash-rich car makers – GM and Ford – openly went in search of European premium brands to add prestige to their global portfolios. Ford's eyes were firmly trained on Alfa Romeo, which it tried to acquire in the mid-1980s. It looked like a done deal until the Italian state-controlled holding company unexpectedly announced in November 1986 that it had accepted an offer from Fiat for Alfa Romeo. Fiat's CEO, Gianni Agnelli, clearly didn't want Ford in his backyard.

Ford's offer might perhaps have preserved Alfa Romeo's independence more than under Fiat. It would



Enzo Ferrari spurned Henry Ford II (opposite page)



Alfa Romeo made Renault Dauphines and 4s in 1960s



also have given Alfa access to Ford's enormous 10,500-strong global dealer network, plus Ford's manufacturing expertise. But we have a clear template for what would probably have unfolded thereafter. Jilted at the Alfa altar, Ford went on to snatch Jaguar, then Land Rover, Aston Martin and Volvo, to form its Premier Motor Group (PMG). However, cash-strapped Ford eventually disposed of its PMG marques – a fate that would likely have befallen Alfa, too. A vulnerable Alfa Romeo might have been left to fend for itself, quite possibly with fatal consequences. Or it might have been 'rescued' by Japanese or Indian interests, as happened with Jaguar Land Rover. Like pretty much the whole Italian car industry, Alfa couldn't resist the inescapable pull of Turin's gravity.

WHAT IF ENZO FERRARI HAD EMBRACED THE MID-MOUNTED ENGINE FORM AT EARLIER?

Enzo Ferrari was always contemptuous of John Cooper and his pioneering mid-engined racing cars, dismissing the British as '*garagisti*'. But Enzo had to eat humble pie when the mid-engined Coopers began beating Ferraris on track. Begrudgingly, Ferrari was forced to follow suit.

Ironically, Ferrari became one of the first manufacturers of mid-engined road cars – well, almost – with the 250 LM of 1963, a berlinetta version of the 250 P racing prototype. However, the FIA refused to homologate the 250 LM, so only a handful were ever built. Hence the 365 GT4 BB of 1973 (and not the Dino 206 GT of 1967, which was never officially badged as a Ferrari) was the first publicly available mid-engined model to wear Ferrari branding. Had Enzo taken the mid-engined plunge sooner, he could easily have stolen a march on the Lamborghini Miura.

WHAT IF ALFA ROMEO HAD TAKEN ITS TIPO 103 FRONT-WHEEL DRIVE PROTOTYPE TO PRODUCTION?

Alfa Romeo's first front-wheel drive production car was the Alfasud of 1971, a car that set new standards for dynamics and driving pleasure in FWD cars. However, Alfa could have had a real head-start over its rivals more than a decade earlier. The Tipo 103 of 1959 resembled a cross between a Renault 8 and the yet-to-be-released Tipo 105 Giulia. Innovative was its 51hp, 1.2-litre Giulietta engine powering the front wheels. Due to limitations in both engineering and financial resources, though, Alfa Romeo gave production priority to the more profitable 105 Giulia. Had the Tipo 103 made production, it would have stolen a march on Italian FWD trailblazers like the Autobianchi Primula and Fiat 128.

WHAT IF BRITISH LEYLAND HAD PUT PININFARINA'S 1967 1800 AERODINAMICA INTO PRODUCTION?

In 1967, Pininfarina's Paolo Martin designed a truly groundbreaking car based on BMC 1800 underpinnings: an elegant two-box, four-door saloon with an innovative hinged tailgate. As its name suggested, this was an exercise in advanced aerodynamics. BMC did consider producing it but the British Leyland merger of 1968 simply got in the way.

Pininfarina's shape was instead widely 'borrowed' by the likes of Citroën for its GS and CX, Rover for its SD1



TOP TO BOTTOM: Ferrari 250 LM; 365 GT4 BB; Alfa Romeo Tipo 103; Pininfarina BMC 1800



TOP TO BOTTOM: Lancia Fulvietta of 2003; 21st century Stratos; Alfa Kamal; Abarth 1000 SP



and Lancia for the Gamma. BL's eventually 1800 replacement was the flawed 1975 Princess 'wedge'. Had BL sided with Pininfarina's ideas eight years beforehand, the downfall of this once mighty motoring giant might well have been averted, or at least delayed.

WHAT IF LANCIA HAD MADE ITS 21ST CENTURY INTEGRALE, FULVIA HF AND STRATOS?

In 2003, news leaked out that Lancia was working on a major relaunch. One project was a reborn Stratos (quickly rejected as too costly to develop), while another rejected proposal was a new Delta integrale. One prototype that did materialise was a 21st century interpretation of the 1960s Fulvia coupe. The 'Fulvietta' was styled by Flavio Manzoni (now head of design at Ferrari) and was extremely well received. It was a practical proposition, too, being based on a Fiat Barchetta platform.

But in 2004 Sergio Marchionne became CEO of the company and shut all these projects down. Instead, an ultimately fateful decision was taken to relaunch Lancia with unworthy badge-engineered Chryslers. It could have been so different had Lancia's intended halo models made production. All is not lost, though: a new Delta is indeed in the pipeline for 2027.

WHAT IF ALFA ROMEO HAD PRODUCTIONISED ITS KAMAL SUV IN 2003?

Premium SUVs are all the rage today and Alfa Romeo has finally woken up to reality with the Stelvio and the new Tonale. In this sphere, Alfa is pretty much last to the party – but it could have been first, had it given the green light to its Kamal concept of 2003. Great looking, it would have put the 'sport' in 'sport utility' in the same year that Porsche launched its Cayenne. As it is, everyone else cashed in instead.

WHAT IF THE ALFA 4C WAS BADGED AS AN ABARTH? AND THE FIAT/ABARTH 124 SPIDER AS AN ALFA?

Alfa's 4C was developed as an Abarth, but Fiat Group heads quickly transformed it into an Alfa Romeo. Why? Because Alfa needed to restore some sporting content into its limited range at the time, and re-establish itself in the vital US market. Had the 4C gone ahead with Abarth badging, it would have catapulted the junior brand into much more rarefied and upmarket territory: rather than relying exclusively on Fiat-based models, Abarth would have become much more like it had been in the 1960s, with exotic offerings too.

As for the later Mazda MX-5-derived Fiat 124 Spider, this gave the re-introduced Fiat name a major boost in the US. But originally the 124 Spider was meant to be an Alfa Romeo. Again Fiat management saw the opportunity to market it as a Fiat (and an Abarth) to offer greater sales and brand-building potential. Had the 124 become the new Alfa Spider, it would have had different styling and more upmarket fittings, while essentially remaining an MX-5 underneath. As history proved, though, this was a car with a limited shelf life, and it probably wouldn't have survived any longer with Alfa branding. Conclusion: FCA made the right call. The 124 was much better suited as a Fiat/Abarth, while the 4C fitted Alfa's upmarket image better.

WHAT IF THE MASERATI MC20 HAD BEEN THE ALFA ROMEO 8C INSTEAD?

Rumour has it that the Maserati MC20 started out as the project that Alfa Romeo announced in 2018: a hybrid-powered 700hp mid-engined supercar, to be badged 8C. Instead it was repurposed as the Maserati MC20. If plans had stayed as they were originally, the Alfa 8C supercar would already have been launched. As it is, Alfa is all set to launch a new supercar in 2023 – quite possibly based on the MC20. So maybe it's turning out all right for Alfa after all...

WHAT IF THE FERRARI CALIFORNIA HAD BEEN LAUNCHED AS A MASERATI?

The controversial Ferrari California was originally conceived as a Maserati GT model. But the big cheeses at Ferrari, which owned Maserati at the time, had other ideas, seeing more value in launching it as an entry-level Prancing Horse model. The California quickly became one of the most popular Ferraris of all time, which stands as testimony to the wisdom of this decision. Maserati didn't lose much, while Ferrari gained a lot.

WHAT IF ITALY HAD SORTED OUT ITS RUST PROBLEMS EARLIER?

If you own an Italian classic car, you will no doubt be bored to tears by the quips about how, amazingly, it hasn't rotted away yet. Italian manufacturers' fatal decision to use low-quality Russian steel may quite possibly be a myth but – with some exceptions like the Lancia Beta – most Italian cars of the 1960s to 1980s were no worse than contemporary Japanese or European cars. If you don't believe me, just try and find an original, unrestored, rust-free Datsun Cherry, Renault 12, Hillman Avenger or BMW 2002.

Nevertheless, Italy's dry climate meant that perhaps less care was taken in rust protection, while ill-conceived built-in rust traps plagued Italian cars more than others. Their reputation for rust soon gave them a very bad name from which they never fully recovered. Galvanised bodywork became *de rigueur* in the 1980s, but had that happened earlier, Italian cars – Lancia especially – might be a much greater force in the market than it is now. 🇮🇹

TOP TO BOTTOM: Maserati MC20 and 'new' Alfa 8C; Ferrari California; dissolving reputations



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www.brooklandsmuseum.com



Festival Italia

Spirited summer spectacular at Brands Hatch

Report by Peter Collins/Chris Rees
Images by Peter Collins/Michael Ward/
Richard Betts/Tony Harrison



August saw the welcome return of Festival Italia to Brands Hatch. This highly enjoyable event was not just about Italian-themed racing but also a wholesale immersion into Italian culture. Visitors got to see hundreds of road and race cars, from Fiat to Ferrari, Lancia to Maserati, and Abarth to Alfa Romeo.

Just inside the main gate, a burgeoning panorama of Italian metal spread out before you. There were an estimated 750 cars here in all, mostly via club invitation. First inside the gates was the Alfa Romeo Owners Club with a rich arena of diverse models to see, including a very rare 8C Spider, an even rarer Alfa 6, several Giulietta Sprints/Spiders and an SZ.

On the opposite side of the road was a huge display of Ferraris to mark the 75th anniversary of Maranello's finest, curated by Ferrari Jardine Sevenoaks and the Ferrari Owners Club. We counted well over 150 Prancing Horses in all at Brands, among the stars being a 512 BB, several Testarossas and 512 TRs, an F12tdf and a Scuderia Spider 16M.

One very popular attraction was the supercar demo arena, organised by the Drivers Union, with Lamborghinis, Ferraris and Maseratis being paraded around a figure-of-eight loop – a great chance to see and hear these cars in action.

Parked evocatively under a sign reading 'Fun Zone' was an early De Tomaso Pantera, just behind which were not one but two Maserati Indys. In the same area could be seen a triplet of Lancia Delta Evos, a Fulvia Zagato and a superb Beta Coupé VX. Lamborghinis of note included a Murciélago SV and a yellow Lamborghini Urraco P250S (very rare in right-hand drive).

Just opposite *Auto Italia's* stand were representatives of Italicarclub – a huge variety of rarely seen cars, among them a Fiat 131 Volumetrico, Fiat Tempra 20V and Fiat Uno Turbo. Also here was a scintillating collection of Abarth derivatives, including an 850 Sport, 750 Zagato, Lombardi Grand Prix, Monomille and Simca 1300. These Abarths got their very own parade laps in the afternoon – a very popular interlude – and some of them weren't hanging around!

In the preparation area by the tunnel was a special new arena devoted to Fiats. Among the highlights here were two superb 126s, several Barchettas and an ultra-rare 850 Vignale saloon, as well as characterful campers like an Uno-based Fiorino and a 238 Weinsberg.

As the house band played Italian classics, there were opportunities to stroll through the paddock area and do a grid walk. Once all the action had finished, the track was opened up for a parade of spectator cars, open to everyone in the show. Hundreds of cars participated in a fitting climax to the event.

TRACK ACTION

In a world of increasingly featureless race tracks, we should be thankful that Brands Hatch has maintained its character since its inception. For Festival Italia, Brands was using the short Indy track – so called because of a one-off event back in 1978 – which is loved by drivers for its many variations in altitude and direction.

Three categories of classic Italian car racing provided great entertainment, including two for Alfa Romeos.





The first was a round of the HITEK-sponsored Alfa Romeo Championship, the field for which consists of three categories: Twin Spark (mostly 156s and 147s), V6 (performance versions of earlier models) and Modified (anything prepared with enhanced specifications for racing). The second category of Arese racers was the historic class, running under the banner of Julius Thurgood's Historic Racing Drivers Club. HITEK Alfas enjoyed two races, while the HRDC Classic Alfa event lasted half an hour, making it the longest single contest of the day.

Both HITEK races were won by Scott Austin in his highly modified, supercharged Alfa 156, but he didn't have things all his own way, as Ted Pearson was very competitive in his 2.0-litre turbocharged MiTo – indeed, he took pole in qualifying by nearly one second. Sadly, Ted had to retire, leaving Austin way out in front with an easy win, but in the second event Ted chased the 156 hard all the way, finishing only 2.5 seconds behind at the flag.

The HRDC Historic Alfa Romeo race had an excellent entry and despite the 'scorchio' temperatures, the race was a huge success, with battles going on all the way down the field. James Dorlin upped the temperature on the sinuous track by driving his Giulia Sprint GT to pole position well clear of the second-fastest man. He took off at such a pace that the second-place car never saw him again. His turn-in speed at Surtees Bend was astonishing and he finished well clear of the field to take a convincing win.

For the whole 30 minutes of this race, there were battles going on right through the field. One featured Peter Smart in his Giulia Ti which seemed to spend little of its time on four wheels. I asked Gary Holman, who was able to run his newly-built 33 QV in the Alfasud class, what it was like following some of the clean but door-to-door action, and he replied: "They



were only on two or three wheels most of the time!"

Ben Colburn drove the wheels off the ex-Dooley/Whelan 'Sud Ti to get up to third, challenging Chris Snowden no less, but was forced into retirement. It was good to see Jake Margulies in his very smart GTV 6. As always, Antony Ross was fast in his 1750 Spider, whilst Gavin Watson pushed his great little Giulietta Ti Berlina around at incredible speeds.

Ferraris got a look-in with two rounds of the Pirelli Ferrari Formula Classic championship (catering for pre-1997 models). Tristan Simpson and Tim Walker were very close in qualifying, with Simpson taking pole. In the first race, Simpson held the lead all the way, but had to drive hard to fend off the attentions of Walker. However, in their second clash Simpson completed only three laps, leaving Walker to take the win. Down the field, real classics like 308 GT4s battled their way to the finish of both rounds with Nick Whitaker winning the class in the first, pushed all the way by Richard Atkinson-Willes who turned the tables on Whitaker in the second contest by beating him to the flag.

The on-track action also encompassed non-competitive demonstrations. The Minardi M198 V10 F1 car of James Belton was incredible, whilst the popular Abarths featured Geoff Divey in a gorgeous Simca 1300 and Martyn Everett in his 750 Double Bubble. 🇮🇹







National Alfa Day

Record-breaking numbers – and temperatures – made 2022 a year to remember

Report by Chris Rees
Photography by Michael Ward

Back in 2021, post-Covid Alfisti, who had been starved of events to attend, descended en masse on the ex-RAF site at Bicester Heritage in record numbers for National Alfa Day. Surely 2022 couldn't exceed those figures? Well, after totting it all up, the Alfa Romeo Owners Club (AROC) confirmed that 2022 was indeed its biggest ever NAD.

So, some stats first: more than 1200 Alfas; over 2000 people; and wall-to-wall sunshine ensured a thermometer reading in the high 20s (in stark contrast to last year's windswept murk). And the crowds stayed, too, enjoying the weather, ambience, friendship and – of course – the cars.

Most of the Alfas were directed to park on the main airfield grass, which was dramatically parched by a rainless summer. These cars were grouped into two zones: moderns and modern classics (1985-2008). The older classics were corralled into the avenues that criss-cross the main buildings of Bicester Heritage.

Pride of place in the main arena outside the hangars went to a huge display of Alfasuds. With the 'Sud celebrating the 50th anniversary of its UK launch this year, AROC had been hoping to gather 50 Alfasuds and Sprints together. In fact, Alfasud registrars Ian Brookfield and Gary Walker succeeded in attracting a remarkable 64 examples.

I parked my own SZ in an arc of ES30s, which SZ registrar Adrian Jardine thinks might be the biggest gathering to date at an AROC event (I counted 11, I think). In the same area was a huge selection of 101 and 750 Giuliettas, Alfettas and 105 Series.

It's always fun to spot what the real

rarities are each year. In 2022, there were only two 116 Giuliettas, for instance, while solitary examples of the 1900 Super Berlina and Sprint Speciale were perhaps less surprising. Remarkably, there were four Junior Zagatos, including a freshly finished racing example.

Very popular were the Concours and Show & Shine competitions. The highest possible score in the Concours was 90 – and the top two cars both scored a remarkable 89 points. In the end, Richard Wigley's Giulietta Sprint just pipped Rod Ashton's 2000 GTV to the post. The class winners were: pre-1962 – Richard Wigley's Giulietta Sprint; 1962-1971 – Gary Plumb's Duetto; 1972-1981 – Rod Ashton's 2000 GTV 105; 1982-1991, Keith Philpott's Alfetta GTV 2000; 1992-2001 – Lilliano Guselli's 146 1.6 boxer; and 2002-2011 – Bruce McLaren's 166.

For less original Alfas, the Show & Shine display showcased the love and pride invested in members' Alfas. Unity Alfa Romeo sponsored this competition, which featured 25 entrants, the winners being Andrew Kemp's 33 Permanent 4 (first), Paul Currie's 147 GTA (second) and Timo Allison's Spider 2000 (third).

In the Modified Register display, two prizes were awarded for the best-presented modified cars. The best daily driver was Kirsten Joss's distinctively decorated MiTo, while in the modified special class, James Hanson's Giulia Quadrifoglio 'GTA lookalike' won out. The new Alfa Female section of the club also had a dedicated parking area, with Jade Pidgley giving expert detailing demos.

There were plenty of new activities this year. Easily the most significant of these was the chance to do a parade lap around





Bicester's small track. This proved very popular with owners, with groups of themed Alfás in a series of convoys, from new Giulias and Stelvios to g16s and 939s, from MiTos to Alfa Romeo Championship racers. No fewer than four 8C Competizioni took to the track, and a remarkable 30-plus Alfa 4Cs. However, the big Alfasud parade was our definite favourite. There was some congestion getting on to the track, while the pace cars seemed to set a very strict, and very

sedate, pace – something to look at next year, perhaps?

Go karts were laid on for Alfisti of the future (aged up to 10 years). The kids in the karts looked very happy – and since this was completely free, the parents did too. For tired legs, Chris Knott Insurance laid on a free-to-use Land Train that looped around the event. Pirelli was there with its F1 simulator, too. Alfa Romeo UK was present with a big display, including four examples of its new Tonale (painted black, red, blue and green).

You could even test-drive one of these left-hookers on the roads around Bicester.

For hungry mouths, there were stone-baked pizzas and excellent ice cream. As the live Italian band, *Passion Italia*, performed sets throughout the day in the central display area, we whiled away a very pleasant day on the *Auto Italia* stand, just next to AROC's own. If 2022 is anything to go by – and with AROC reporting record numbers of new members – then next year's NAD should be even bigger and better.



Fiat X1/9 Turns 50

Club X1/9 Italia celebrated a very special anniversary on home soil

Story by Daniele Accornero



Happy birthday, Fiat X1/9, you're 50 years old this year. To celebrate, an international event held in July by Club X1/9 Italia. Every European club was invited, as well as two delegations from the US. An impressive total of 170 cars made the trip,

with 315 people present from Italy, Germany, France, Austria, Switzerland, Spain, Belgium, Holland, Denmark, Hungary, Great Britain (England, Scotland and Wales), Croatia, Slovenia, Norway, Luxembourg, Greece, Israel, Slovakia, Poland and the US.

The event began on Friday with a meeting

at the Volandia museum, where the Bertone Historical Collection is located. Among the exhibits here are several X1/9s, including special versions and prototypes. At the end of the day, the group invaded Turin, the birthplace of the X1/9, and on Saturday, everyone made a pilgrimage to the Stellantis





Heritage Hub at Mirafiori.

In the evening, the gala dinner saw some very special guests invited along. These included Gian Beppe Panicco (historical director of communications at Bertone) and Michael Robinson (the celebrated designer who was with Bertone from 2009 to 2014), who presented his X2/g design, a 'new X1/g' reimagined for 2022 (pictured above).

On Sunday, the group was entertained at the Museo Nazionale dell'Automobile (MAUTO), where for the occasion an exhibition dedicated entirely to X1/g had been set up by Club X1/g Italia. At this event

was Marie Jeanne Bertone, daughter of Nuccio and president of the foundation that bears her father's name. In addition to numerous information panels, the museum exhibited all the most significant versions of the X1/g, including rare road versions such as the 'Corsa' and 'Lido'. Also on display was an open-roof prototype built by Bertone in 1980, recently rediscovered and exhibited in public for the first time.

Other star exhibits were a rare and original example of the X1/g Abarth Rally, as driven in 1974 and 1975 by Pianta/Rossetti and Darniche/Mahè, as well as an original Dallara car, number eight of 12 built.



Festival of the Unexceptional

A perfectly pleasurable party for the mundane

Report by Chris Rees



Can it really be eight years ago that the first Festival of the Unexceptional (FOTU) was held by Hagerty? Indeed it is – and it's an event we at *Auto Italia* always look forward to. The idea of FOTU is to focus on forgotten everyday family cars built between 1968 and 1989. This year's event returned to Grimsthorpe Castle in Lincolnshire, with a record attendance and hundreds of unexceptional cars on display.

We have to hold our hands up and apologise, first. Not having an unexceptional Italian car to drive to the event, instead we took something inappropriately exceptional: a Maserati MC20. The organisers took pity on us and allowed us to park, somewhat incongruously, in a row of Mazda 323s, Morris Marinas and Peugeot 104s. Sorry guys!

Heart of the event was the Concours de l'Ordinaire, starring cars so dull – yet rare – that they have become truly exciting. Among

the 50 entrants were a handful of Italian cars, including a Fiat Tempra driven all the way from Germany. Easily our favourite, though, was John Corbett's Fiat Panda Italia 90 limited edition (*below*), complete with period football-themed accessories – watch out for a full feature in *Auto Italia* soon! A 1994 Vauxhall Astra Merit eventually took the top prize, just pipping a Skoda Estelle into second. A smattering of motoring TV celebs like Richard Hammond, Mike Brewer and Paul Cowland got the crowds going, too.

Easily the best aspect of FOTU is the huge spectator car park extending away from the castle. Here could be found dozens of brilliantly unexceptional Italian cars, including a Lancia Prisma, Fiat Multipla, Alfa Romeo Arna, Fiat 125S, Fiat 126, Fiat 128, several Alfasuds, and even more Fiat Puntos. Perhaps the rarest sight on UK plates was an Innocenti Small (*below right*) – an unexpectedly unexceptional little car.





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TEAM CARS

REPORTS ON OUR OWN CARS RUNNING ON THE EDITORIAL FLEET



CHRIS REES - FIAT 500 ELECTRIC

A switched-on newcomer joins our fleet

There's no escaping it: a big part of our motoring future is electric. Fiat is now fully committed: every single brand in Stellantis' portfolio will launch fully electric cars only from 2027 (in Europe, at least).

That's a hell of a sea change considering that, as of now, there's just one fully-electric model built in Italy.

You're looking at it: the Fiat 500. And I'll be looking at it every day for the next three months,

since I'm running this 500 Icon on long-term test. It's a great opportunity to experience how electric cars work in the real world.

In many ways, the electric 500 is the polar opposite of my Abarth 595 Competizione daily driver. It's the quiet introvert to the Abarth's loudly exuberant extraversion. Not only is it near-silent, it also looks friendly: oval-shaped

headlights like cheeky eyelashes, and grille-less nose adorned with a big '500' badge. It does a good job of disguising the fact it's a fair bit bigger, too – 60mm longer and 60mm wider.

Opening the door via the flush 'e-latch', the cabin instantly feels more spacious than my Abarth, thanks to a 20mm longer wheelbase and extra width. The completely flat cabin floor allows for

a lower seating position and better headroom. It's still a real squeeze in the back though – if you're taller than 5ft 8in, your hair will swish the ceiling – and luggage capacity is exactly the same (185 litres).

As the instruments light up, a little ditty plays over the audio system (and also transmitted on external speakers for pedestrians). The tune is exceedingly twee, so I'll



TECHNICAL SPECIFICATIONS

FIAT 500 ICON

ENGINE:	Electric motor with 42kWh battery
POWER OUTPUT:	87kW (118hp)
TORQUE:	220Nm (162lb ft)
TRANSMISSION:	Single-speed auto, front-wheel drive
DIMENSIONS:	3631mm (L), 1687mm (W), 1508mm (H)
WEIGHT:	1330kg
TOP SPEED:	93mph
0-62MPH:	9.0sec
OFFICIAL RANGE:	199 miles
PRICE:	£27,995
PRICE AS TESTED:	£32,873

have to work out how to download alternatives – *Electric Avenue*, maybe? This top-spec 500 Icon has a 10.25-inch touchscreen in the middle of the dash (shared with the Maserati MC20, no less), which is intuitive to use and crystal clear, as is the seven-inch digital instrument display.

Must say, first impressions of how it drives are all positive. The single-speed automatic gearbox is an absolute doddle to use. With 100% of torque available from the off, the acceleration is quite, ahem, electric – I can even get wheelspin – with 0-30mph coming up in under three seconds (0-62mph takes 9.0). There's still plenty of oomph at motorway speeds – unlike many electric cars, which run out of puff. And it's all but silent the whole time.

25% of the 500's hefty weight (1330kg) is made up of batteries, which are set low down and between the axles, resulting in a 52/48 front/rear weight

distribution and a low centre of gravity. I'd describe the handling as flat, grippy and predictable. However, the steering is too light for my taste, especially on out-of-town roads, and feedback is lacking. The ride can be a bit choppy over rough urban roads, too.

A little toggle swaps between the three drive modes – Normal, Range and Sherpa. Normal is the default mode; Range deploys decelerative energy to recharge the batteries, which you feel as a braking effect ('one pedal braking'); and Sherpa turns off things like the air con to maximise range.

Speaking of which, this high-power 42kWh Icon model has a claimed 199-mile range on a single charge. With 100% charge indicated, in fact the display shows only 163 miles remaining. You have to go into Sherpa mode to see a difference but even so it's only 185 miles. If you mostly do



urban motoring, the range rises substantially – 285 miles, claims Fiat, but so far I've not bettered 200. Also available is a 24kWh base model (£22,995) with 93hp and only 115 miles of range.

Recharging is very easy via a flap on the offside rear. The 3kW three-pin cable takes forever to charge, but the optional 7kW cable works much faster with our home Wallbox. A full recharge

takes about six hours. I haven't had to use a commercial rapid charger yet but Fiat says an 80% charge can be accomplished in 35 minutes. Official consumption is 4.5 miles per kWh, which I've actually bettered so far, at 4.8 miles per kWh.

Initial gripes? I detest lane departure control and detest even more having to switch it off every single time I start the car.

The automatic emergency braking is super-sensitive, while the auto headlights are equally sensitive, needlessly illuminating every tree-lined avenue, even in mid-summer. The glass roof doesn't have a proper blind, which means strong sun gets in your eyes. And the footwells are clearly designed around left-hand drive – there's far too little room for the driver's left foot in RHD.



READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

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

FIAT 500 (RED)

DAVID FRANKLIN

Welcome to possibly the greatest Fiat enthusiast on the planet. Remarkably, David Franklin from Buckinghamshire, England has just taken delivery of his 55th Fiat, a brand new 500 (RED). 84-year old David began his lifelong love affair with the Turin brand in 1962, when he joined Fiat's UK concessionaire based in Wembley. Within a year, David had bought his first ever Fiat, a red 500D, which set him back all of £399. Since then, he's owned 52 other Fiats and two Lancias, representing 32 different models.

David spent 12 years working with Fiat, ultimately ending up as Operations Manager for Fiat's 1970s flagship model, the 130. He also raced Fiats, competing in an incredible 31 trials events between 1963 and 1967, coming in first place no fewer than 14 times.



He raced whatever Fiat happened to be on his driveway at the time, including a 500, 500 Abarth, 850, 850 Coupe and 1500.

When David married his Italian bride, Michela, in September 1966, they tied the knot in Bellagio, overlooking Lake Como in Italy. Their wedding car? A Fiat 2300 Estate, which transported the couple and David's parents to Italy from the UK and back,

performing wedding duties while in Italy.

Even after David left Fiat in 1974 to work for the family business, he remained loyal to the brand: "Fiat never let me down, so I didn't let them down," he says. "Having driven Fiats consistently for nearly 60 years, it is very hard to say just how many miles myself and my family have covered in Fiats. We would drive to Italy at least once every year,





sometimes twice when the kids were younger." When pushed, he reveals the figure is likely to be well over 600,000 miles.

David's latest Fiat is a new electric 500 (RED) edition. "The electric 500 is like all Fiats: great fun to drive," David says. "It's very quiet, handles incredibly well and is very quick off the mark – sometimes my glasses end up on the back seat! I am sold on the idea of electric cars now."

David has ranked his three favourite Fiats of all time. He praises the usability of the Fiat Multipla (in first place), the versatility of his 850 Coupe (second) and the fun performance of his new 500 electric.

FULL LIST OF DAVID'S FIATS

500
127
850
Uno
Uno 55S
Uno Turbo
Croma
Multipla
Panda

1300
1500
128
850S
850 Idroconvert
850 Coupe
124 Estate
131 (two-door)
131 (four-door)
132
Argenta
2300 Estate

600
Marea
Tipo 16V
Coupe 20v Turbo
Coupe 20v
Bravo
Punto
500X
500X Sport
500 Electric (RED)
Lancia Thema Turbo
Lancia Dedra Turbo



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AN AUSSIE VOTES

I just wanted to say how much I look forward to *Auto Italia* each month, and just what a superb job you did with the June 2022 issue. I'm a 75-year old Sydney 'Alfista', currently running in my (nearly) three-year old Stelvio diesel. It's the best car I have ever owned. It goes with me everywhere, mostly on hunting and photographic sojourns.

My first ever Alfa was a 1972 'Sud, rusted out (of course) when I bought it in

1975. It had been around NSW many times, run into the ground by a local radio station DJ who tried everything to kill it, and it was due for the scrap heap when I bought it. It started me on a journey that made me realize that I had become 'reborn' when it comes to cars. Since those days I have owned most things Alfa. They have all taken me far and wide and I loved each and every one.

I once put in four laps at our Sydney racetrack (Eastern Creek) in what I

believe to be the greatest ever of all Italian cars, Ferrari's immortal Daytona. What can one say? Oh gosh... So my two bobs' worth on the top three greatest cars of all time are: Ferrari Daytona, Alfasud, Lancia Delta HF integrale.

Dave Burt, Sydney, Australia

DEFENDING ALFA'S 'GM V6'

It was really pleasant to see the article about my 159 Q4 in print (Readers' Cars, May 2022). I have

long wanted to do justice to the 3.2 JTS, given its reputation. The stories surrounding the 3.2 JTS were daunting, yet as with most things in life, 'over-egged'.

Sadly Francesco Bariani recently passed away, but the contribution he made will remain a legacy to those who appreciated his passion. To fit a set of his camshafts to any Alfa Romeo always raised the engine to a new level.

I felt my project remained unfinished, insofar as a further

dynamometer run was the only way to confirm the net overall improvement to the engine's performance. My remaining issues revolved around my choice of MAF, the original Alfa MAF element being too rich at low revs, creating considerable noise. I fitted a substitute Porsche MAF which is much quieter, despite having a pair of Supersprint rear boxes, making the system wholly Supersprint, in conjunction with Autodelta headers. The





RARE, HARD DINO

Great to see pictures of the superb fixed-roof Berlinetta version of Pininfarina's Fiat Dino Spider highlighted by Stefano Coprimozzo (September 2022). He bemoans the fact that this one-off has gone missing. But I might remind him that a compromise is achievable, since Pininfarina made a hardtop for the Dino Spider. It's not as pretty as the fastback version – and unfortunately it's also very rare (but not impossible to source).

David Ackland

'SUD STYLE

I very much enjoyed your Obscurati piece on the Alfasud FF Alfa Plus, which I remember distinctly from the 1980s. Richard Heseltine makes mention of the "Steve Everitt-penned Alfastyl". I knew this rang a bell and I found this advert for it in an old magazine (apologies for the poor quality). It was called the Alfastyl (without an 'e' at the end) and followed the fashion for wide-arch body kits at the time. I think it was a bit better at keeping the original look of the Alfasud intact.

James Arthur



Alfa MAF gave startlingly quick acceleration from the off, but faded at the top end. The Porsche is the reverse.

I came across a 'Petrol Chip' device which seemed unusual for a normally aspirated engine, especially the 3.2 JTS. I purchased one and set about trying to optimise the AFR, using both the Porsche and Alfa MAF sensors, until I was sufficiently confident to return to Clive Athhows in Norwich for a dynamometer run. I watched nervously as Clive ran the engine up on the Alfa MAF. I set a limit of 6000rpm, having wound the petrol chip down a little, but my

concerns quickly evaporated.

I thought the power would be higher, given the way the car feels. However, I think I have finally grasped the point that Carroll Shelby made: "It is torque that wins races." The torque curve is significantly better, and this is where the pleasure of driving comes from! Mr Bariani told me that this is a 'conservative' profile, so more torque rather than power oriented.

291hp is quite a way off the 315-320hp I had expected, but I believe it was the increased torque which persuaded me the engine was more powerful. However, it is a useful 31hp above Alfa's

quoted 260hp. But there is nowhere that torque isn't stronger. The relative flatness of my 3.2 JTS's torque curve from 3000rpm to 6800rpm (where it is never below 300Nm) is, I believe, down to the balance of the engine, which the Colombo Bariani camshafts exploit. I must now turn my attention to improving the inlet tract, to improve the breathing.

It has been a brilliant exercise and the way the car performs now makes it that much more special. There are many people I need to thank for this. Suffice to say, it has been a real pleasure.

Brian Moyle



DIARY DATES 2022-2023



October 9
Auto Italia Motorsport Day
 Brooklands Museum, Surrey
www.auto-italia.co.uk

October 20-23
Auto e Moto d'Epoca
 Padova, Italy
autoemotodepoca.com

November 10-13
Fiat 123rd Anniversary Rally
 Bendigo, Australia
fiatcentral.victoria@gmail.com



Nov 11-13
Classic Motor Show
 NEC, Birmingham
www.necclassicismotorshow.com

November 18-20
Milano AutoClassica
 Fiera Milano Rho, Italy
www.milanoautoclassica.com

February 24-26 2023
Race Retro
 Stoneleigh Park
www.raceretro.com



March 9-10 2023
Rally Revival Cymru
 Mold, North Wales
www.rallyrevival.co.uk

April 15-16 2023
80th Members' Meeting
 Goodwood Circuit, Sussex
www.goodwood.com

April 29 2023
Auto Italia Italian Car Day
 Brooklands Museum, Surrey
www.auto-italia.co.uk

August 25-27 2023
Silverstone Classic
 Silverstone Circuit, Northants
www.silverstone.co.uk



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aroc-uk.com

Alfaowner.com

alfaowner.com

Club Alfa UK

clubalfa.co.uk

Alfa Romeo Association of California

alfaromeoassociation.org

Alfa Romeo Club Quadrifoglio

Belgium
clubquadrifoglio.be

Alfa Romeo Owners' Club of Canada

alfabb.com

Alfa Romeo Owners' Club Australia

(Victoria Division) alfaclubvic.org.au

Alfa Romeo Owners' Club Australia

(South Australian Division)
alfaclubsa.org.au
membership@alfaclubsa.org.au

Abarthisti

abarthforum.co.uk

Abarth Owners Club

abarthownersclub.com

De Tomaso UK Drivers' Club

detomasodc.co.uk

Ferrari Owners' Club

ferrariownersclub.co.uk

Fiat Club America

fiatclubamerica.com

Fiat America

fiatamerica.com

Fiat Club Africa

fiatclub.co.za

Fiat Club of New South Wales

fiatclub.com.au

Fiat Club of Victoria

fiatclub.org.au

Fiat & Lancia Club of Western Australia

fiatlancia.org.au

Fiat 500 Club

fiat500club.org.uk



Fiat 500 Enthusiasts Club GB

fiat500enthusiasts.co.uk

Fiat Barchetta UK Owners' Club

fiatbarchetta.com

Fiat Register

thefiatregister.com

Fiat Forum

fiatforum.com

Fiat Cinquecento & Seicento

clubcento.co.uk

Fiat X1/9 Owners' Club

x1-gownersclub.org.uk



Fiat Motor Club GB

The original UK club for owners of all Fiat models.
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 CHAIRMAN : b.stigant@ntlworld.com
www.fiatmotorclubgb.co.uk

Fiat 131 Mirafiori Forum

131mirafiori.com

Fiat Coupe Club UK

fiatcoupeclub.org

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Some features may appear in a later issue



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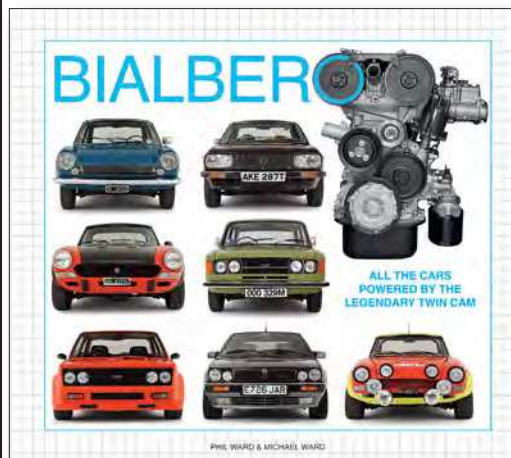


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ALFA ROMEO



Alfa Romeo 145 Cloverleaf. 123,000 miles, Tropical Green, MOTs from 2002, 15/08/2019 very substantial service history by Alfa specialist Alfa Aid, Brunswick automotive etc. Very sought after, the Cloverleaf is hard to find in RHD, also factory fitted electric sunroof, very rare. Viewing recommend, open to offers. Tel: Colin Wing, 07973 362615. A321/052



2000 Alfa Romeo 166 2.0 Twin Spark. 146,000 miles, red, same owner since 2004. Extensive service history, new battery fitted, MOT until June 2023. Car registered as Cat C, came up following removal of private plate and transfer back to original registration despite no accident during 18 years of ownership. DVLA will not remove it therefore legally have to sell as a Cat C, reflected in price, £550. Tel: Richard, 07968 773705 (Northamptonshire). A321/042



2005 '55' Alfa Romeo GT 3.2 V6. 270bhp Busso 6spd manual, 110K miles, 3 owners, mine since 2013. Full MOT (no advisories), very well looked after incl recent top end head refresh and cambelt at Autolusso South. Quaife diff, CF2 manifolds, KW V2 coilovers and polybushed. New Alfa Rosso paintwork with contrasting tan leather, 2 keys. 18" Cloverleaf alloys with matching Pirelli PZero Rosso tyres. Excellent condition all round and a match for any GTA, £11,500 ono. Tel: 07966 913388. Email: mrzollo@hotmail.com (Southampton). A321/002



2000 Alfa Romeo 146 TI. 110,000 miles, red, leather interior. Has MOT but is currently SORN, rear spoiler in boot, runs very well, £1100, AROC club member. Tel: 07748 276780. A321/047



2007 Alfa Romeo 147 GTA. 90,955 miles, Rosso Corsa, very rare factory colour. Comprehensive service history (13 stamps) and lots of documentation. Just had full cambelt service and handbrake cables replaced, MOT until end of October 2022. New suspension, front brake calipers and hoses replaced in 2020, Selespeed gearbox. Comes with 2 keys, service book and manual, imported from Europe from new, converted to mph speedo at the time, 3 owners including me. Stone chips on front of car otherwise good condition throughout, £12,995. Tel: Paul, 07810 753952 (Hook, Hampshire). A321/044



2005 Alfa Romeo 156 JTS. 121,000 miles, silver, black full leather interior, last MOT no advisories, a fresh MOT will be provided. Runs very well, good condition, £850, AROC club member. Tel: 07748 276780. A321/046



Alfa Romeo GT Lusso. 88,687 miles, Nero Carbonio, red leather interior. Since 19/04/22 £2K spent on new MOT, fuel injector, custom s/s exhaust, handbrake cables, cambelt, auxiliary belt and water pump, sill repair. Interior in good condition but driver's seat bolster needs restitching, exterior paint in good condition with a few inevitable stone chips. Refurbished alloy wheels, almost new Pirelli PZero tyres, and a rust free chassis. Two keys, handbook, radio code, factory tool kit and relevant paperwork from 2010. This car has been well maintained by independent Alfa specialists during my ownership for the last four years. In addition, supplied spare parts include new front and rear brake discs and pads. Ready to be driven away with no mechanical faults or OBD codes, £3250. Email: evanss@mac.com. A321/049



Alfa Romeo GTV Twin Spark. In red, W 2000 reg Series 2 with black leather upholstery. MOT'd until July 2023, just serviced with new belts, oils etc, undersealed Oct '22 before last winter. I have owned the car since 2014, mileage 116,000. The car has been in the Cornish section of the AROC club for over ten years. Reluctant sale due to my old age not the car's, £3250 ono. Tel: 01872 862640. A321/050



1999 Alfa Romeo 916 2.0 ltr GTV Lusso. 80,000 miles, red. A unique opportunity to own a well looked after GTV with a number plate to match (A11LFA). I have owned the vehicle since 2007 and only driven on dry periods for 6 months in any year, fully garaged and covered. I have polybushed the rear suspension unit, replaced the radiator, water pump, variator, belts and added Evans inert coolant. There is a recent replaced catalytic converter with a Powerflow stainless steel exhaust system. Original handbook, all keys including master MOT to 4th May 2023. Full tan leather interior in very good condition, good Bridgestone tyres on 17" alloys. The car was registered and exhibited at the 'Alfa Romeo Centenario' in 2010, one of only a handful of GTVs from the UK. Price £3750 without plate or £5000 with plate. Tel: Peter, 07818 400921 (Staffordshire Moorlands). A321/051



2001 Alfa Romeo Spider V6 24V 3 litre. 51,210 miles, blue. New cambelt and water pump, stainless steel exhaust, Waxoyled, long MOT, new tyres. Everything works ok, drives really nice, no dents or rust, £15,500 ono. Tel: Roger, 07872 579988 or 01460 67865. Email: vogel1@btinternet.com. A321/054



2008 Alfa Romeo Brera 2.4 JTDM Q-Tronic. 33,000 miles, metallic black. This diesel auto can be driven in full automatic or manual mode, and has steering wheel paddles and sport and winter settings. This fine machine has been owned by me since day 1 but now needs a new owner to enjoy driving it. It has the glass (Sky View) roof option and heated leather seats, 11 months' MOT, £6500. Email: peterresides@gmail.com (North Devon). A321/043



2008 Alfa Romeo GT JTS 2.0 Lusso 5sp manual. 83,000 miles, Grigo Stromboli metallic. FSH, serviced by Alfa specialist since 2010, all paperwork available, MOT due January 2023, dealer (Mangoletsi) + 1 owner, AROC member. Handbook + 2 keys, spacesaver wheel, leather interior in good condition. Bodywork in good condition, a few chips given the age of the car, slight damage to paintwork at bottom of driver's door, a/c needs attention, £2375 ono. Tel: John, 07948 974255. Email: jjarchitects@me.com (Milton Keynes area). A321/053



2001 Alfa Romeo 916 Spider V6. Green, black hood only fitted last year. New timing and cambelt + tensioners, new MOT, £11,250. Tel: Andrew, 01503 240748 or 07784 25108. A321/045



2006 Alfa Romeo Brera SVJTD. 171K miles, owned for over 5 years, old man now retiring from driving. Misano Blue, two-tone leather. All usual Brera extras, mechanically sound, minor bodywork attention required, £2450. Tel: Mike, 01730 829541 (Hampshire). A321/055
2006 Alfa Romeo Brera 2.2 JTS. Silver, petrol, manual (221g/km, 185bhp). Drives beautifully, brakes and pads done at MOT in January, in really good condition, £3000, reasonable offers accepted. Tel: 07585 585781. Email: kingsgeorge@gmail.com (located in Birmingham, B13). A321/056



2014 Alfa Romeo MiTo QV TCT. Matte Grey, bought new by me from PDH in Hassocks and serviced by them since, only 37,000 miles! Black cloth interior with Alfa logo embossed on front seats. Small parking scratches front and rear, and alloys are a bit kerbed (could be refurbished). Start/stop function has ceased working (possibly battery?) otherwise faultless to drive. Fun and economical too (average 37mpg mixed driving), loads photos available, £8500 ono. Tel: Ian Ellis, 01273 890008. Email: ellisbid@diastart.net. A321/048



Ferrari 550 Maranello. 2001, Nero Daytona/Crema interior with black piping, stitching and carpets. Alcantara binnacle, Cavallino embossed headrests and black embroidered on the passenger airbag. Factory Scuderia wing shields, red brake calipers. Full dealer and specialist service history with detailed invoices file. All original (3) keys, tools, spares and books. 74,500 miles, 4 owners from new and I have owned the car for the past 13.5 years, £75,000 ono. Tel: Dominic, 07860 283848. Email: dominic.benoist@icloud.com. A321/016



Ferrari 412 Auto. UK supplied, delivered new to HR Owen (UK) on 29/04/1988. Chassis number: ZFFYD244C000076658, 105,594 miles. One of only 85 cars produced in RHD, seven previous owners. Chiaro blue with Cream interior and blue carpets. All books and original jack and bag, £39,995 ono, welcome to any test or inspection. Tel: Anthony, 07779 726845. Email: prsche@msn.com. A321/017

FERRARI

Ferrari 612 F1. Black interior and exterior, black alloys, 2005 plate, automatic gearbox with paddle shifters. 2 owners, 2 keys, 39,580 miles (at the time of posting this ad), 5.5 litre V12. Well looked after model with service history included, drives superbly with no faults or issues at all. Deserves an owner that will love it just as much as our family did! Please contact for images, £68,895. Tel: 07821 280742. Email: daziz_g8@outlook.com. A321/012

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Ferrari 355 Spider. 1996, 27,000 miles, Le Mans Blue with tan, owned by me for last 7 years. Capristo stage 1 fitted, will also come with original stock exhaust. Just been serviced inc belts, full service history, everything works as it should, would consider part ex plus cash my way for an interesting car, £100K ono. Email: ajcleeds@gmail.com. A321/013



Ferrari manual 412 in unique spec.

One of 24 right-hand drive cars built, it started life as Maranello's demonstrator, spec'd in metallic black with a blue interior by MD, the late Sean Bealey. Since 1987 this car has had a further five owners, including DJ Chris Evans. I have owned the car since 2012, in which time the car has been featured in both the FOC magazine and Classic Motoring. The history file is as comprehensive as you'll ever see and for the last decade it has been maintained by John Pogson's Italia Autosport. Email: peterv@warnersgroup.co.uk. A321/015

Ferrari 412 GT. Manual gearbox and RHD, 1989 and one of the very last made. 63,000 miles and in A1 condition, Rosso Corsa with tan. Maintained regardless of cost by Keys Motorsport of Silverstone, £80,000 which reflects the fantastic condition the car is in. Tel: Jerry, 07851 565945. Email: jerry_pinna@hotmail.com. A321/010

MASERATI



1996 Maserati Ghibli GT 2.8 Twin Turbo auto.

73,000 miles, Tundra Verde (dark green), in excellent condition. I have owned the car for 12 years, always garaged and serviced by a top specialist (lots of history). Just had a service, new cambelts, plugs, fluids, interior is in beautiful condition, with Momo wheel (from a Ghibli Cup) plus new amp and Alpine header unit/handsfree etc. It's a 25 year old Italian car so there are some things on the list to do to keep it tip top, £21,000. Tel: 07979 240297. Email: rpovey@hotmail.com. A321/011

PARTS



Ferrari 612 front bumper, used. Bumper will require a respray, good condition, £2595, happy to send more photos. Tel: Paul, 07734 111654. Email: paulhf12@gmail.com. A321/029



Fiat 130 V6 3.2 auto job lot. All mechanicals as shown including dash and centre console, £1500 ovno. Tel: Glenn, 07772 261561 (Sutton, Surrey). A321/009



Ferrari 458 Italia/Spider rear silencer system. I have a brand new 458 Sports exhaust system for sale made for me by a UK engineering company that also makes this and other systems for the German supercar parts specialist 'Cargraphic', it offers a free flowing, great sounding, stunning performance gain, advantage over standard. Fitted with valves so as to be 'comfortable' around built up areas. Retail for around £2500 but I would take £1700 with free delivery to UK mainland. Please contact me by email: trwadman@outlook.com for more info. A321/035

Ferrari 458 Challenge tyres. Full set of new and unused Pirelli DH slicks for 458 Challenge race car. New around £1700 +VAT, these are a bargain at £1250 inc VAT, buyer to pay carriage or arrange to collect. Two new and unused rear Pirelli wet tyres for 458 Challenge race car. New around £1000 +VAT, these are a bargain at £750 inc VAT, buyer to pay carriage or arrange to collect. Email: jimlittle777@gmail.com. A321/032



Ferrari F430 Daytona style seats. I have a pair of F430 Daytona style seats in black leather with red contrast stitching, manual adjustment. They are in superb condition with virtually no evidence of wear and no marks or damage whatsoever. Tel: Jonathan, 07703 169213. Email: jcw749@gmail.com (based near Moreton in Marsh, Cotswolds). A321/028



Mk1 Punto rear side window seals. 2x Mk1 Punto rear side window seals, now unobtainable new and these are the nearest you will get, £15 each + p&p. Tel: Dan, 07340 017359. Email: dannyuno123@hotmail.com. A321/006



2007 F430 Spider exhaust tail pipes. O/side and n/s, complete with working bypass valves and flange gaskets. N/side a little rattly, both have had some welding to correct this issue, o/side ok, over £1K each from Eurospares, open to sensible offers, buyer collects. Tel: Mario, 07979 378078. A321/001

Ferrari 328 GTS/B rear roof spoiler. Smooth, Rosso Corsa (FER300/g), excellent condition. Recently removed from my 328 as I have returned it to its original factory specification (roof spoiler was added in circa 2011 by a previous owner), £600 ono. Email: jackbar328@icloud.com. A321/026

Pioneer KE-4300 Ferrari 512 BB vintage radio. Rarer than the car? From my collection, Pioneer Ferrari BB radio for sale. Email: ralph@gilhooley.com. A321/024



Floor mats 360 Modena OEM. OEM factory Ferrari overmats (driver and passenger) for RHD Ferrari 360 Modena. Very little use (less than a 500 miles) on driver's side. Passenger side untouched! Original box. Collection very welcome from just south of Luton or shipping arranged at cost, £250. Email: stevenwhitchurch@gmail.com. A321/064



Window regulator. I've got a window regulator for sale, I'm unsure of what vehicle it fits as I only have a partial part number as shown, £10, contact Dan for more info or photos. Tel: 07340 017359. Email: dannyuno123@hotmail.com. A321/004



Fiat spare wheel cover. For sale a new old stock Fiat X1/g spare wheel cover in black, £100 + p&p. Tel: 07340 017359. Email: dannyuno123@hotmail.com. A321/005



Ferrari 250 GTE bodyshell. Following the 10 year restoration of our 250GTE, we now have for sale the remaining parts of a second bodyshell that we needed for our project. This is a private sale of the remaining parts of the donor bodyshell as seen which includes both sills, both rear wings, boot lid, and rear panels. We also have front wings, bonnet and other parts. Please contact me for further information and more photos. Email: ben@mobleuk.uk. A321/031



Fiat X1/g plug leads. A set of used but excellent condition Fiat X1/g Hotwires high performance plug leads, £10 + p&p. Tel: Dan, 07340 017359. Email: dannyuno123@hotmail.com. A321/007

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OEM 812 racing wheel set. OEM Ferrari 812 Superfast, set of 4x 20". RSFR matte black forged racing wheels with Pirelli P Zero tyres (275/35/20 on the front and 315/35/20 on the rear). The alloys alone cost over £8000 new without tyres, so a bargain at the asking price, collection only due to the size or arrange your own courier, payment needs to be prior. Bank transfer or cash on collection. Email: rav@drb.team (based in Farnham Royal, Berkshire). A321/057

Ferrari 812/F12 cover set. OEM genuine original Ferrari 812 or F12, red soft indoor car cover set with logos. Used and in good condition with Ferrari storage bag (zip broken on bag). Car cover set includes, 1x bag, 1x s/wheel cover, 2x seat covers (all with Prancing Horse logo). Part number F152VS-M. COD.088139600, £595 including free recorded delivery, or welcome for collection in Farnham Royal Berkshire. Email: rav@drb.team. A321/023



F40 spoiler trim, genuine Ferrari part. Brand new, part number 62470700. Genuine F40 spoiler trim supplied by Maranello, still with plastic delivery bag with labels etc. Brand new, never used, price £290 plus delivery. Tel: Richard, 07785 224930. A321/037

Genuine carbon fibre wheel centre caps. Came from a 488 GTB but fit many other models. Outer side diameter 56mm, inner dia 43mm, £650. Please email me for photos. Tel: Chris, 07860 146575 for more info. Email: chrisness100@gmail.com (located in York if anyone wants to view them). A321/058

Ferrari 348TS engine ECU. Ferrari 348ts 1x engine ECU, came off working engine, £375 happy to ship at cost of buyer. Email: colinyoung2206@gmail.com. A321/059

Ferrari 308 GTS front spoiler. This has been dry stored for 20+ years and was removed from a 1979 Ferrari 308 GTS. The item is in reasonable condition for its age, the paint surface is cracked. However, the fibreglass is in exceptionally good condition – this item would only require a respray prior to fitting. More photos are available upon request, available for collection from Broadstairs, £550 ono. Email: davidmcintyre314@gmail.com (Kent). A321/060

MISCELLANEOUS



Unused Ferrari 599 toolbox. Have parted with my 599. Have an unused spare toolbox, the other being with the car, in perfect condition, £500. Tel: Chris, 07787 242449. A321/039



Ferrari 308 Junior. Up for sale is a recently restored 308 Junior. Built in the 1980's and sold into Harrods & Hamleys, only 200 examples were commissioned. Boasting all original parts and NOS 3hp Briggs & Stratton engine, it has been fully restored back to original condition! It comes complete with the following: working front and rear lights, engine cut off, horn, rear brakes, much more. For more info on this rare opportunity to own an unusual and sought after Junior, tel: Scott, 07740 300398 (Essex). A321/036



Original Testarossa 328 tool kit. Complete, original tool kit for any Ferrari Testarossa or 328. Comes with the complete set of Chrom Vanadium tools and original pouch. Includes: 4 screwdrivers (2x Philips, 2x flathead); 8 wrenches (22/20, 19/18, 17/16, 15/14, 13/12, 11/10, 9/8, 7/6); branding Chrom Vanadium Kram on one side, Ferrari on the other (only 22/20 with Chrom Vanadium on both sides); 1 pliers with Ferrari branding on the handle; original tool pouch with no wear or damage. Asking £2100 but open for offers. Email: julian.sprossmann@t-online.de. A321/019



Ferrari F355 luggage kit. 2 suitcases and suit cover with protective bags for all. Only used on 1 trip before we sold the car and then been stored in protective bags. The cases are in very good condition for their age, slight scuffs on the bottom side I guess from being put on an abrasive surface. Can provide more pictures if needed, £3500 ono. Email: mark.andrew.morgan@gmail.com. A321/068

FF presentation booklet. Ferrari FF presentation booklet about the iconic FF model covering dimensions of the vehicle, £50. Email: colinyoung2206@gmail.com. A321/061

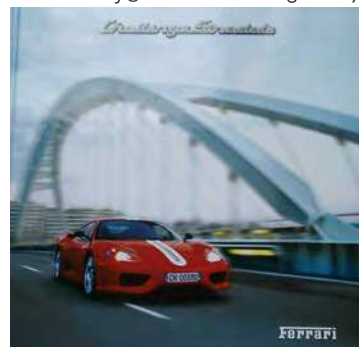
Original Ferrari toolkits for sale. I've been collecting early Ferrari tools and toolkits for the past 20 years and it is time dispose of them. From 250, 275, 330 Daytona and Dino, original toolkits, jack kits and a few odd tools, parts and lots of original literature. Ranging from excellent to 'needing work' condition. Please email with any requirements and I can show you what I have available. Email: leonard@leonardgreen.co.uk. A321/019



UK magazines. Approx 20 UK magazines with articles on Ferraris. Most models are covered including 288GTO, F40, F50, 308GT4, Daytona, Boxer, 355, 575, 166, 212, Breadvan, Testarossa and 365GTC. Magazines include *Classic & Sportscar*, *Octane* and *Car*. More magazines will be added to this package. Email: markc@cilttd.co.uk. A321/069



Ferrari magazines from 1992 - today. Disposing of my 99% complete set of 'Ferrari' magazines, plus many others including 'Ferrari News' from 1992 when I joined FOC. All in great shape, only read once and then dry stored. Looking for good home, £150. Email: andrewbailey@dimatec.co.uk. A321/027



Ferrari 360CS press media book. 72 page press/media hardback book with CD. Superb photographs, includes specification, excellent condition. Email: markc@cilttd.co.uk. A321/033



Ferrari 612 owners manual. Original, good condition, £59.95. Tel: Paul, 07734 111654. Email: paulhf12@gmail.com. A321/030

Ferrari in Camera book. Ferrari in Camera book from Ascari to Villeneuve by Geoff Goddard and Doug Nye. 868 of 1000 printed, mint condition with slip case, £2000. Email: mark.charles@ntlworld.com. A321/062



3x Ferrari Formula vintage watches. Please contact me for more information on each. I am reducing my watch collection including many vintage Ferrari Formula from 1983 through early 1990s, Cartier made these (not Ferrari fashion watches). 1) Ladies *unworn* watch: original instructions, box, protective sticker & sales tag, £65, service in 2021. 2) Men's leather strap watch, excellent condition, original box. 3) Men's metal strap: original 1980's, just had £150 service, good condition. Tel: Greg, 07803 933865. Email: gs@gsprivate.com. A321/022



OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

SBARRO IONOS

A SEMI-OFFICIAL, V10-POWERED ATTEMPT TO REVIVE THE SPIRIT OF THE LANCIA STRATOS

Story by Chris Rees

Many attempts have been made to create a modern vision of the Lancia Stratos, most of them rather predictable and unimaginative. The Sbarro Ionos was a bit different, though, since it involved Lancia's own design department. Having collaborated with Alfa Romeo in 1996 on the Issima (see *Obscurati*, November 2021), one year later the Swiss design rebel, Franco Sbarro, had a conversation with Mike Robinson, head of the Lancia's styling centre, about a new co-project: nothing less than an homage to the 1971 Lancia Stratos.

Students of Sbarro's design school were invited to come up with styling ideas. During the design process, there were supervisory visits from several Fiat Group luminaries, among them Mike Robinson, Walter de Silva, Mario Favilla and Ermanno Cressoni.

"We didn't just take Lancia styling cues into consideration, but the whole design approach as well," commented Ermanno Cressoni, director of Fiat Advanced Design. "Anyone familiar with Lancia styling cues can find them reinterpreted in the Ionos, anyone not familiar with them will in any case see a new, fundamentally coherent way of saying Lancia."

The original Stratos's 'helmet visor' glasshouse shape was reinterpreted, with a glass bubble appearing to be 'swallowed' by the rear bodywork. The straked engine cover was another reference to the original Stratos. A kind of central backbone ran the length of the car, from nose to V-shaped tail, while side air intakes channelled air to two Lancia Kappa radiators. Natty asymmetrical wheels were designed by Antonio Latella and Danilo Rottigni, featuring a carbon centre cover, and were made by Cromodora.



Now to the star of the whole piece: the engine. This was a V10 – or 'A10' as Sbarro liked to call it, since the cylinders formed an inverted 'V'. This powerplant was arrived at by joining together two 2.4-litre Lancia Kappa five-cylinder units. In between the upside-down 'V' was the gearbox – a six-speed Porsche unit – while Porsche also supplied the four-wheel drive system and front differential. The Brembo brakes were to Alfa Romeo DTM racing spec.

Underneath it all was a Sbarro 'Dual-Frame' chassis. Just like the original Stratos, the wheelbase was very short (2270mm), while the Ionos measured only 3600mm long, 1800mm wide and 1100mm tall. With its composite bodywork, weight was kept down to 1100kg. Given the 480hp power output claimed by Sbarro, this should have been quite some performer – Sbarro mentioned a top speed of 186mph.

The Stratos link explains the Ionos name,

which was suggested by Ermanno Cressoni in reference to the ionosphere (i.e. the layer above the stratosphere – clever, huh?). The prototype milling was conducted at Lancia's own Centro Stile in Turin, ready for the car's debut at the March 1997 Geneva Show. Like almost all Sbarro projects, the Ionos was only built strictly as a showcase for his students with no production run in prospect; it remained an intriguing one-off.



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