

AUTO Italia

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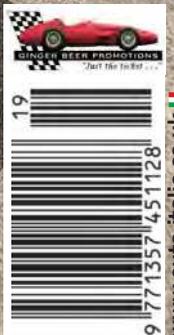


TROPHY LIFE
MASERATI ROAD RACER

ALFA 156 AT 25 WHY IT'S ONE OF ALFA'S GREATEST



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No excuses are needed for this month's mega celebration of the Lamborghini Miura. It's the absolute Pole Star of supercars: the fixed point about which every other supercar ever since has revolved. As well as being an absolute classic of the design world, the Miura was also innovative technically speaking, something that's often overlooked in the blinding glamour of the whole thing.

But I would argue that, in its own way, the Alfa Romeo 156 – whose 25th anniversary we are celebrating this month – is every bit as significant as the Miura. It's quite hard to recall now just what an impact the 156 had when it was unveiled in September 1997.

I certainly remember the launch distinctly. Indeed, I have a very personal memory of visiting Arese in the summer of 1997 when I was researching my book, *Original Alfa Romeo Spider*. I was astonished to see, just sitting in the car park, a production-ready 156 with no disguise at all. Nobody stopped me as I busily snapped pictures of then-unseen interior – the only time I've ever bagged a 'scoop', minor though it was in the scheme of things.

Our contributors, Nathan Chadwick and Matteo Licata, persuasively argue in their respective stories this month that the Alfa 156 is a true classic. As the number of cars on our roads starts to dwindle, let's hope that the silver anniversary of this universally liked modern classic helps to galvanise enthusiasts into saving the ones that remain, from humble 1.6 Twin Sparks to GTAs. Happy birthday, Alfa 156!

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ITALIAN CAR NEWS

‘Best Ferrari Ever’ Goes On Sale



A historic racer once described as “the best Ferrari ever built” is to be sold at auction. The 1955 Ferrari 410 Sport Spider is one of just two factory-campaigned examples fitted with a 24-spark 4.9-litre V12 engine.

Chassis 0596 and 0598 both had a CM suffix, standing for Carrera Messicana, the race in which they were earmarked to compete. However, when this event was cancelled in the wake of the Le Mans tragedy, Maranello repositioned the 410 Sport to race in the 1956 World Sportscar Championship, debuting at the 1000km of Buenos Aires in January 1956.

Chassis 0598 CM was the Scuderia Ferrari team car driven by Juan Manuel Fangio at this event. Carroll Shelby then raced it during 1956 and 1957, winning more events in this car than any other in his career – eight wins and ten podiums. He said it was, “the best Ferrari I ever drove” – a sentiment he cemented by inscribing on the fuel tank: “Mr Ferrari told me that this was the best Ferrari he ever built”.

0598 CM was also raced in period by such drivers as Phil Hill, Masten Gregory, Richie Ginther and Jo Bonnier, scoring a total of 11 victories and 19 podium finishes between 1956 and 1958. Owned by Luigi Chinetti for

two decades, it was sold and restored in time to win a trophy at the 1981 Pebble Beach concours. It's since competed in many historic events and was chosen by Ferrari as one of the 60 most significant models in its history at its 60th anniversary celebrations.

This highly original racer has a matching-numbers engine, chassis and body, with correct period livery and the original 1957 Nassau racing licence plate. Described as “arguably one of the most significant Ferraris offered at auction” by RM Sotheby's, the Monterey sale on 18-20 August could be a record-breaking one, with an estimate of \$25 million to \$30 million.





Lancia Astura Cabriolet Series III by Pinin Farina



Ferrari 365 GTB/4 prototype



Ferrari 375 MM Spider



Lancia Astura Cabriolet Series III by Pinin Farina



Lancia Aurelia B53 Giardinetta by Viotti

OSCAR DAVIS COLLECTION

The incredible car collection belonging to American entrepreneur Oscar Davis is to be sold at auction. Described by RM Sotheby's as a of "unimpeachable quality and provenance", the 22-strong collection includes many cars of historical significance. Many have starred at concours competitions and campaigned at events like the Mille Miglia.

Among the historic Ferraris in the collection is a 1953 375 MM Spider, the ninth of 26 examples built. Rebodyed by Scaglietti in 1954, it's estimated at \$8m to \$10m. The same auction estimate applies to a 1957 Ferrari 500 TRC Spider. One of 19 built, it's widely considered to be the most beautiful of the Testa Rossa designs and was raced at the 1957 24 Hours of Le Mans by Richie Ginther and François Picard.



Ferrari 500 TRC Spider

Among the most valuable Maseratis in the collection is a 1958 450S by Fantuzzi, estimated at \$9m to \$11m. The ninth of 10 examples built, it was supplied via Carroll Shelby and came first overall in three SCCA race events. A 1955 Maserati A6G/54 2000 Zagato Spyder is estimated at \$4.5m to \$5.5m, while a 1957 Maserati 200SI by Fantuzzi is \$3m to \$4m.



Maserati A6G 54 2000 Spyder by Zagato

Four Alfa Romeos are offered, including a 1938 6C 2300B Mille Miglia Berlinetta by Touring (estimate \$1.5m to \$2.2m) and a 1952 6C 2500 GT Villa d'Este Cabriolet by Touring. Four Lancias include a delightful 1952 Aurelia B53 Giardinetta 'woody' by Viotti and a 1936 Astura Cabriolet Series III 'Tipo Bocca' by Pinin Farina.

Many other significant cars will be offered at RM Sotheby's Monterey sale (18-20 August). Ferraris of note include a 1954 375 America Vignale Cabriolet, 1959 250 GT LWB 'Tour de France', 1966 275 GTB/C and 1968 365 GTB/4 'Daytona' prototype with a unique front end. Two Maserati prototypes are also available: a 1959 Maserati 3500 GT Spyder by Vignale and the first Maserati Ghibli Spyder prototype built by Ghia in 1968.

THREE LAFERRARI PROTOTYPES UP FOR AUCTION

Three prototypes of Ferrari's LaFerrari hypercar are to be auctioned in the US. The cars were built to evaluate different stages of the car's development and, unusually, Ferrari opted to sell them on to favoured customers.

The first is F150 Muletto M4, an early test mule dating from 2011, using a 458 Italia chassis/body with a V12 engine. The second is Muletto MP1, a matt black prototype from 2012 with the carbonfibre tub and some of the bodywork that made it on to the production LaFerrari; it also has an early iteration of the car's pioneering hybrid powertrain. Finally, F150 Prototipo Preserie PS1 is a 2013 pre-production prototype that closely resembles the production LaFerrari, painted Rosso Corsa and matt black.

All three cars are being offered with Ferrari Classiche certification by auction house Mecum at its 18-20 August Monterey Car Week sale. No estimates have been provided but in 2017, a LaFerrari prototype sold for \$2.25 million.



UNIQUE WHITE ENZO SELLS

The only Enzo Ferrari ever painted in Bianco Avus (white) has been sold. Chassis 133023 was one of fewer than 20 *extracampionario* cars with a non-standard

colour (something offered only to Maranello's most valued clients).

This unique Enzo was completed on 22 May 2003 in Bianco Avus over Nero, with Rosso Corsa instruments and

extra-large carbonfibre seats with rare 3D black cloth inserts. RM Sotheby's reported a "record number of bidders for the single lot". The car sold for an undisclosed sum.





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ALFA NOMINATES BEST DRIVING ROADS

Alfa Romeo has revealed the world's top 10 driving roads, and nominated their equivalents in the UK. Identified with the help of the Alfa Romeo Owners Club, the road that most drivers want to experience is the Stelvio Pass in Italy, famed for its dramatic scenery and hairpin bends. Second came the Amalfi Coast Road in Italy, and third the Great Ocean Road in Australia.

Having pinpointed the closest substitutes in the UK, Alfa Romeo took a Stelvio Quadrifoglio to each. Applecross Pass in Strathcarron, Scotland is rated as the UK's closest equivalent to the Stelvio Pass. This narrow, twisty road features tight hairpin bends and climbs more than 600m. Roseland Peninsula in Cornwall was judged a scenic coastal road to rival the Amalfi Coast, while the Military Road along the south west coast of the Isle of Wight is closest to Australia's Great Ocean Road.



Alfa Romeo's 10 best roads with UK equivalents:

1. Stelvio Pass, Italy / Applecross Pass, Strathcarron (above)
2. Amalfi Coast, Italy / Roseland Peninsula, St Mawes
3. Great Ocean Road, Australia / Military Road, Isle of Wight (left)
4. Transfagarasan Pass, Romania / Black Mountain Pass, Wales
5. Trollstigen, Norway / Trotternish Peninsula, Isle of Skye
6. San Bernardino Pass, Switzerland / Snake Pass, Peak District
7. Julier Pass, Switzerland / Mam Tor, Peak District
8. Route 66, USA / Rannoch Moor, Glencoe
9. Atlantic Ocean Road, Norway / Isle of Mull, Scotland
10. Sylvensteinspeicher, Isar Valley, Germany / North Coast 500, Scotland

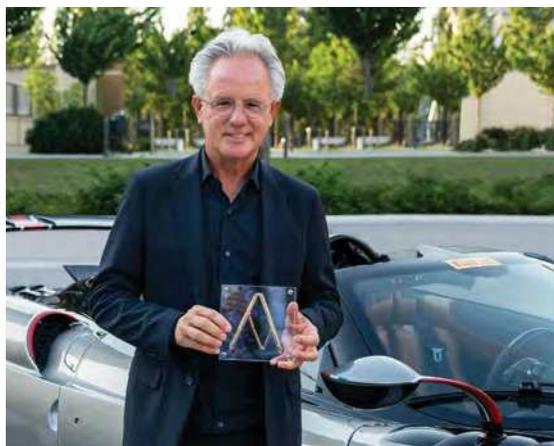
ALFA CELEBRATES 112TH YEAR

On 24-26 June 2022, Alfa Romeo celebrated its 112th anniversary at a special event held at the Arese Museum. This open event saw hundreds of enthusiasts flock to Milan for a parade around the museum's track.

The weekend of activities culminated on Sunday with a celebration of the Giulia's 60th birthday. Dozens of saloons from the 1960s and 1970s took part in what Alfa described as "a flashmob". The Giulia Hall in the museum then hosted a conference, with a Giulia belonging to the State

Police force in attendance. Two 1950s Alfa Romeo vans were also on show all weekend: a '455' and a 'Mille' from the Marazzato Collection.

Alfa Romeo paid tribute to its clubs by dedicating two walls of the museum to a new permanent display that depicts the passion of Alfisti in a series of videos made by the clubs. Images from every continent are included: China to Latin America, New Zealand to South Africa. In addition, a new Trees4Clubs initiative in front of the museum was inaugurated, with trees planted bearing plaques produced by different clubs.



PAGANI'S DESIGN PRIZE

Horacio Pagani (left) has won the Compasso d'Oro (Golden Compass) award in the 'Design for Mobility' category for his Huayra Roadster BC. He beat 18 other entrants in the competition, run by the ADI (Associazione per il Disegno Industriale).



GIULIA GT COILOVERS

GAZ Shocks has launched a new coilover conversion kit for the Alfa Romeo 105 Giulia GT. The dampers come with an adjustable spring platform but are supplied without springs "due to the variety of possible specifications", says GAZ. The damper rate can be adjusted, as can the ride height (-25mm to -50mm). The price is £92.96 + VAT each from www.gazshocks.com



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PININFARINA DESIGNS APRICALE

Italian design house Pininfarina has styled a new hydrogen-powered hypercar called the Viritech Apricale. Claimed to be the world's first zero-emission hypercar to achieve weight parity with petrol-engined competitors, it tips the scales at 1000kg.

UK-based Viritech says it "proves that a zero-emissions powertrain can offer the same power, weight and range as an internal combustion engine." A hydrogen fuel cell powers a battery that is "less than half the weight of typical BEV hypercars", says the company. Ultralight graphene-lined tanks, forming part of the carbonfibre chassis, contain pressurised hydrogen fuel.



There are two motors (one on the front axle, one at the rear) with mechanical differentials, while pull-rod torsion bar suspension offers "limited active ride control". A range of over 350 miles before refuelling is projected.

Pininfarina describes the design as "a synthesis of technology, sustainability, beauty and performance." Pininfarina is also set to build the limited run of 25 examples at its factory in Cambiano, Turin. The prototype Apricale was unveiled at Goodwood in June 2022, with the production prototype due to follow in 2023 and customer deliveries in early 2024.

TECHNICAL SPECIFICATIONS

Viritech Apricale

Powertrain: 6kWh battery pack, 2 x 400kW motors

Transmission: Single-speed automatic

Weight: 1000kg

Dimensions: 4550mm (L), 1900mm (W), 1150mm (H)

Max Speed: 200mph



PININFARINA WIND TUNNEL TURNS 50

Pininfarina is marking the 50th anniversary of its pioneering wind tunnel. Inaugurated by chairman Sergio Pininfarina in Grugliasco, Turin in 1972, it was Italy's first wind tunnel built specifically for testing full-scale cars, one of only seven in the world at the time. It made Pininfarina a leader in aerodynamic research, not just only in the automotive field, but also nautical, aerospace and industrial design.

Chairman Paolo Pininfarina said: "I am very proud for something that was born out of my father's genius. Without a doubt, Pininfarina has a real passion for aerodynamics. It all began with my grandfather Pinin, whose visionary intuition in aerodynamics is exemplified by the Lancia Aprilia Aerodinamica of 1936."

Supporting these conclusions, Pininfarina's wind tunnel was used to measure the drag coefficient of the 1947 Cisitalia some years ago, and returned a figure of 0.37. The tunnel was initially thought of as a means of improving speed and handling, but the energy crisis of 1973 quickly confirmed the importance of aerodynamics in fuel efficiency.

Among the most famous cars developed in the wind tunnel are several Ferrari Formula 1 cars, the Lancia Montecarlo Group 5 and the Lancia Rally 037. Pininfarina also tested the torch for the 2006 Turin Winter Olympic Games here.



ZAGATO OPENS 'DOMUS' SITES

Italian design house Zagato is building a series of new showcase hubs. Called 'Zagato Domus', the new locations are intended as "gateways to the Zagato world". A spokesman said: "We have witnessed a change in the purchasing behaviour of collectors, who no longer seem to appreciate traditional events, preferring a more experiential approach through direct contact with luxury brands." Customers will be offered the opportunity to touch new and future collector models and create bespoke projects. Several 'Domus' sites will be opened in Europe, the USA and Asia, the first in St Gallen in Switzerland.



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156 Reasons

Matteo Licata explains why Alfa's 25-year old 156 is an all-time design classic

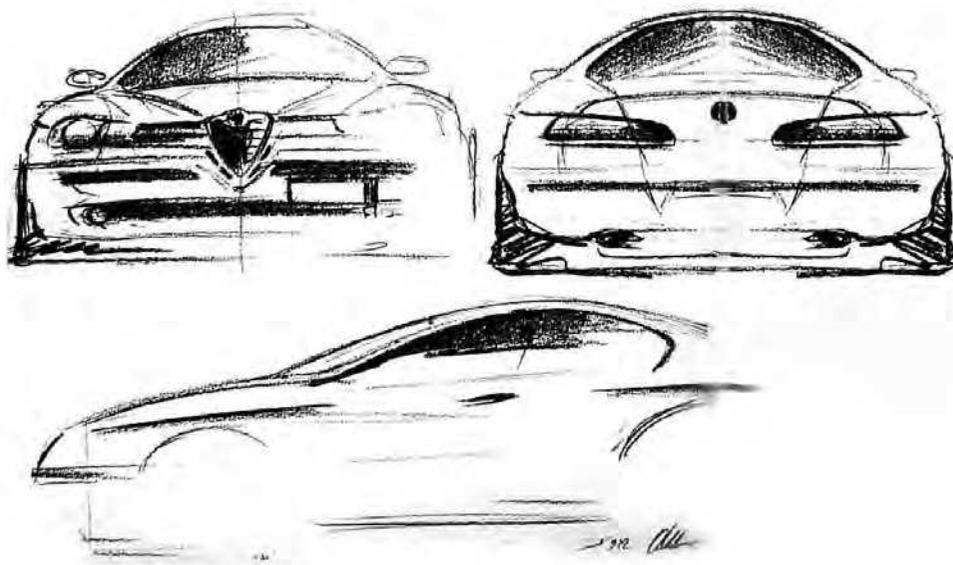
One hundred and fifty-six. Ironically, that's the number of kilometres that separated the Fiat Group's Mirafiori headquarters from Alfa Romeo's design studio in Arese. But in terms of mindsets, these two places might as well have been on different planets, especially during Walter De Silva's long and successful tenure at Alfa's *Centro Stile* design HQ.

In recent interviews, the great man has often proudly remarked that, in 1986, he was the last manager ever hired by Alfa Romeo as an independent manufacturer, which speaks volumes about his commitment to Alfa's cause. It can be said that De Silva used the physical distance between Arese and Turin, with its overbearing micro-management style, to the greatest possible advantage, creating an environment where formalities and bureaucracy were reduced to a minimum, allowing the small team's individual talents to flourish.

Presented in 1997 to near-universal acclaim, the Alfa 156 can be considered the culmination of a creative process during which De Silva's small team dug deep into Alfa Romeo's history, looking for the famous 'essential beauty', the semantic ingredients that make Alfa Romeos unique and recognisable. And boy, did they find them.

I was among the nearly one million people who visited Alfa's dealers during the 156's launch weekend, and I'd never seen anything like it before, or since. Turin's largest Alfa dealership was so packed that getting anywhere near the cars was a challenge, and people could hardly believe their eyes.

The impact the 156 made was huge



indeed. There was seemingly no international motorsport success large enough to save the outgoing 155, a good car whose sales never took off due to a heavily compromised design that was poorly received. Gone were the marked wedge profile and almost brutalist edginess that had characterised most of Alfa's output, replaced by a harmonious and sophisticated shape of almost feminine seductiveness.

The Alfa 156 conveyed the marque's traditional sporting message in a delightfully fresh and original way, eschewing aggressiveness in favour of elegance, refinement and eccentricity, stemming from the cultural breeding ground that generated the mythical GTs of Alfa's more distant past, yet remaining resolutely contemporary.

As a former automobile designer, it still strikes me how masterfully modelled are the

156's volumes and surfaces. As remarked by former Alfa Romeo designer, Zbigniew Maurer, in a recent book about the 156, that was the result of a design process made up of painstaking, incremental refinements over full-size models, rather than cool sketches.

Now, with a quarter of a century of hindsight, we can undoubtedly place the Alfa Romeo 156 among the all-time masterpieces of Italian design. A true labour of love that delights the observer with ever-subtler nuances each time, just like a Giulia GT or a Giulietta Sprint.

The Arese factory and Alfa Romeo Centro Stile are now long gone, yet I believe that if Alfa's current design chief, Alejandro Mesonero, and his team in Turin can make at least as good a job as their 1990s forebears, Alfa Romeo will have a firm place in the future.



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High Tailing Hybrids

Driving to Le Mans in the latest 296 GTB and SF90 Spider Ferrari hybrids

Story by Chris Rees
Images by Tom Horsfall

This year, I filled a remarkable chasm in my motoring career: I went to my first ever Le Mans 24 Hours. Shocking, right? This was much so more than a mere box-ticking exercise, though, for Ferrari had laid on a selection of cars for us to drive over from the UK to France.

Two in particular stood out for me. One – the SF90 Spider – I'd not driven yet, while the other – Ferrari's new 296 GTB Assetto Fiorano demonstrator – was making its debut in an, ahem, *striking* new livery. Let's start off by addressing that, as it's really raised the hackles of the social media commentariat. That, I suspect, is exactly what Ferrari had hoped for: after all, why else would you paint a car in Rosso Corsa with Baby Blue stripes and – yes, really – blue wheels?

The look is, of course, inspired by ex-UK Ferrari importer Colonel Ronnie Hoare and his Maranello Concessionaires racing team livery. I say 'inspired by' because the Baby Blue isn't quite the shade of Cambridge Blue than the Colonel deployed so



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memorably on his racers (yes, including the wheels), but we'll let Ferrari off. Just be prepared for comments to fly at you from all sides whenever you stop (and occasionally when you're still in motion).

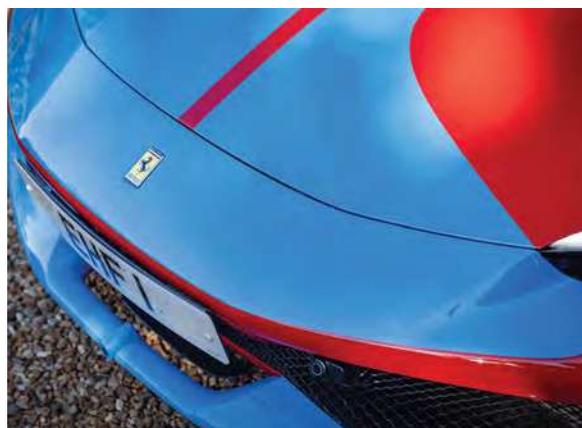
The track-focused Assetto Fiorano pack includes not only the optional stripe package (£14,400 to you, sir) but also firmer dampers, a high-downforce aero package, Lexan rear screen and extra carbonfibre goodies. Can't say I noticed the 15kg weight saving but I certainly did feel the difference the dampers make. Changes of direction can be marshalled with an even more supernatural precision than standard-spec. The ride doesn't seem to suffer too much, either, avoiding the crashiness that afflicts so many supercars.

Our car has Michelin Pilot Sport 4S tyres fitted, rather than the Sport Cup2R tyres that can be opted for if, say, you fancy doing a bit of track work. On French roads – which are, incidentally, every bit as iffy

as the awful tarmac we suffer in Britain – the Pilots feel the right choice. They're less darty and nervous than Cup2Rs, while still perfectly matching the 296's short wheelbase and low centre of gravity. All in all, there's a stunning sense of connection with the road: ultra-sharp turn-in, predictable flow through S-bends and changes of direction that put pretty much every other supercar in the shade.

It's so great to get back behind the wheel of the 296 GTB and revive my love affair with it. Default mode on start-up gives you battery power alone, which is eerily silent but nippy enough with 167hp of electric power. But the all-new 120-degree V6 engine is ever-ready to kick in as soon as you hoof your right foot. You're instantly rewarded with a guttural growl and, as the revs rise, a gloriously high-pitched wail that'll make you want to explore the 8500rpm peak as often as you can, with Ferrari's hot tube resonator system funnelling its

Controversial Baby Blue paint - even on the wheels - recalls classic racing livery from the 1960s



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blissful soundscape into the cabin. You're even treated to pops and crackles every time you lift off.

Not that you *need* to rev this engine. Despite having a world record specific power output of 221hp per litre, the V6 is not remotely peaky when delivering its 830 horses. Two turbos and a single electric motor fill in any torque gaps like hot wax. There's effortless low-speed thump when you want it, and phenomenal acceleration, too. The 296 GTB is epically, eye-poppingly fast: 0-62mph in 2.9 seconds, 0-124 in 7.3.

The eight-speed dual-clutch gearbox delivers unbelievably fast gearshifts, although I think the classic-style shift gate looks a bit gimmicky. I find myself using the paddle-shifts as often as possible but even if you stick in auto mode, the changes up and down are rifle-fast when the eManettino is in either 'Performance' or 'Qualify' mode.

OK, next up: the SF90 Spider. I've only recently driven

the coupe Stradale version with the optional Assetto Fiorano pack, so the regular road-spec Spider makes a fascinating comparison. I have to say straightaway that the non-AF suspension suits the SF90 Spider much better. Lacking the optional stripes, Multimatic dampers, titanium springs, carbon doors and huge rear wing makes it subtler and better suited to road use. The ride quality is much improved and you even have a 'bumpy road' button to deploy when the potholes appear, which you don't get with Multimatic.

The 1000hp under your right foot still makes this a very extreme machine, though. There's way more power and torque than you could ever use on French A- and B-roads. The headline figures of 0-62mph in 2.5 seconds and 0-124mph in an astonishing 6.7 seconds tell only part of the story. At street-legal speeds – and let me say that it takes a very brave man to drive to Le Mans at speed camera-triggering speeds – it's not even



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waking up. The electric motors – two of them in the SF90, versus only one in the 296 – do a thoroughly convincing job of filling any turbo lag the V8 has, with astonishing acceleration and torque available *everywhere*. One caveat to the sense-pummeling experience is the soundtrack; the SF90's V8 lacks the aural splendour of the 296's V6.

With the gendarmerie apparently lurking around every side street near Le Mans, I'm exercising serious circumspection here. Even deploying only a fraction of its potential, though, the SF90 Spider is exceedingly easy to drive fast. And with the retractable hardtop roof removed, the pleasure levels are – sorry – through the roof. The only serious problem is the complete lack of any – and I mean *any* – luggage space, meaning our gear for the return journey has to go in a support Peugeot. I suspect that's how quite a few SF90 owners will be travelling in the real world. Or should that be surreal world? After all, this extreme Ferrari has all the airs of an otherworldly existence. 🇮🇹



GET YOUR TOP OFF: THE NEW 296 GTS

Just outside Le Mans circuit is the Charles Pozzi dealership, which has opened up to host a private viewing of the forthcoming 296 GTS, the open-top sister to the 296 GTB. The covers come off to reveal a roof-up car, which looks surprisingly like the 296 GTB coupe. Almost immediately, the retractable hardtop is deployed – a procedure that takes 14 seconds – and the 296 magically transforms. OK, not such a dramatic transformation, perhaps: the result is effectively a fancy targa top, although the vertical glass rear screen behind the passengers can now be raised and lowered (in contrast to the GTB's fixed screen). There's a natty new transparent panel over the engine cover, too.

The A-pillars, B-pillars and sills have been strengthened to maintain torsional rigidity, adding 70kg to overall weight, but mechanically the GTS is identical to the GTB. Its top speed of 205mph and 0-62mph time of 2.9 seconds are unchanged but the Fiorano lap time (1min 21.8sec) is 0.8sec slower than the coupe.





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The Ultimate?

The Ultimae is the very last of Lamborghini's Aventador line – but is the ultimate version to drive?

Story by Chris Rees

Photos by Lamborghini/Richard Betts

The V12 is dead, long live the V12. Or something like that. 2022 is the very last year in the 11-year lifespan of the Aventador – a remarkably long time for a modern hypercar to keep going. Lamborghini has sustained it with a succession of modernisations, of which Ultimae is the, er, ultimate. Moreover, this is the very last Lambo with a non-hybrid V12 engine, as next year's replacement will have electric motors to add to the party.

I'm standing outside the Lamborghini museum at Sant'Agata, with the two versions of the Ultimae – coupe in grey and roadster in blue – looking highly inviting in front of me. We're about to head off in a convoy to Misano circuit as guests of Pirelli, whose rubber has wrapped Lambos since

day one in 1963 – very nearly 60 years.

Lamborghini says this is the "purest" V12 it's ever made. It certainly looks more restrained than the SVJ with its dearth of aero add-ons and muted colour scheme. Sant'Agata claims the unique 'open mouth' front bumper has the same aero performance as the SVJ's. The new rear bumper combines with an active rear wing that stays down at low speeds but rises in two stages to deliver 'maximum performance' or 'maximum handling'.

Flipping up the fighter-jet starter flap and pressing the 'go' button produces a welcome and familiar sound: the zing and purr of Lamborghini's amazing 6.5-litre V12. Start-up gathers crowds like milkshakes to Kelis' yard. There's an unwritten Aventador law that you *have to* rev the engine when this

happens, to the delight of everyone.

In one sense the Ultimae really is the 'ultimate': it has more power than any standard-production V12 engine in Lamborghini's history: 780hp, ten more than its extreme-themed predecessor, the SVJ. The stats show it gets to 62mph in 2.8 seconds and to 124mph in just 8.7 (amazing, if not quite in the league of Ferrari's SF90), but it's the way the power is delivered that leaves such a mark on your memory. With no turbos or batteries to adulterate the experience, it's just you and the super-sharp throttle pedal.

Low-down torque may not be the V12's forte – peak arrives at a



TECHNICAL SPECIFICATIONS

AVENTADOR LP780-4 ULTIMAE

ENGINE:	6498cc V12
POWER:	780hp at 8500rpm
TORQUE:	720Nm (531lb ft) at 6750rpm
TRANSMISSION:	7-speed sequential, all-wheel drive
BRAKES:	Carbon-ceramic discs
TYRES:	255/30 ZR20 (front) 355/25 ZR21 (rear)
DIMENSIONS:	4868mm (L), 2098mm (W), 1136mm (H)
WEIGHT:	1550kg
MAX SPEED:	220mph
0-62MPH:	2.8sec
PRICE:	From £369,970



screaming 6750rpm – but you’ll be wanting to spend as much time as possible in the upper rev reaches to enjoy an intoxicatingly pummelling soundtrack as it reaches its 8500rpm peak. I do just that, windows down, through a tunnel; afterwards, following journalists report seeing flames fly from the exhausts as it fired a volley of aural bullets on the overrun.

One thing I won’t miss after the Aventador has shuffled off its mortal call is the antediluvian ‘Independent Shifting Rod’ gearbox. With just the one clutch, its sluggish shifts in auto mode feel totally out of step with the car’s spaceship character. I just stick in manual paddle-shift mode for the entire journey and try to ignore it.

I’ve always thought of the Aventador as a huge beast, but as normal cars get bigger and bigger, it doesn’t seem so intimidating these days. It’s quite manoeuvrable thanks to its rear-steering wheels – the Ultimae’s chassis is essentially Aventador S spec, with all-wheel steer and adaptive assistance, which feels surprisingly natural. Around corners, the four-wheel drive set-up delivers a touch of understeer in hairpins, but with less torque going to the front axle, you can kick out a tad of oversteer, although that takes some effort on searingly hot Italian tarmac. Pirelli’s P Zero Corsa tyres, measuring 255/30 ZR20 up front and 355/25 ZR 21 at the rear, have amazing grip. It’s all I can do to unsettle the rear by

braking hard into a corner and then hoofing the throttle to get a touch of movement.

I get to go in both versions of the Ultimae – coupe and roadster – production of which is limited to 350 and 250 units respectively. In the middle of a heat wave, I still ran the Roadster with the roof off, which is a delight (the removal process being the opposite of a delight, though). The only problem is much worse rear visibility compared to the coupe, which is the one I’d have. 🇮🇹



ULTIMAE AT GOODWOOD

As well as my Italian drive, I got the chance to blast the Ultimae up the hill at Goodwood Festival of Speed, one year to the day after it made its static debut at the same event. I will remember two things from this experience. First, the brutal blast off the start line, deploying launch control in Corsa mode. Second, the shock of discovering a chicane had been inserted just after the bridge – a fact no one had thought to bring to my attention until I was virtually on top of it. At least that brought into sharp focus just how brilliant the carbon brakes are, and how lucky I was to be wearing brown pants. Having negotiated the climb without bashing the hay bales, I came back down in Sport mode, the downshifts crackling off said bales like it was the start of grouse-hunting season. Goodbye, Aventador, it’s been a total blast.



MITJA BORKERT

The Future is Crazy

LAMBORGHINI'S DESIGN HEAD, MITJA BORKERT, EXPLAINS WHY "FUTURISTIC CRAZINESS" SITS AT THE HEART OF HIS DESIGN VISION

Interview by Chris Rees



“ The rear-view mirror is small; the windscreen is big. We are a brand that needs to look to the future ”

CR: You say that, with just a few simple lines, you can create the essence of a Lamborghini. Could you do that for our readers?

MB: Of course, it's a pleasure. This is now my seventh year as head of Lamborghini design, and I'm still learning, still trying to understand what Lamborghini design is about. I want it to be explainable in a very easy way, but putting it into words is the hardest thing. So we can express the Lamborghini design DNA as basically one line: our silhouette line, the spaceship line, this unique line. You see, even if I do not add wheels, it already looks like a Lamborghini. By the way, I insist that my designers demonstrate their skills with a pencil – it's still crucial.

When Ferruccio Lamborghini started in 1963, there was this amazing development process from the first 350 GT to the Miura to the Countach – from classical GT to game-changing spaceship in the space of 10 years. For me, the general lines of the Countach define what Lamborghini is about. And this is priceless.

You see a lot of super sports cars with roundish cabins but our line is distinct. The point of

tension within the line can be further forwards, as on the Terzo Millennio, or further back. This might sound a bit boring but when creating new editions like the Countach LPI 800-4 or Sián, even the racing cars, we have to add the right details, such as the centre fin for the Huracán STO.

CR: Boring and Lamborghini don't really go together! The hexagon is a very strong theme for Lamborghini. Will that remain a key part of your design DNA?

MB: Yes, but we are always looking for new ways to express it, like the Y-shape air curtain on the Huracán Tecnica. The other main thing about our design is: expect the unexpected. This is a big mission. We can't always play rock-and-roll; we need to have other rhythms. If you always shock, shock, shock, then the next shock will be a bit expected.

CR: I've just driven the Aventador Ultimae here at Goodwood. In design terms, is this the ultimate Aventador for you?

MB: Yes, I would agree. Even 11 years after its first appearance, the Aventador looks spot-on. The Ultimae has a pure

shape with no wing, but very exciting. The basic shape is well aged but it still looks like a spaceship.

CR: What in your view is the most iconic Lamborghini model?

MB: I was born in East Germany, so I until I was a teenager, I didn't know about Lamborghini. At five years old, I was sketching motorcycles and cars and I developed this vision to be a designer, even without that around me. When I was 14, we went to Hungary where West German people spent the holidays and I remember like yesterday seeing those western cars and superbikes. My brother brought me overseas car magazines, and I cut out all the images and created my own catalogues about cars. Unfortunately, the Italian one is lost because I wanted to understand myself what I put in it! One day I will find it. My first personal exposure to Lamborghini was seeing the LM002 in a German car magazine. I thought, what the heck is that!

As a designer, you don't look at the past, you look towards the future. At car shows, my first stop was always Lamborghini because I was fascinated by the



brand. I'm more into the Reventon and Sesto Elemento. It's like, you don't drink wine when you're a teenager, but you drink it when you're a bit older – so I'm discovering these classic cars with age.

CR: Would you mind my asking how old you are?

MB: I'm 48. Getting slowly mature. Some experience for sure!

CR: Is there a prospect that we might see other names from the past used, in addition to the new Countach?

MB: There's one sentence from our CEO, Stephan Winkelmann, that I really like: the rear-view mirror is small; the windscreen is big. So we are a brand

that needs to look to the future. I want to underline that, with the Countach LPI 800-4, we have created a car that is, in theory, the continuation of the DNA of the Countach – my assumption of how this car would look like today, using modern technology. I'm particularly proud of it because it has the same development depth as a new generation. The new Countach is a shape that is so pure, elegant, sharp, but integrates smart aerodynamics, something that did not yet really exist in the 1970s.

CR: Do you regard electrification as a restriction or an opportunity?

MB: A clear opportunity – otherwise I would stop

working! I have a clear vision of what is possible. I see the necessity to keep the general silhouette – I will always keep that – but there are big, big opportunities. Take the Terzo Millennio concept car: that had completely open body sides and an open front end, while the diffuser started so early because there was no exhaust pipe. So we can use, in a super-cool way, spaces that are today full of stuff.

CR: Are you optimistic about the future for cars?

MB: When you talk with the classic car guys, everybody is a bit nervous about the future. But I always say, why be nervous? With every new generation of cars, did we

ever lose the fascination for classic cars? No, I personally have zero fear and I'm fully optimistic and fully ready for this future. I believe it will be a good one. In 30 years' time, we will be enjoying the cars the 12-cylinder Formula One cars and the Lamborghini Essenza but then maybe there will be some Star Wars sounds that we haven't yet heard.

CR: Can you give us any hint of Lamborghini's future design direction?

MB: We will always be the brand that creates goosebumps in terms of emotions, vibrations, sound – the things that that you will not find maybe in other brands in the future. At Lamborghini, we must keep this futuristic

craziness.

I'm particularly proud of the Terzo Millennio concept, which is my vision of Lamborghini and shows my love for Lamborghini. Although it dates from 2017, it looks so far into the future and it's still highly attractive. Just this week, I took it to a school in Modena and the kids went crazy. Without going too much in detail, it's the perfect example of what design can do with the new opportunities.

We always have one promise: the next car will be better than the previous one. In terms of design, the next car will look as crazy, as new, as ever. That is our promise. I can only say: stay tuned for what will happen. For sure, it will be something cool.



Vision of the future:
Terzo Millennio concept



Alfa's Little Jewel

Alfa Romeo truly rediscovered its mojo with the 156. Handsome, crisp-handling and desirable, the 1998 Car of the Year became an instant best-seller. We celebrate the 156's 25th birthday with a cross-section of models that highlight its broad appeal

Story by Nathan Chadwick
Images by Michael Ward

When the first reviews of the new Giulia appeared around six years ago, mainstream journalists loudly proclaimed it to be the best Alfa Romeo for decades, and that anything produced since the 1970s was junk. This was either a group-think malfunction or collective amnesia – everyone had seemingly forgotten the 156.

It's hard to reconcile just how much of a step change the 156 was for Alfa at its launch in September 1997. While ardent motorsport enthusiasts may love the angular 155, the reality is that the first Fiat-developed Alfa was something of a badge-engineered compromise. The 156 changed all that. Delayed by one year to be perfected – where have we heard that before? – the 156 eschewed the cuboid design ethos that had dominated Alfa thinking for the best part of a decade and a half. In its place was a new shape authored by Alfa's design chief Walter de Silva that embraced curves with the enthusiasm of an 18-year-old at a strip club.

Its design was daring and clever. Hidden

rear door handles transformed the four-door saloon into something that looked like a coupe, while an audacious front grille forced the numberplate to be offset (annoying the OCD among us at the time). The interior was a masterpiece of packaging and design, too: despite having notably smaller external dimensions than rivals like the Mondeo, Vectra and 3 Series, there was genuine room for five. It was comfortable, well-specced and good to sit in, with supercar-style scalloped instrument binnacles, a comfortable driving position and superb optional hand-stitched Momo leather Recaro seats.

The 156 was an instant hit. Journalists and customers loved it alike. In group tests, it outscored the BMW 3 Series. It won the European Car of the Year award in 1998, and scooped a further 35 awards. Huge waiting lists developed, with nine months your likely wait to have a 156 on your driveway.

Launch engines included 1.9-litre and 2.4-litre diesels, four-cylinder Twin Spark petrols and a 2.5-litre Busso V6 petrol, which won International Engine of the Year in 2000. The 156 drove superbly, with quick steering, excellent grip and feelsome

handling. The key to this was its multi-link rear suspension, shared with the GTV, which helped turn-in immeasurably.

Alfa expanded the 156 range in 1999 with the launch of the Sportwagon – the estate version that eschewed load-lugging for lifestyle (it actually had less rear storage space with the seats up than the saloon). Its success was helped by a memorable ad campaign featuring Catherine Zeta-Jones. A Selespeed automated manual also joined the range in 1999.

Just after the hot GTA debuted in 2001, range updates in 2002 included an upgraded interior and exterior trim, while direct-injection M-Jet engines replaced the existing petrol line-up and electronic stability control and traction control were added.

A more significant update came in 2003, courtesy of a Giorgetto Giugiaro-penned restyle for the front and rear ends. Production of most 156 variants ceased in 2005, although the specialist Crosswagon 4x4 stumbled on until 2007. Some 674,111 examples of the 156 were built in total – for context, its replacement, the 159, managed a mere 240,000.





TWIN SPARK OF GENIUS

For many, the Twin Spark is peak 156. The lightness of the four-cylinder engine provides superb handling balance, and a complete lack of understeer unless you're oblivious to your own mortality. We'll get onto that in a moment, but it's critical to understand just how important the Twin Spark 156s were to Alfa Romeo: the 2.0-litre version was the best-selling, contributing to a 40 per cent increase in Alfa's year-on-year sales.

Alfa offered three Twin Spark engines: 1.6-litre (120hp), 1.8-litre (144hp) and 2.0-litre (155hp). It is one of the latter we have here today, courtesy of former Alfa Romeo UK press garage supremo, Darren James.

All Twin Sparks had twin cams and variable valve timing, but the full-fat 2.0-litre offered a pair of balancer shafts to minimise vibrations. Although the 11hp advantage over the 1.8 may be meagre, it definitely feels smoother.

Darren's car is in immaculate condition inside, with leather Recaro seats, and a view across the dash and binnacles that feels far more exotic than you'd expect from a small executive saloon of the era. The only fly in the ointment is the fake carbonfibre on the centre console, which didn't look convincing

in the 1990s and is even less today. Still, it's nicer than the 'plastic wood' alternative.

There's a lovely growl on start-up, followed by a wispy smooth idle. The sweep around the rev range is linear. While not especially torquey, there's enough mid-range thump for most applications, though you do have to row the gears to extract the best out of it. With a redline of 7000rpm, it sounds special in a way that turbocharged four-pots don't. It feels quick, too: it's a flyweight and can hit 62mph in 8.3 seconds.

However, it's not straight-line speed that the Twin Spark does best: it's corners. The multi-link rear suspension and then-novel double wishbone front suspension layout deliver fantastic handling. You feel instantly connected to the front wheels, and cutting through roundabouts and extra-urban roads, the steering feels alive and engaging, but never off-puttingly harsh.

This particular car features a high-level Sportpack rear wing. Although you'd be hard-pressed to put the aerodynamic advantages of this enormous rear wing to much use on a suburban bypass, it did have a function - namely to homologate Group N racing versions. You just need to keep an

extra eye out for cyclists.

Perhaps the biggest surprise, given how sporting the Alfa feels, is just how good the ride is. While noticeably firmer than, say, a Volvo or Citroen of the era, there's a pliancy and composure to the way the 156 brushes off bumps and cambers that makes modern cars feel as if they've got concrete in the tyres.

Nowadays, good 156 Twin Sparks are hard to find. Cambelt replacements at every three years/32,000 miles are very expensive. However, good 156s have grown in value as numbers have diminished. A really good one starts at £2000, although you can get them cheaper - but expect to get busy on the suspension, floor and body.

TECHNICAL SPECIFICATIONS

156 2.0 TWIN SPARK

ENGINE:	1970cc 4-cyl 16v DOHC
COMPRESSION RATIO:	10.1:1
POWER:	153hp at 6400rpm
TORQUE:	187Nm (138lb ft) at 6400rpm
TRANSMISSION:	5-speed manual, FWD
WEIGHT:	1250kg
TOP SPEED:	129mph
0-62MPH:	8.3sec



Original look (opposite)
contrasts with Giugiaro's
2003 makeover. Twin Spark
handles better than V6



TECHNICAL SPECIFICATIONS

156 2.5 V6 Q-SYSTEM

ENGINE:	2492cc V6 24v DOHC
COMPRESSION RATIO:	10.3:1
POWER:	190hp at 6300rpm
TORQUE:	218Nm (161lb ft) at 5000rpm
TRANSMISSION:	4-speed automated manual, FWD
WEIGHT:	1350kg
TOP SPEED:	141mph
0-62MPH:	8.7sec

V6 APPEAL

Until the GTA arrived in late 2001, the 2.5 V6 was top of the 156 tree. Although the Busso V6 was hardly new, it was spruced up with 24 valves, giving it 190hp – good enough for 0-62mph in 7.7 seconds and 145mph full-whack.

It's long been posited that the V6 is the poor relation in terms of cornering compared to the Twin Spark, and while it can't be denied that the four-pot feels keener in the

corners, the six-cylinder car certainly isn't disappointing. There's more weight in the nose, which means the steering feel isn't quite as vibrant – Alfa upped the power assistance to cope with the V6's weight – but this is still a car with a 2.2 lock-to-lock hydraulic steering rack. It's sharp and responsive, and keen to play in the corners. It is highly sensitive to tyre choice – poor or old rubber will result in the V6 nosing its way around corners with all the precision of a

drunk in search of a kebab. A decent set of boots, however, works wonders.

Unlike the other great Alfa Busso front-driver that preceded this, the 164, there's little if any torque steer, and you have to be pretty anvil-like on the loud pedal on a bumpy road to make the steering wheel protest. Any qualms are forgotten as soon as the creamy-smooth V6 Busso dumps its torque load and the 1990s 'Arese violin' plays to its heady 7000rpm peak.





The V6 model received a six-speed manual gearbox as standard, which works well with the fairly modest 218Nm peak torque at a lofty 5000rpm. Although the V6 feels somewhat softer than the Twin Spark, provoke it and it comes alive, shedding its refined V6 cruiser image.

This particular car is pretty much unicorn specification. Phil Ward imported this 2005 model from Japan. Not only is it a rare combination of V6, Sportwagon and Giugiaro facelift, but it also has the Q-System automated manual gearbox. Unlike the sequential-shift Selespeed system, the Q-System (made by Aisin in Japan) has an H-pattern shift. To say it takes some getting used to is a bit of an understatement. I can only apologise to the Mercedes-Benz driver behind me when I pressed the 'clutch' (brake) while accelerating, and go and apply another

bandage to my roof-reshaped forehead.

Q-System actually works well once you're used to it. While nowhere near as quick as modern automatics, it's smooth and slips between the ratios imperceptibly, though you need to engage Sport mode to really make it sing. Although Q-System adds more than a second to the car's 0-62 time, the 156 V6 isn't really about traffic light GPs.

Phil, who is selling the car to fund a 156 GTA purchase, has had the car four years after purchasing it via Midlands Car Servicing. "It's a dual-personality car – I wanted an automatic because it makes motorways and town driving easier," he explains. "But when you bang it into Sport mode, it really flies."

Given its relative thirst for fuel, the V6 was always rare. The few that remain are highly prized, and today a good one starts from £3000, while a minter can be more than twice that.

GTA: GRAN TURISMO 'ALLEGGERITA'

The ultimate version of the 156 owes much of its appeal to Maserati, which was drafted in to work on the engine, and constructed the cars by hand in its Modena workshops. The styling, effected by Giorgetto Giugiaro, shared very little with the normal 156 – only the doors, bootlid and roof panels were the same. The front wings, for instance, were hand-rolled at Maserati.

The interior was a step up from standard 156s, too, with deeper, more heavily bolstered seats with a ribbed centre section, while there was extra noise insulation and a generally much sturdier feel than standard 156s. That's borne out by the fact that it's not very 'Alleggerita' at all – indeed, it weighs 210kg more than a Twin Spark and 110kg more than a V6.

That's largely down to the extra

GTA is easily the most collectible 156, with very good reason. Its 250hp V6 is a truly sublime creation



ALFA ROMEO 156 AT 25



“ The ultimate GTA version of the 156 owes much of its appeal to Maserati ”





engineering that went into the chassis. But this was compensated for by the 250hp 3.2-litre Busso engine, the most powerful production version of this venerable powerplant. You'll hit 62mph in 6.3 seconds, before maxing out at 155mph.

There's so much more to this engine than simply maxing it out, though. Firstly, there's the torque – a thumping 300Nm, most of which is available by 3500rpm, cannoning you along the road with an almost turbocharger-level of thrust. Unlike forced induction, which tends to have a narrow power band, the Busso allows you to scream all the way to 7000rpm, with peak power coming at 6200rpm. It's a potent, narcotic feeling that has you finding any excuse to slingshot out of just about everywhere.

Of course, unleashing a V6 to such vertiginous revs means you get to savour the engine note, which transitions from far-off grumble to burly rasp to heart-pounding howl as the rev needle swings around the binnacle.

It certainly helps mask some drawbacks. The front-wheel drive GTA had a rough time

of it in the UK press: its hard ride, poor compliance and open diff made it unruly on anything other than smooth surfaces. But it didn't take long for the aftermarket to right most of those wrongs. I've been fortunate to drive dozens of GTAs over the years and only one has lacked an aftermarket Q2 or Quaife torque-biasing limited-slip differential. This gets around the traction and not-disappearing-head-first-into-a-hedge issue.

On standard suspension, the GTA isn't at its best, being crashy, and the steering has a tendency to go light on cambers and mid-corner. Again the aftermarket has come to the car's aid – most GTAs are now running upgraded suspension and anti-roll bar set-ups and are generally night-and-day better than original spec: you can tell, for instance, what the front wheels are doing.

Upgrading is what the owner of this GTA Sportwagon, Greg Eves, has done. He's owned this example for 12 years and in that time it's served as a daily driver, but following a respray it's now more of a high days and holidays car. It's running Koni FSD suspension

TECHNICAL SPECIFICATIONS

156 GTA

ENGINE:	3179cc V6 24v DOHC
COMPRESSION RATIO:	10.5:1
POWER:	250hp at 6200rpm
TORQUE:	300Nm (221lb ft) at 4800rpm
TRANSMISSION:	6-speed manual, FWD
WEIGHT:	1460kg
TOP SPEED:	155mph
0-62MPH:	6.3secs

and Q2 limited-slip differential. Greg learned his Q2 lesson the hard way: "The open diff blew on the M25, taking the bellhousing with it. Torque is the most impressive thing about the 156 GTA. My other car is a Subaru Legacy twin-turbo, and it has nothing low down compared to this."

The GTA has its flaws, but its rewards outweigh the drawbacks – just hammer the accelerator in third and find out. These days, you can chance your arm with an auction car for under £10k but a good one will cost more than that, with low-mileage minters starting at £15k and advancing from there. 🇮🇹



Variations on a Theme



SELESPEED

Nothing quite divides opinion among 156 fans than the Selespeed gearbox. This automated manual gearbox with an electric clutch was developed by Magneti Marelli, built by Graziano, and was the first of its type in the 156's class. For some, it's a wonderful system that only failed due to unsympathetic usage. For almost everyone else, it's a disaster. Sadly, it became known for expensive failures, and was dubbed 'Sellafield' in the trade for its tendency to go into meltdown. I'm sure we'll get some letters for being harsh, but I managed to get through five actuators on the two 156s Selespeeds I owned.



SPORTWAGON Q4

In 2004, Alfa teamed up with Graziano Trasmissioni to create the four-wheel drive Sportwagon Q4 (*pic above*). Powered by Alfa's 150hp 1.9-litre M-Jet Diesel, its ride height was raised, and it used three diffs, the middle one being a Torsen C limited-slip. No right-hand drive Q4s were made.

CROSSWAGON Q4

Following the fashion for jacked-up, plastic-trim-attired estates from the likes of Volvo and Audi, the Sportwagon Q4 was raised even higher to make the Crosswagon Q4 (it's 6.5cm taller than a normal 156). All-season tyres came as standard, and it also used the 150hp



1.9 diesel. Production continued until 2007, two years after the 159 had replaced the regular 156, making this the last 156 model built. Only sold in LHD (*pics above and below*).





DIESELS

Diesels came in two displacements and cylinder counts – at launch, an eight-valve single-overhead cam four-cylinder 1.9 that produced between 105hp and 140hp, and a 2.4-litre 10-valve SOHC five-cylinder that produced between 136hp and 150hp. The latter was the first common-rail diesel engine in a passenger car. The 2003 facelift saw the introduction of M-Jet engines, which included direct injection, four valves per cylinder and second-stage common-rail injection, boosting power to 138hp-150hp (1.9) and 175hp (2.4).



2.0 JTS

The 2.0 JTS (Jet Thrust Stoichiometric) replaced the 2.0 Twin Spark in 2002. Despite having more power (165hp) and torque (206Nm), it lacked some of the older engine's aural qualities, and has become known for the chocolatey nature of its head gasket. Due to high production costs, the JTS was reserved for the 156, GT and GTV/Spider.



CARIBINIERI

The 156 carried on the fine tradition of Alfa police vehicles, with the state and provincial police both using 156s. The prison service and financial police also got in on 156 action but of course, the coolest-looking 156 cop cars had to be those of the Carabinieri military police. You can see a 156 slinking

past a hiding James Bond in Quantum of Solace, just after Bond evaded two 159s in an Aston Martin DBS.

FASTBACK WAGON PROTOTYPE

Before Alfa Romeo settled on its own in-house Sportwagon, it asked other designers to propose designs for the 156 estate. I.DE.A produced a great-looking fastback with V-shaped rear glass (*below*). It may have looked pretty but it lost out in terms of practicality.



GTAM

Alfa displayed an evolution of the GTA at the 2002 Bologna Motor Show, called the 156 GTAm (*pic below*). Built by Fiat's N.Technology racing team, its V6 was bored out to 3548cc, boosting power to 300hp at 6800rpm, while a limited-slip diff helped transfer that extra 50hp on to the road. It rode lower on Eibach springs, had 19-inch alloys and 330mm discs with four-pot Brembo callipers. A new bonnet, front bumper, wider wings and lip spoiler completed the look. Despite hints of a 1000-strong production run, the GTAm remained a one-off.



SPORTWAGON AUTODELTA

An Autodelta-built 156 Sportwagon concept was shown at the 2004 Geneva Auto Show (*above & below*). It featured flared arches to accommodate 225/40 R18 tyres, a deep front spoiler, new bumpers, bigger side skirts and a rear spoiler. The bonnet was made from composites and bulged up to clear a new intake chamber. The mechanical spec was 3.5-litre V6 with 300hp, extra radiator, Bilstein adjustable dampers, Eibach springs, and ventilated/slotted 330mm Brembo discs.



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Trophy Life

The story of one man's dream to convert a full-race Maserati MC Trofeo to road-legal spec – despite also owning an MC Stradale

Story by Phil Ward & Andy Heywood
Images by Michael Ward

The Lincolnshire Fens are well known as one of the UK's most fertile agricultural areas. Created from reclaimed marshland, the Fens are flat and criss-crossed with arrow-straight roads and definitely not somewhere that you would expect to be overtaken by a full-blown, ex-works racing Maserati. Well, if you live anywhere near the military ranges at Holbeach, then you might just be lucky to see – and hear – this GranTurismo MC Trofeo.

How so? Long-term *Auto Italia* reader and serial Maserati owner Stuart Winterton decided that he wanted a motorsport-inspired project car that he could 'tinker with' and take to events and track days. Having previously owned a Lancia Delta integrale Evo and a Mitsubishi Pajero Evo, he decided to set his sights a little higher – well, quite a lot higher as it happens. When two GT4-specification GranTurismo MC Trofeos became available at Yorkshire-based Ebor GT, Stuart wondered about converting one to road use. But how could he turn his dream into reality?

But first, let's look back at Maserati's MC Trofeo race series, which ran from 2010 to 2015. Rich amateur and semi-pro racing drivers, holding appropriate FIA race licences, would pay an annual fee. They would simply

make their way to a circuit for a weekend of racing, finding a fully prepared race car, set up and maintained by Maserati race mechanics, ready and waiting for them. The grid consisted of 26 identical cars, with six race weekends over the season, at circuits such as Monza, Paul Ricard, Virginia Raceway, Zandvoort, Suzuka and Abu Dhabi.

Just 42 Trofeos were produced by Maserati, each one starting out on the production line as a regular 4.7-litre GTS. They were all assigned a VIN number and logged internally as a GranTurismo, painted in Bianco Eldorado. During mid-production and assembly, once the engine was fitted to the bodyshell, the cars were taken off the line and moved to the racing division for the remaining build. This is where the magic happened and where they differ hugely from the road cars.

The engines and bodyshells were the same but ancillaries such as the manifolds and air intakes were all different, plus there were no catalytic converters. They had racing brake discs and pads, no ABS and no parking brake. The MC shift gearbox had the automatic option removed. There was a different, fixed-rate damper suspension set-up, beefier anti-roll bars, a bladder fuel tank and unique 18-inch diameter wheels,

which were a colossal 11 inches wide up front and 13 inches at the rear. All the glass, including the windscreen, was replaced with Plexiglas. The wings, bonnet, nose cone, boot, doors and rear bumper were all made from composite material. The interior fan, air conditioning condenser/compressor and infotainment system were removed to save weight, which brought the Trofeo down to 1410kg from 1770kg in the road car.

A heavy-duty roll cage was installed and the single Pro-Adv seat had a Sparco six-point harness. There was a plumbed-in fire extinguisher system, toggle switches for all controls and a removable Sparco steering wheel. On the outside there was a rear diffuser, straight-through rear pipes, canards and a front splitter extending to a full floor aero section. A full parts catalogue was published and in theory, all parts were available to buy from your local main dealer.

At the end of 2015, Maserati drew a curtain on the race series. It decided to convert 40 of the racing cars to GT4 specification, which effectively meant detuning the engines and reducing the size of the colossal rear wing. These cars were then sold to private teams around the world to use in local GT4 classes. Many ended up in America where they competed in the Pirelli World Challenge; the others were scattered around the rest of the world from Europe to South America, Australia and the Far East.

Two such cars were imported by Ebor GT in Yorkshire. One was successfully campaigned for one season in the British GT Championship and various other guest entries in the UK and mainland Europe. The other car was supposed to race in the UK, too, but Ebor was unable to find a pair of drivers with a sufficiently competitive sponsorship package, so it was used instead as an occasional track day and test car. It was this car that Stuart decided to buy. The other car has since been sold to another UK race team, which plans to campaign it.

Stuart's car is number 4 of the 42 made and came to the UK having covered around 16,500km. The first four were built in the second half of 2009 with the remaining cars built in late 2009 and early 2010. There is no doubt that this car has covered many racing miles but so far research only relates to the 2015 season where it was not assigned to a full season. In that year, it ran at four out of the six events: Paul Ricard in France and the Red Bull Ring in Austria (where it carried the race number 04); Virginia International Raceway (number 53) and Abu Dhabi (number 06).

Having acquired the car in April 2019, Stuart devised a programme to get it road legal with the help of Ebor. Being a competition car, it did not have a certificate of conformity. An IVA test would require a huge amount of work to comply with the regulations. However, Stuart discovered the little-known fact that once a car is over 10 years old, you simply need a 'daytime' MOT test, meaning that the car can only be driven in clear, daylight hours.

The car was submitted for an MOT to see what it would fail on and where the starting point would be for the necessary work. The results highlighted the requirement for road-legal tyres, a parking brake, windscreen washers, reductions in the rear wing and front splitter and, most significantly, the exhaust and emissions needed to be dramatically cleaned up. Trofeos had cat-free full-flow exhausts that generated



MASERATI GRANTURISMO MC TROFEO



“ The cat-free full-flow exhausts generated a fabulous but unacceptable 124dB, so a completely new system was needed ”





Stripped-out cabin and racing transmission create almighty racket but Trofeo is surprisingly easy to drive



MASERATI GRANTURISMO MC TROFEO



a quite fabulous but socially unacceptable 124dB, so a completely new system was required, although the original has been retained to be fitted on suitable occasions. Extensive remapping and testing were carried out to bring the emissions within limits. This was successfully achieved without compromising the performance; in fact the original 488hp has actually increased to 506hp at 6800rpm.

With huge 18x11 front and 18x13 rear wheels, the search for suitable road tyres revealed that the Dodge Viper uses the same rim sizes. Although the Pirelli P Zero Rosso tyres are slightly lower profile and narrower than the Trofeo race tyres, they do fit and can be sourced from mainland Europe.

Once the car had an MOT, Stuart had MyCarImport carry out the registration process, which was also tricky because the purchaser is supposed to inform HMRC via the NOVA scheme within 14 days of a car entering the country. Worryingly, the Trofeo had been in the country since 2016. A date of manufacture letter is required from the manufacturer, which would



TECHNICAL SPECIFICATIONS

GRAN TURISMO MC TROFEO RACE CAR

ENGINE:	4691cc V8
BORE X STROKE:	94mm x 84.5mm
POWER:	488hp at 7200rpm
TORQUE:	545Nm (402lb ft) at 4850rpm
TRANSMISSION:	Rear-mounted 6-speed robotised manual paddle-shift
BRAKES:	Brembo vented steel discs, 380mm with six-piston callipers (front), 326mm with four-piston callipers (rear), no ABS, no servo
SUSPENSION:	Double wishbones, anti-roll bars
WEIGHT:	1380kg
0-62MPH:	3.5sec (est)
TOP SPEED:	188mph (est)



TECHNICAL SPECIFICATIONS GRAN TURISMO MC STRADALE

ENGINE:	4691cc V8
BORE X STROKE:	94mm x 84.5mm
POWER:	453bhp @7000rpm
TORQUE:	520Nm (383lb ft) @4750rpm
TRANSMISSION:	Rear-mounted 6-speed robotised manual paddle-shift
BRAKES:	Carbon-ceramic discs, 380mm with Brembo six-piston callipers (front), 360mm with Brembo four-piston callipers (rear)
SUSPENSION:	Double wishbones (front) Multi-link (rear) Fixed rate springs and dampers
WEIGHT:	1770kg
0-62MPH:	4.5sec
TOP SPEED:	188mph

ordinarily be obtained through a main dealer but it's not so easy when the VIN is not listed on the system. Stuart had many phone calls to Maserati in Modena but was eventually successful and the UK registration process went very smoothly to be confirmed in less than two weeks. A suitable registration number was purchased.

To complete the 'roadability' process, a foam-filled aluminium fuel tank replaced the bladder bag fuel cell. A standard GranTurismo twin trumpet horn was fitted and the reversing lights were wired up to a spare toggle switch on the console. Wisely, door locks were fitted since the engine can simply be fired up with a toggle switch and a push-button starter.

ON THE ROAD

Conveniently, Stuart Winterton also owns a 2013 Maserati GranTurismo MC Stradale, which provides a great basis for comparison. Stuart purchased this direct from Maserati GB in 2016. It's an ex-press car that, coincidentally, *Auto Italia* featured in issue 221.

Despite being eight years since I last drove this car, and despite its many miles of hard press usage, it remains immaculate and feels brand new. Technology has moved on since 2013 and it takes me a few moments looking for the start button, only to realise

that the ignition is key-operated! I fire up the V8 and relish the opening bark of the exhaust before it settles down to an idle. Once out on the undulating, open but not necessarily well graded Fen roads, the suspension feels well damped and the ride quiet, with only slight creaking from the dash.

Selecting Sport mode from the vertical array of buttons to the left of the steering wheel, the murmuring V8 wakes up and the car feels livelier between the gears. However, the exhaust note is still not the at the level that made me fall in love with it all those years ago. The button I'm seeking is obscured by the wheel. Bingo! The loud rasp from the V8 in race mode is wonderful and quite unique. I manage to find some corners and back came those rewarding gearchanges, quicker in Race mode but noticeably slower than more modern machinery. Even when new, I recall the changes from the transaxle gearbox were not particularly smooth and I did prefer the auto version. However, the benefit of the transaxle is the near-perfect weight transfer and better handling than the front-heavy automatic.

While the GranTurismo MC Stradale may not be as quick as some of its contemporaries, it still remains one of my all-time favourites. It provides a supercar experience that can be shared with four people and

Race mode in MC Stradale offers best sound and sharpest drive. Transaxle is great for handling balance





“ The MC Stradale may not be as quick as some of its contemporaries but it remains one of my all-time favourites... a supercar experience that can be shared with four people ”





passes the windows down, tunnel test by a wide margin and a wide grin.

Time for the MC Trofeo. This is not the first time I've driven a racing car on the road, having once piloted the Ferrari Le Mans 'Pozzi' Daytona on the public road, its open pipes setting off car alarms as it passed by. Nor is it the first time I've driven an MC Trofeo: at the GranTurismo MC Stradale launch held at Mugello, we were let loose unchaperoned in a fleet of MC Trofeos. Superlatives cannot describe the experience – or the sound.

The complex roll cage makes entry difficult. The steering wheel and seat are non-adjustable but fortunately Stuart Winterton is around the same height as me, so I can reach the pedals OK. The switchgear is basic, with a simple readout in front of the steering wheel to display gear change info. There are no conventional instruments other than the classic analogue clock on the dash.

Pushing the start button and the engine bursts into

life. Normally I would be wearing a racing suit and helmet but in 'civvies' there is no escape from the din created by the stripped-out interior. And without air con and very little airflow through the sliding Plexiglas side windows, it's already very hot in the cabin.

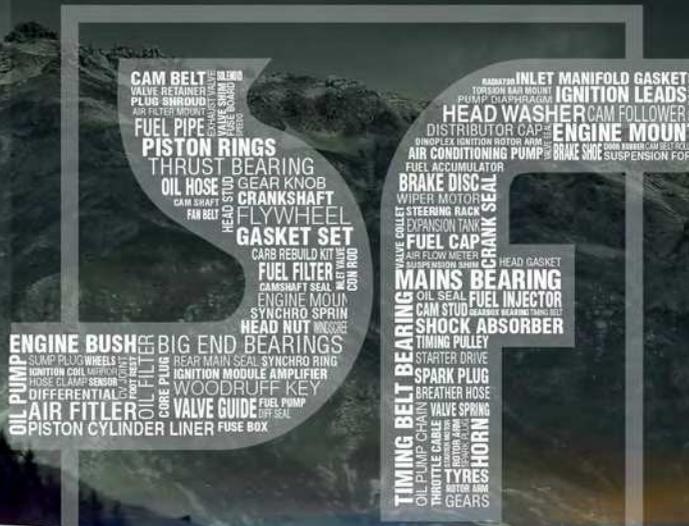
I select first gear with the paddle with a clunk and we're off. The din is immense, exacerbated by transmission whine from the transaxle. Trying the brakes, I find that the pedal needs a good shove but overall it's surprisingly easy to drive, the gearchanges being quick and the ride surprisingly compliant. The road-legal exhaust seems a bit muted, and certainly quieter than the MC Stradale's – until, that is, I hit the loud pedal. Wow! The engine erupts and whole car comes alive. It's a fabulous driving experience.

While this MC Trofeo can be driven on the road, its natural home is on a racing circuit. Stuart Winterton does intend to run it on selected track days, including – hopefully – *Auto Italia's* Brooklands Motorsport event on 9 October. 🇮🇹

Massively wide tyres and major aero workover among distinguishing features of MC Trofeo versus Stradale



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Making the Grade

With tasteful and well targeted mods, this 128 really shows why Fiat's little saloon needs to be more widely appreciated

Story by Simon Charlesworth
Photography by Michael Ward





Born in 1969 to replace the ageing 1100 R, the Fiat 128 matured as it underwent a series of facelifts, not all of them flattering. These started with the 128 Special's rectangular headlamps that were as chic as NHS 524 spectacles, ending up with a 1970s trip to the plastic surgeon. It was an indifferent look that lasted until the 128's retirement in 1985. The 128's legacy was not helped by the influx of the Communist-built Yugo Zastava 101.

Meanwhile, Britain's early 128s faded away, their disappearing act so all-pervading that to glimpse this 1975 128 1300 RHD two-door is enough to stop you in your tracks. Regular readers may well recognise this particular car, if not quite like this. It has featured in *Auto Italia* both as Fiat intended – all skinny-tyred and rubbing-stripped metal bumpers – and as a Rally lookalike with gold alloys. On both occasions it wore a coat of Fiat red paint, which came with a strong whiff of brown. Today, this funky *due porte* is brown-free, thanks to its current owner, Owen Jones.

"I've had the car for four years," says Owen. "It was a pretty standard Fiat 128 with slightly different wheels, suspension and bits 'n' bobs but it really needed a bit of love and care. The two-door saloon is very rare because everybody just binned them, basically. In all honesty, all 128s are rare but a two-door right-hand-drive saloon is exceptionally rare.

"The last owner was Graham Franklin, a serial 128 collector who really cherished the car. Eventually, he decided to sell it. He knew we were in the market for a 128 and he offered it to me and dad, so we snapped it up.

"We stripped the car down, but left the engine and suspension on – for ease of manoeuvring – and then it was sent to Tony Castle-Miller at Middle Barton Garage. It was then fully dismantled right down to the shell and went off for an acid-dip."

Didn't the shell turn into bran flakes during this process? "Actually, for one of these, the body was very impressive. It just needed a new scuttle and luckily, it came with one. I don't know but Michael Ward might have cut the scuttle out of one of his cars, at some point." (In between taking photographs, Mr Ward grins.) "So the new scuttle was fitted and the whole body painted in Alfa Romeo red. It was then put back together with Koni suspension."

How long have you been into Fiats? "I've always been into them because my dad has always been into them. When he grew up, everybody loved Fords – Escorts and that sort of thing – and he wanted to be a bit different."





In fact, I know all about Owen's father Phil's serial Fiat enthusiasm because I interviewed him about his Abarth 850TC Stradale in 2004. He pointed to the inspirational source being a 1964 copy of the *Observer's Book of Cars* that featured an 850TC on its first page, complete with propped-up engine lid.

"When I was younger, we had a book on Filipinetti Fiats. Filipinetti raced 128s extensively in the mid-1970s and so that just got me really into it. They had bubble arches, 9-inch wide wheels and they were pushing out 150-160hp from a 1300 engine, so they were the absolute business!" says Owen, grinning. "I think they wiped the Abarth 1000 off the scene. Ever since I saw those, I thought they were the best-looking car."

This 128 is far from style over substance. Its engine has enjoyed considerable work. Of course, the 128 benefits from the talents of Dante Giacosa and Aurelio

Lampredi who engineered the belt-driven SOHC alloy-headed engine — but it is a unit which also gleefully responds to a tuner's tickle.

The starting point was a 1301cc Lancia Delta unit, with a slightly higher compression ratio (up from 8.9:1 to 9.5:1), and with so few miles on it that it's still loosening up. "It has had a lot of work," says Owen. "Twin Weber 40DCNFs, a gas-flowed and ported head, high-lift cam, upgraded valve springs, a stainless-steel exhaust with two small silencers and an X1/9 sump — which is lower than a normal 128 one.

"It's been on the engine dyno at 102hp at 7300rpm, which is quite impressive given that in standard tune the 128 1300 realised 60hp. Because the car weighs roughly 850kg — it's missing bumpers and a few other things — it goes along quite nicely."

The interior has also been sympathetically improved. The beige-and-brown, cloth-and-vinyl trim, which is an

Bare shell restoration has resulted in a fine-looking, fine-driving example of the rare two-door 128 saloon



“ Your first impression is the steering: sweet, light and bubbling with a flow of news from the road ”





Engine has been dyno'd at a sprightly 102hp. Chunky Abarth wheel and bucket seats feel just right

acquired taste, has been replaced. "It's had a full retrim with really nice Cobra cord bucket seats and matching door-cards, which we had specially made," says Owen, "while supplementing the 128's sparse dials is a pod-mounted tacho."

It all invites you to hop in and fire it up. On the move, your first impression is the steering: so sweet, light and bubbling with a rich flow of news from the road. Even though this car is fitted with larger 7J x 13in replica Campagnolo alloys, it makes a mockery of power steering and doesn't have issues with self-centring which can affect some early front-drivers. Twirling that chunky Abarth wheel, everything is instantly intuitive and unsullied — and not an ounce of familiarisation is required.

Yes, the pedals are slightly offset, the simple interior's only flamboyance is a sliver of Formica on the dash and, fans of 'refinement' would undoubtedly

complain — but for those with the Italian disorder, the single-cam symphony just makes you smile.

The four-speed gearbox's ratios are well chosen, but the gearchange could be described as moody. It's mostly light and co-operative, but on the third/fourth plane it can feel a little sticky, with fourth being a bit elusive and the synchros occasionally protesting when changing down into third. It's one reason why Owen has plans to upgrade to a five-speed 'box.

"The five-speed gearbox is a bit of a must for motorway use, it'll save you doing 4500rpm," says Owen. "I've got a five-speed in the garage and I'm going to whip it apart because I don't know what state it's in. If needed, I will rebuild it but if not, I'll just put it straight into the car."

"I'd also like lower suspension on the front," he adds. "When I have the time and the money, I'll put adjustable platforms on the front and just drop it down a bit. I'd





also like to add a switch to stop the fuel pump coming on when the ignition is on, because that's a bit of a pain. Apart from that, it's really where I want it to be."

The sparky 1300 really does zing when it revs; and it more than keeps up with 2022 traffic, allowing you to chug deeply from an accomplished front-wheel drive chassis, which benefits from better front/rear weight distribution due to the spare wheel and battery being relocated to the boot. This 128 is quick-witted and entertaining — gone is the somewhat roly-poly, sliding cornering of an original, but given the power increase this is necessary. When a snaking section of Wiltshire fills the windscreen, you can almost hear the little Fiat smack its lips with delight. On unfamiliar roads, you certainly can't detect any concerted body roll — just rapier-like direction changes, grip and tasty feedback.

The 1300 will rev up to 7500rpm — which is incredible for a 1970s SOHC — but do keep an eye on the tach. One flirtation with 6000rpm is as high as road conditions and my conscience will allow, given the engine's low mileage. In fact, it would be great to see how this car compares against an Alfa Romeo Alfasud 1.3 ti, because that's how enjoyable it is.

The interior roominess is impressive — take it from someone whose build resembles an accidental bulk

order — but aside from the space, the other benefit of the 128's long wheelbase is a ride that's only really caught out by the most neglected and battered bitumen. Its all-round independent suspension — MacPherson struts all around with a rear *balestra transversale* — really does, despite modifications, give the car an impressive ride/handling balance.

Often there's a design drawback to a car with an elongated wheelbase and a Tardis-like interior — a risk of unhappy proportions and oddball styling — but the 128 deftly sidesteps this. It is a minimal masterpiece that has just the right amount of rake and drama to avoid it looking like a Tetris block. It provides a fine setting for some wonderfully executed details — that delicate honeycomb grille, charismatic round headlamps and slight, horizontal rear lights. The inclusion of wing-mounted Scuderia Filipinetti decals is also a nice and very personal touch.

Yes, this 128 certainly does leave a great impression, being a blend of pioneering engineering and well-sorted fundamentals. 128s should certainly have a larger following on these islands. Indeed, as more people see this eye-catching 128 out and about, it can only be a matter of time before this trail-blazing Fiat starts to attract the UK following it truly deserves. 🇮🇹

As featured in Auto Italia before, this 128 used to have brown-red paint and then gold alloy wheels

TECHNICAL SPECIFICATIONS

FIAT 128 1300

ENGINE:	1301cc, 4-cyl SOHC
BORE X STROKE:	86.4 x 55.5mm
COMPRESSION RATIO:	9.5:1
INDUCTION SYSTEM:	2 x Weber 40DCNFs carbs
POWER:	102bhp at 7300rpm
TORQUE:	67lb ft at 3000rpm (original spec)
TRANSMISSION:	Four-speed manual, front-wheel drive
SUSPENSION:	MacPherson struts, coil springs, anti-roll bar (front); MacPherson strut, transverse leaf spring, lower wishbone (rear). Koni damper upgrade all round
DISCS (front), drums (rear)	
BRAKES:	185/60 13
TYRES:	3860mm (L), 1590mm (W), 1350mm (H)
DIMENSIONS:	825kg (original spec)
WEIGHT:	87mph (original spec)
MAX SPEED:	13.7sec (original spec)
0-62MPH:	





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Managing the Miura

Ground zero for supercars, the Miura is a true superstar. We drive an SV into the Portuguese mountains to join ex-Chelsea and Spurs manager André Villas-Boas in his P400 S

Story by Hugo Reis
Images by Stephane Abrantes/Deep Spirit Media



Caramulo

This escalated quickly. Just minutes after arriving at the remote Portuguese village of Caramulo, I'm grabbing the Miura SV's wheel with the confident demeanour of a kid on his first day of school. In the corner of my eye, a second, scarlet Miura appears and I need inch-perfect placement if I want to avoid an embarrassing and extremely expensive 'shoulder charge'. After all, the red Miura is being driven by the football manager, André Villas-Boas.

Seconds later, the snapper's gesture says we should overtake the camera-car. André puts his foot down to take the lead, the sound of the V12 filling the hills. My eyes widen and my heart rate goes up a notch. I take a second to react before following him. I floor it, and through the rear-view mirror I can see the carbs open up to unleash a symphony, a sound that fills your body, a caffeine shot, a gateway to a parallel reality, a fantasy becoming real.

I wonder whether I should have written part of this piece yesterday, before letting myself become intoxicated by the experience, but what is a Miura if not a thrill machine? How to describe it properly if not from the heart?

Just looking at these two cars in this scenery is infectious. I can't even avoid this most tired analogy: the Gandini-penned body looks like a silk dress over a voluptuous body. If there's anything I feel reserved about, it's the excess of delicacy: narrow rear wheels, 'soft' eyes with eyelashes, something a little too feminine. The SV addresses this to some extent: oversized rear wheels within flared arches, no

eyelashes, more aggressive lights. Yet despite the Miura being described by so many as the most beautiful car ever made, Gandini himself remains less enthusiastic: "It's far from being one of my most important projects because I wasn't in it from day one, unlike what happened with the Countach."

The Miura was, conceptually, a race car that would never be allowed to race. Ferruccio Lamborghini was a discerning businessman and not merely the impulsive character played in the fable of the 'angry Ferrari owner offended by Enzo' (an episode which Lamborghini test driver Bob Wallace was sure never happened). The Miura was an after-hours project that Ferruccio acknowledged and endorsed. His only rule was: "Everything except racing!"

The first challenge to do justice to Sant'Agata's greatest hit is to switch your focus from outer beauty to technical qualities, the main attraction of course being the 'heart'. If the quad-cam V12 engine – originally designed by Bizzarrini and then tamed by Stanzani – wasn't a surprise, the layout was something special. It was a tight fit, but the engine was short enough to be mounted transversely. But Lamborghini had to produce its own gearbox, as there was none in the market that could be used. No one in the team had any experience designing gearboxes, but that didn't stop them from building a very good one. The world had never seen a transverse V12 production car before, and realistically hasn't seen another since.

The full story of the Miura's gestation is told in a separate feature (see page 58) but suffice to say that all the masterpiece was really missing was a name. The

chassis' P400 designation referred to 'posteriore' (rear-engine) and four-litre capacity, but it was a rather cold and lacklustre name for such a vibrant product. Some say the Miura name arose because of Ferruccio's friendship with Don Eduardo Miura (creator of a fighting bull breed) while others, like Wallace, said it came from someone in Bertone's marketing department. Whatever you wish to believe, one thing's for sure: no car has ever had a better sounding name.

Everything was looking bright even before the car turned a wheel, and that would oddly be the biggest threat to the company. Everyone wanted a Miura: not just anonymous businessmen, but also celebrities such

The silver SV belongs to the Museu do Caramulo, a kind of spiritual retreat for petrolheads, hidden deep in the Portuguese mountains, reachable only by some of the best driving roads in Europe. Chassis #4852 is one of many Miuras that passed through the collection of the Emir of Qatar, Sheik Al-Thani. In 1989, João Lacerda, founder of the museum, bought it from a Swiss dealer and, as was his habit, drove it all the way home from Geneva to Caramulo. Dr Lacerda kept a little black book recording every outing. The first line reads: "26 September 1989. Arriving in Caramulo from Geneva. About 3000km. 4 litres of oil. 14.5 litres of fuel per 100km at an average of 150km/h". Then, a couple of

“ The way the V12's revs rise is more akin to a superbike than a car of this era: raucous, complex, yet tuneful ”

as Frank Sinatra, Miles Davis, Onassis, Gianfranco Innocenti and, later on, Rod Stewart, Elton John, Van Halen, Nicolas Cage, Jay Kay, René Arnoux, Jean Todt and, of course, André Villas-Boas.

Despite teething problems, the orders kept coming, because a car is never bad when you have nothing to compare it against. It was in league of its own. Even before Ferrari reacted with its 365 GT4 BB, Lamborghini had presented the P400 SV (Spinto Veloce) version, which Stanzani, Dallara and Wallace admitted was the Miura they had truly envisaged.

And that's what I'm here to find out: how good is the Miura P400 S and its SV cousin? In isolation, André Villas-Boas' Miura P400 S is a show-stopper. "I love and own several Italian cars," the football coach tells me, "but I admit they're moody. The Miura is very nice to use on the highway, comfortable enough and long-g geared, so fairly relaxing."

André's car is 100% faithful to the original specification and has a Lamborghini Polo Storico certificate to prove it. It was originally sold in France – hence the yellow headlights, making a striking contrast with the *Rosso Acrilico* red paint which, in turn, goes superbly with the blue interior, despite not being the most obvious match.

lines below: "Back from Lisbon. Engine is impeccable, went at 200km/h for 66km." Those were the days...

The factory-original black cloth interior was replaced at Sant'Agata 10 years later by gorgeous tobacco leather, along with the Borletti air conditioning. Where previous Miura versions had the ignition key, the SV has a St Christopher medal, which is usually absent in restored examples, but not in this one.

I close the SV's door which, surprisingly, clicks smoothly, with a quality touch to it. Once inside, the driving position feels crazy because of the reach and height of the steering wheel. That said, it's more spacious than I'd expected, and the pedals are very much in line with the seat (unusual for this sort of car). This side of a Lotus Europa, I can't think of any other car with such a low seating position. Ahead, the view is striking through the deep, curved windscreen, the bulbous bonnet helping you picture how wide the car is.

The starter makes the deep noise you expect of something which must move a V12, which wakes almost silently, until the first serious blip of the throttle cleans its throat. Since Miuras don't like idling for too long, up we go. The way the revs rise is more akin to a superbike than a car of this era: raucous,

Driving on the limit can be a little unsettling. Gear changes and cornering require concentration







complex, yet tuneful. The clutch is heavy, for sure, but it's very progressive and doesn't need many revs on take-off. Peak torque comes at a rather high 5750rpm, but the SV weighs only 1293kg so it never feels slow.

The gear selector is for firm wrists. Lamborghini began testing a hydraulic system to make it smoother, but it proved unreliable. Apart from that, the Miura is a very docile car when you're driving at sensible speeds. Although the ride is firm by 1970s standards, it's not uncomfortable and you could cruise all day if it weren't for the minimalist seats.

The most surprising feature is the delicate, tight, fast and talkative steering, with all the feedback of a Porsche 911 but less noise. It's a confidence-inspiring feature in a car which, otherwise, does everything to threaten your confidence. Like the brakes, which although have a tight pedal feel, aren't man enough for 385hp.

Through the beautiful twists around Caramulo, the nose is fast and precise, without being nervous – and it must be, with 56% of the weight over the back wheels. The 255-section rear tyres are just big enough to stick the car to the road, and enough to discourage you finding its limits, because it feels like it would get a bit snappy. That's something the Miura has in common with any mid-engined car of the era, because they were designed for clean driving, not the hooligan manners of today's supercars. No one

can save me from the Miura's temper except myself. That said, the SV doesn't feel menacing at all. The crystal-clear responses from the controls, the precision of its damping and the temptation to explore the outer limits of that glorious engine, invite me to risk more than I thought I would.

The one thing I can't confirm around Caramulo is the quoted top speed of 180mph. But some of the road allows me to stretch the SV legs in fourth, so here we go. The engine is smooth, moderately torquey and deep-toned up to 3500rpm. From then on, it becomes serious, high-pitched, rushed, menacing. It revs happily beyond 6000rpm, something I never thought I'd be doing, but the engine feels so smooth and sound.

There's no way you can rush the gearchanges, though, because the lever takes its time across the gate. As with music, where silences need to be meticulously measured and relished, these little halts in the bull's charge are to be respected. The metallic sound of the lever against the gate is strangely satisfying, and then the shove keeps coming, fiercely and consistently. No other car of this era does this.

Arriving at a pair of flowing curves, I downshift – a treat, thanks to the perfectly placed pedals and the enthusiastic reaction of the engine to every blip of the throttle. Every move is intense and demands attention, but it's profoundly rewarding to achieve a harmony between your moves and the machine's reactions. It's

Silver SV feels like a more masculine version of Villas Boas's red S. Miura is not an easy car to drive fast

TECHNICAL SPECIFICATIONS

LAMBORGHINI MIURA P400 S

ENGINE: 3929cc V12 DOHC
 BORE X STROKE: 82mm x 62mm
 COMPRESSION RATIO: 10.4:1
 INDUCTION: 4 x Weber 40IDL 3C
 POWER: 370hp at 7000rpm
 TORQUE: 383Nm (286 lb ft) at 5500rpm
 TRANSMISSION: 5-speed manual, RWD
 SUSPENSION: MacPherson struts, wishbones, coilover dampers and anti-roll bars front/rear
 TYRES: 215/70 R15 (front), 225/70 VR15 (rear)
 DIMENSIONS: 4360mm (L), 1760mm (W), 1067mm (H)
 WEIGHT: 1200kg
 MAX SPEED: 175mph
 0-62MPH: 5.5sec

MIURA P400 SV

ENGINE: 3929cc V12 DOHC
 BORE X STROKE: 82mm x 62mm
 COMPRESSION RATIO: 10.7:1
 INDUCTION: 4 x Weber 40IDL 3L
 POWER: 385hp at 7850rpm
 TORQUE: 388Nm (294lb ft) at 5000rpm
 TRANSMISSION: 5-speed manual, RWD
 SUSPENSION: MacPherson struts, wishbones, coilover dampers and anti-roll bars front/rear
 TYRES: 215/70 VR15 (front), 225/60 WR15 (rear)
 DIMENSIONS: 4360mm (L), 1760mm (W), 1067mm (H)
 WEIGHT: 1293kg
 MAX SPEED: 180mph
 0-62MPH: 4.8sec





not hard, as long as you don't rush the interaction.

André and I are called to do some panning shots with the cars as close together and as fast as caution permits. Villas-Boas goes first. He's not holding back much, as I need to floor the throttle to keep up. Engines echoing in the trees and walls, André's car skimming the road surface ahead of me. What a moment! We're pushing on, charging down the hill. I glimpse André's suspension compressing before he enters a right turn. I follow at the same speed and, as I feel the same compression on the SV, I sense the rear end twitching. It's not a sideways moment, but enough to feel the weight transfer affecting my line, to the point that I instinctively turn the wheel straight.

When we stop, I've already decided not to reveal the chill down my spine. But then André gets out of his car, grins at me and shoots: "That sequence down there... scary stuff!" Feeling reassured I admit it: "I'm happy it wasn't just me!" In his defence, I must point out that P400 S tyres are way narrower, but André is a much more experienced and talented driver than myself, having entered a great number of races, from two to four wheels, from Dakar to the WRC. A true gentleman driver of the modern age.

Anyway, the conclusion is the same: the Miura is not a car for beginners. It's probably at eight-tenths that the chassis is truly in its element: when you can

explore the engine almost completely, without overwhelming the brakes or tyres. But although it doesn't feel natural to drive the Miura on the limit, it's worth saying that it feels much more agile, poised and efficient than a traditional grand tourer. Any prejudice I've had based on its lack of racing pedigree, is already behind. The Miura never went racing, but racing went into the Miura.

At the end of the day, the videographer asks me if I can do a run up the hill to record the sounds. "Of course, my pleasure!" I reply. Up there, the skies are becoming orange, reflecting evocatively on the sculpted bonnet. The baritone delivers his solo, the thin-rimmed wheel tells my fingertips the story of each turn. Hands relax and the last sun rays warm my face. It's this journey's zenith – so perfect that it almost feels like a movie. The notes of *On Days Like These* inevitably come to mind, but this road is so much better than that from *The Italian Job*, and so is this Miura.

I can't deny the feeling of relief as I turn off the engine for the last time, knowing everything went fine. I look at the Miura again, with serenity. Our relationship is platonic once more. The balance between the thrills suggested by the looks, and those the car actually delivers, are the essence of the supercar concept. The Miura gave birth to that concept over 55 years ago, and that will never go out of fashion. 🇮🇹

Special thanks to André-Villas Boas (in centre below) and the Museu do Caramulo in Portugal



MIURINSPIRATION

Although the Miura felt like it had arrived from outer space at its March 1966 Geneva Show debut, there were plenty of prior hints about the direction designer Marcello Gandini was taking

Story by David Rodríguez Sánchez

Images by David Rodríguez Sánchez/GM Heritage/Ford/Bertone

Bertone's Lamborghini P400 Miura is one of the most lauded car designs of all time, notwithstanding that the person responsible for its sensational looks, Marcello Gandini, considers it to be full of compromises and imperfections. However, he has always been robust in defending the design as his own, rather than anyone else's (in particular, refuting any contributions that it was Giorgetto Giugiaro's). Before the Miura there were a whole string of designs that could be said to have influenced the design of the Miura, both directly and indirectly. Here's our rundown of the most significant ones.

CORVAIR MONZA GT (1962)

In its autumn 1964 issue, *Style Auto* magazine published an article illustrated by 'Paul Sybille', entitled 'An Ace up the Sleeve of General Motors'. Heralding a production run that never occurred, it covered the 1962 Corvair Monza GT. This had the GM project code XP-777, with the XP-797 being an open-top version called Monza SS (ignored by 'Sybille' in his article). In fact Paul Sybille was the alias of none other than Giorgetto Giugiaro, who occasionally dabbled in journalism on the quiet.

He praised the Monza GT's flowing, groundbreaking lines, conceived by Bill Mitchell's top-secret Studio-X, the design being by

Larry Shinoda, assisted by Tony Lapine. It was built on the first of three experimental monocoque chassis developed by Chevrolet with a view to racing. Much shorter than the production Corvair and superbly proportioned, it used an experimental mid-mounted flat-six engine, a transaxle transmission, disc brakes and magnesium alloy wheels. In contrast, the Monza SS used a rear-mounted Corvair engine.

Without A-pillars, access to the cockpit was provided by a one-piece, wrap-around tilting canopy hinged behind the dashboard. The rear window featured an active five-blade 'Venetian blind' that clearly inspired the non-functioning item on the Miura. The



headlamps were normally hidden under ornate eyelids in a nose that anticipated Chaparral sports cars. The front and rear body sections could open up to almost 90 degrees for access – another feature common to the forthcoming Miura.

The Monza GT debuted at Road America's Elkhart Lake track on 17 June 1962, driven by Indianapolis champion Mauri Rose on a parade lap. It then did the show rounds, starting at the New York Show in April 1963, followed by Paris, Frankfurt and Turin – the latter being where Marcello Gandini and 'Paul Sybille' would certainly have seen it.

BERTONE CORVAIR TESTUDO (1963)

Giorgetto Giugiaro's Testudo for Bertone, first seen at the March 1963 Geneva Show, was the delayed materialisation of some futuristic sketches he had done back in 1959, when he was at Fiat. It was these sketches that convinced Nuccio Bertone to employ the young Giugiaro later that year.

When Marcello Gandini picked up the baton from Giugiaro at Bertone and created the Miura, some journalists drew parallels between his design and the Testudo, concluding (mistakenly) that the Miura must have been the work of Giugiaro. Those parallels included the air intakes behind the windows and round headlights set flush with the bonnet. In the case of the Miura, the lights came from the Fiat 850 Spider (as designed by Giugiaro and which Bertone had just begun to produce at its Grugliasco plant).



Corvair Monza (top) had rear window louvres, predating Miura. Giugiaro's Testudo (above) prefigured Miura's headlight design



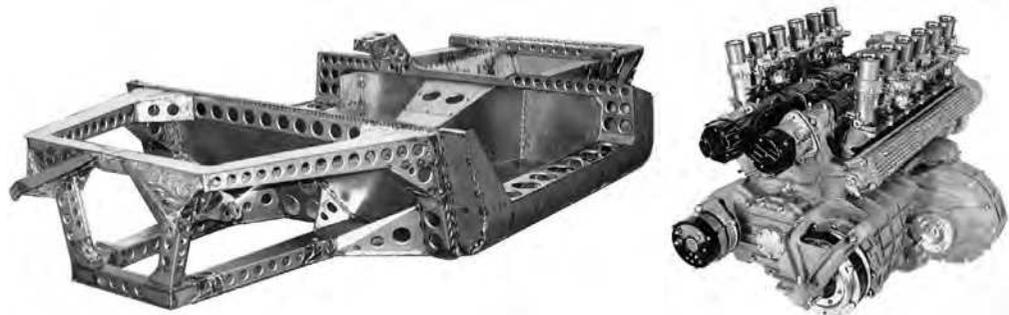
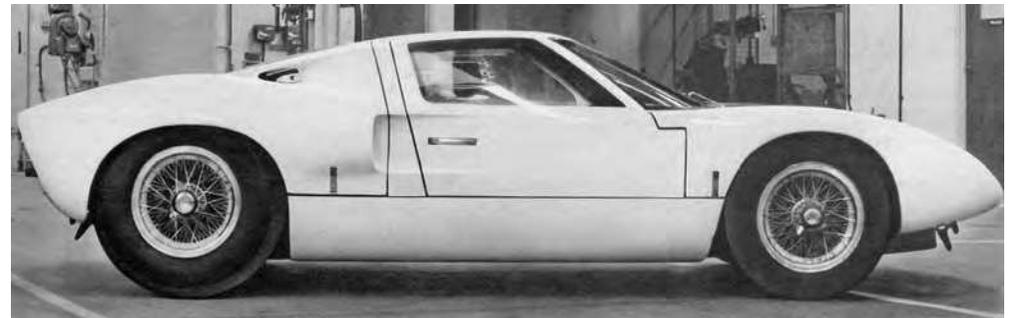
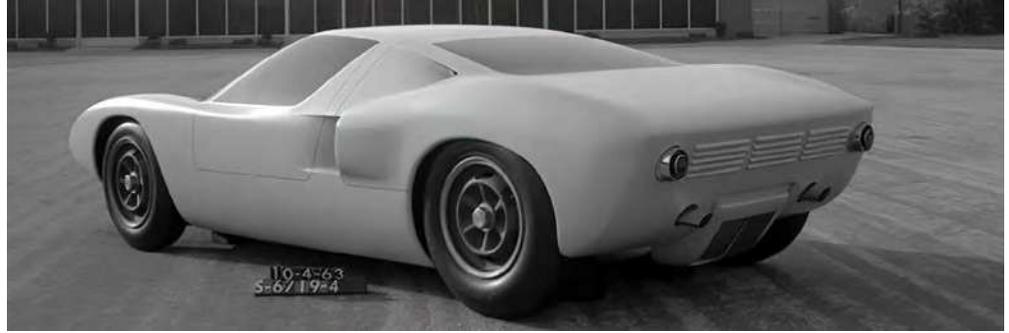
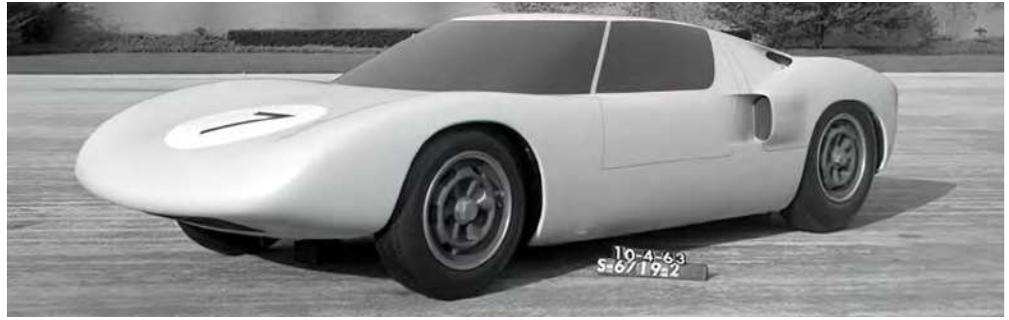
To hide these lowly origins, Gandini and the experienced bodywork technician Venanzio di Biase came up with the idea of 'eyelashes' around the headlights. Gandini even considered the idea of using an opening 'dome', as seen on the Testudo and Monza GT, for the Miura, before dismissing it. Today, the Testudo forms part of Giorgetto Giugiaro's personal collection.

FORD GT (1964)

The 1964 Ford GT prototype and the Miura share much in common: the shape of the windscreen, window contours, overall proportions and dimensions, overhang profiles, and the way the front and rear ends open. This was no coincidence: Lamborghini insisted that Bertone create something that specifically looked like the Ford GT.

Ford's Dearborn stylists created the GT's memorably feline look. However, its advanced and expensive integral monocoque was far beyond the economic reach of Lamborghini at the time. Instead of an integral steel monocoque, engineers Giampaolo Dallara and Paolo Stanzani developed a clever and light tub made of folded and welded sheet metal. The brakes, suspension, steering and various other components came straight from the 400GT.

Whereas the most striking technical feature of the GT40 was its superb chassis, the main technical advance of the Miura (and the reason why Dallara and Stanzani associated it spiritually with Alec Issigonis' Mini) was to adapt Lamborghini's V12 engine to the problematic, but ultra-compact, transverse configuration, with the gearbox initially intended to share the same sump. The idea of a transverse mid-mounted engine had been pioneered by Maserati's chief designer, Giulio Alfieri, who in 1962 had designed the Tipo 8 1500cc V12 Formula 1 engine. This was the pattern that the Miura's V12 followed faithfully.



Bertone was told to recreate Ford GT look (above). First P400 chassis (above right). Bizzarrini Competizione designed by Giugiaro (right)



BEFORE THE LAMBORGHINI MIURA



Our rendering of the little-known Mini-engined Tigre (above). P400 Tigre (below) was Touring's Miura vision

BIZZARRINI COMPETIZIONE (1964)

Giugiaro declared: "When I left Bertone [in October 1965], several sketches for a mid-engined sports car were left behind in a drawer somewhere." Four Bertone-labelled, Giugiaro-signed designs of a mid-engined 'Bizzarrini Competizione' do exist, dated between October and November 1964. All four show a sinuous and muscular design, but they are definitely not a proto-Miura – after all, Lamborghini's P400 chassis was non-existent, even on paper, in 1964.

We believe that, originally, this 'Bizzarrini Competizione' was probably a clandestine study of a race car abandoned by

Lamborghini, which was subsequently taken up for free by Giotto Bizzarrini, involving Bertone's Giugiaro later on. Giugiaro's designs were used by his son Fabrizio for a spectacular 70th birthday present to his father in August 2008: a full-size, screaming yellow styling model.

Some journalists immediately baptised the car 'Giugiaro's Miura', which was plain wrong. As we said, such a body would never have fitted the P400 chassis. Yet this study was the sole mid-engined sports car precedent to the Miura within Bertone, and for that reason alone it deserves to be a part of our story.

Incidentally, if you blank off the upper half of the 'Bizzarrini Competizione', the silhouette remaining below the shoulder line is almost identical to the 1966 Bizzarrini P538, a mid-engined sports car built around a conventional tubular chassis fitted with a longitudinal Lamborghini V12 and ZF gearbox.

LAMBORGHINI TIGRE (1965)

The Tigre project – a name that was only ever used internally and unofficially – started before the Miura. It was Dallara and Stanzani's idea of a low-cost 'baby' Lamborghini. The idea was pondered for some



time and at least one complete technical draft was created, showing a three-seater layout with a central steering position, fitted at the back with the mechanicals from the Austin Mini. Lamborghini suggested using his V12 engine, which was the starting point for the P400 chassis, which would be completed by June 1965.

The man who outlined the Tigre styling proposals for Lamborghini was Adolfo Melchionda, a Bolognese engineer who had begun his career at Alfa Romeo Reparto Corse in the late 1950s and had also worked with Dallara at Maserati in 1962-1963.

LAMBORGHINI P400 TIGRE (1965)

In mid-September 1965, Paolo Stanzani informed Carrozzeria Touring about the imminent completion of the first P400 chassis, which had been under construction at Marchesi & Cia in Modena since late June.

Mimmo Formenti, Touring's little-known but brilliant stylist (see *Auto Italia* Issue 306), immediately started imagining bodywork for this new chassis. His initial rendering was approved without any reservations by Lamborghini and an asymmetrical 1:10 scale model was made, shown privately to Ferruccio Lamborghini during the Turin Show in November 1965. Lamborghini

immediately asked Touring to proceed with the project.

Touring completed the task of bodywork pre-shaping, creating a 1:1 wooden model for the P400 'Tigre', which inherited its name from the previous, ill-fated mini-Lamborghini. Touring was in dire financial straits at the time. It had the contract to make Lamborghini's 400 GT bodies, but Lamborghini was concerned about whether Touring could continue supplying these bodies, let alone bring the P400 Tigre to fruition.

Meanwhile, Ferruccio Lamborghini had exhibited the just-finished, but non-functional, P400 chassis at the 1965 Turin Show. On seeing the new P400 chassis, Nuccio Bertone immediately recognised its potential – and the possibility of a new relationship to rival that of Ferrari and Pininfarina. Despite a life of fighting for the same projects and customers, Nuccio Bertone and Carlo Felice Bianchi Anderloni of Touring were good friends and agreed without hard feelings the transfer of all work on the project (Touring kept only the 1:10 scale model, which is still owned by Giovanni Bianchi Anderloni, son of Carlo Felice). Touring's P400 proposal was a more than decent design effort, and one can imagine how it might have looked in production. But fate decided otherwise.

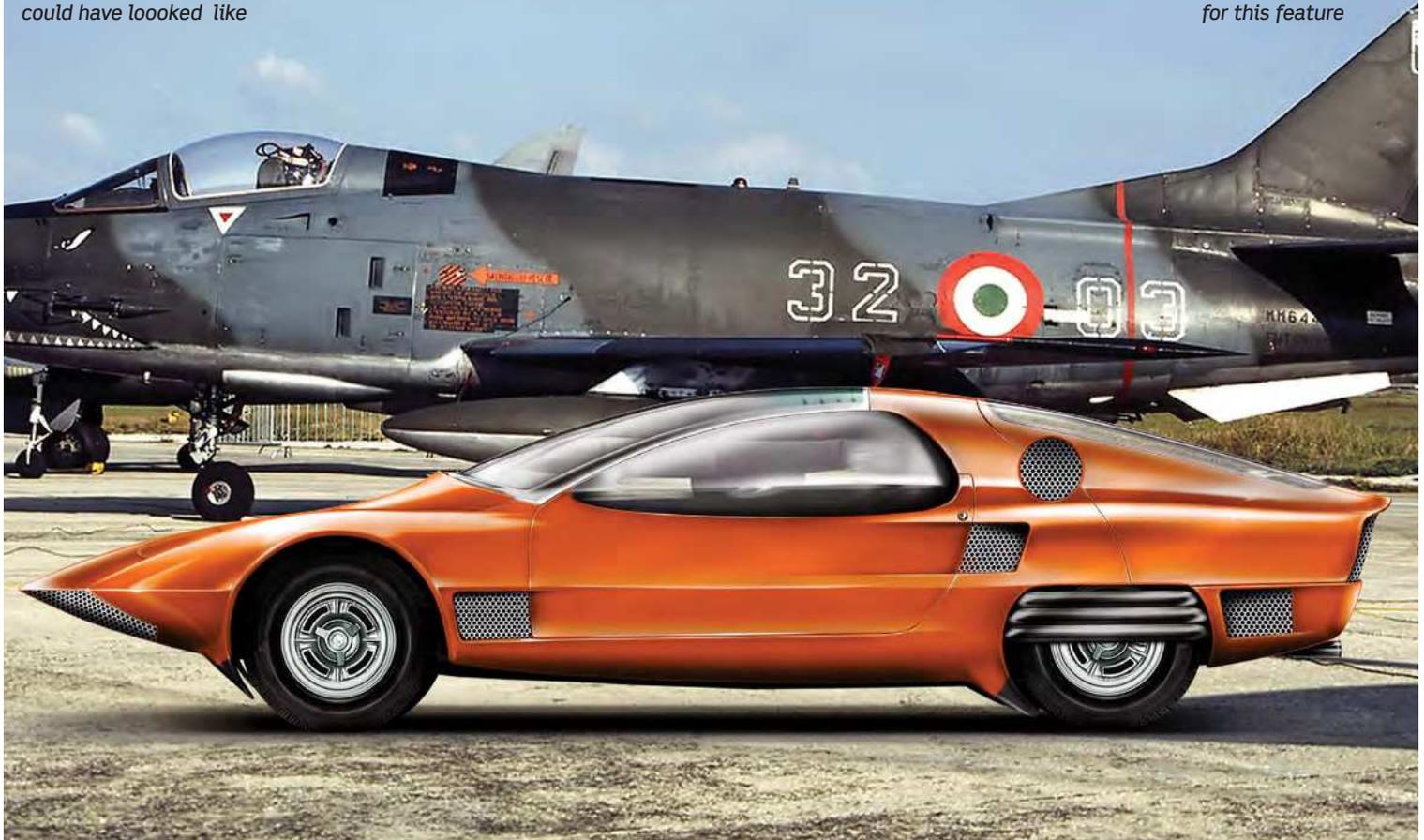
DINO/FERRARI STUDIO, MARCELLO GANDINI (1965)

Before joining Bertone, Marcello Gandini was a self-employed design consultant providing services to the likes of Abarth, Ellena, ASA, Marazzi and OSCA. Gandini and Bertone had been acquainted since 1963, the latter praising the former's avant-garde, highly original drawings and ideas. It seems that Gandini made small collaborations with Bertone during September 1965, even before Giugiaro announced his departure at the beginning of October. At Bertone, Gandini started with a very modest salary, but a safe and regular one.

Gandini continued with a few ongoing projects in private after starting to work for Bertone. Among these was a peculiar Dino, of which he made mention in two interviews in the 1980s. This was a styling proposal for a Ferrari Dino platform that was, apparently, sponsored by a group of investors with no prior experience of the automotive world. It should perhaps be regarded as a slightly more rational alternative to Pininfarina's 1965 Dino 206 GT Berlinetta Speciale. Although Gandini's Dino never ultimately materialised, he said that he transferred several stylistic details to the Miura, due to the extreme rush he was in. 

Our drawing shows what Gandini's 'ndependent 'Dino' project of 1965 could have looked like

Thanks to Roeland Frère for his help with chronological data for this feature



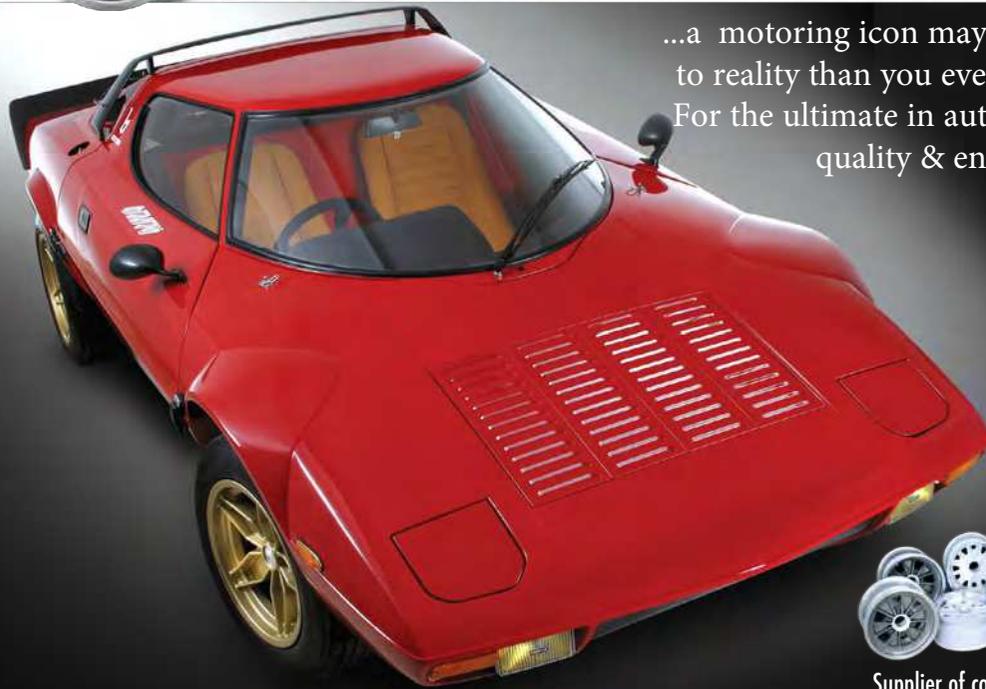


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A screenshot of the Facebook page for Auto Italia Magazine. The profile picture shows a blue Fiat Ritmo with license plate VLZ 446. The page name is 'Auto Italia Magazine' with the handle @autotaliamag. The bio states: 'The original Italian car magazine. https://auto-italia.co.uk/subscribe.asp www.auto-italia.co.uk'. The page shows a grid of photos of various cars, including a red Ferrari 250 GT and a blue Fiat Ritmo. There are 1,348 likes and 13,882 followers.

A screenshot of the Instagram profile for @autotaliamag. The profile picture is the same blue Fiat Ritmo. The bio reads: '249 posts, 2,996 followers, 300 following. Auto Italia Magazine Magazine. The original Italian car magazine. https://auto-italia.co.uk/subscribe.asp www.auto-italia.co.uk'. The grid shows a variety of cars, including a red Ferrari 250 GT, a blue Fiat Ritmo, and a red Alfa Romeo.

A screenshot of the Twitter profile for @AutotaliaMag. The profile picture is the blue Fiat Ritmo. The bio says: 'The original Italian car magazine. auto-italia.co.uk/subscribe.asp instagram.com/autotaliamag/'. It lists 'Automotive' as the industry and 'England, United Kingdom' as the location. The page shows a tweet from July 12 about the August issue featuring a Ferrari 250 GT, a Lancia Delta integrale x2, a Fiat X1/9, an Alfa Giulietta Sprint resto, an Alfa Giulia Veloce, a Lambo Huracan Buyers' guide, and a Huayra Roadster BC. The grid shows covers of the magazine.



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Goodwood Festival of Speed

A wide variety of *tricolore* flags flew up the hill this year

Report by Peter Collins

Images by Peter Collins/Max Earey/Richard Betts



The Festival of Speed is no longer just an event for historic/old racing cars and those who tended/drove them, it's a feature marketplace for car manufacturers. But that's not to say that those who adore the roar, scream and howl of the internal combustion engine have been left behind – perhaps just a little bit shunted into a siding, for at the moment, electric is king.

Ah, yes, electric. In our Italophilic world, that form of motive power seemed alien whilst every other major corporation was heading full-throttle into a brave new world.

That's changing. Enter the hybrid Alfa Romeo Tonale which made its long-delayed UK debut at the FOS. The Stellantis bosses wanted it to be right first time and I liked the quote from the CEO along the lines of "I want to build cars, not iPads on wheels". The Maserati Grecale also featured in the 'first glance' paddock.

Boldly competing with this rapturous plugged-in excitement was a celebration of Ferrari's 75th year of existence. If nothing else, the sound of so many V12s – as well as fours, sixes and eights – was enough to convince of the Prancing Horse's allure.

The mid-1950s timeframe was represented by Sally Mason-Styrron's exquisite little 1950 166 MM Barchetta, butch four-cylinder 750 Monza and 857S models and their 'junior' model, the 500 TRC. Things moved on with Chiti's Le Mans-winning V12 Testa Rossa and then into the V6 era with sportscars and Jason Wright's gorgeous and seriously accurate evocation of the 156 Sharknose Grand Prix car.

Then it was on into perhaps the most famous cars and period of all for Maranello, the Short Wheelbase 250 GT which begat the 250 GTO. Not to be outdone, the 'P' series of





fabulous prototypes were well represented by 275/330/365, P, P2/3 and P3. The Daytona example at Goodwood not only won its class at Le Mans, but also was driven by Jean-Claude Andruet to victory in the gruelling Tour de France Auto.

One of the all-conquering 312 T4 Grand Prix cars brought the cavalcade up to the semi-automatic gearbox cars, including Nigel Mansell himself driving the 639 – effectively the test car for the 1989 640 in which the man himself won the Brazilian GP that year, despite having booked an early flight home as he assumed the gearbox would not last the race!

Via the successful 333 SP sports car, it was on to the Schumacher V10 era with their incredible cross between a scream and a

howl. The cavalcade finished with 2022's all-female 488 GT3, run this season in the GT World Challenge Endurance Cup.

Individual hill entries included the Scuderia Portello Alfa T33 Periscopica, Stefano Martinoli's unique Alfa 12C Prototipo (driven at Goodwood by Derek Bell), a Macaluso Lancia LC2 and a class celebrating Lancia's dominant form for so many years in the World Rally Championship. A Ferrari 488 Challenge car, Lancia 037 and a Tatuus Alfa Romeo Formula W demonstrated the vast variety of cars involved in the hill shoot-out.

Over 60 supercars were here, too. Ferrari enjoyed its 75th by bringing along no fewer than six 2022 models, including the 812 Competizione and debut-making SP38.

Maserati brought its open version of the MC20, called Cielo, featuring David Beckham at the wheel, while Pagani unveiled the Huayra Codalunga.

Last, but certainly not least, the Cartier Style et Luxe concours produced the very rare sight of the unique 1967 Michelotti 330 GT and an interestingly hued blue Daytona, amongst 250 GT TdF and a 1953 250 Europa Pininfarina Coupe in exactly the red-and-cream-with-whitewalls livery that it had originally been delivered in. Not only those, but an Elva GT160, designed by Fissore, three appropriate Lancia rally cars and five Ferrari supercars from the 1980s to the 2000s continued the 75th theme. The 'Best in Show' award went to a superb 1965 Ferrari 275 GTB/4. 🇮🇹





Hill Climber

First-time driving the Tonale up the hill at Goodwood

Story by Chris Rees
Images by Olgun Kordal/Richard Betts



Arriving at Goodwood so early on Thursday morning that the media centre is not even open, I ponder whether my pre-dawn start will be worth it. But of course it will: the Festival of Speed is my first chance to drive the new Alfa Tonale. Two hours later, as I line up at the famous start line, I'm feeling less enthusiastic: I'm the first to drive the Tonale today and the rain gods have just started to let rip.

My first rendezvous with the Tonale was auspicious: a superb-looking top-spec Veloce with 20-inch wheels, finished in glorious Montreal Green. Festival of Speed showgoers were clearly appreciative of its looks. And I am more than happy with the cockpit – it's a great place to be, with high-quality trim throughout.

I'm going up the hill in the 'First Glance' group, which includes some pretty exotic machinery, so I feel the need to keep Alfa's end of the game up and give the Tonale a good run. But with rain now falling, what

driving mode should I choose? There is an ESC-Off mode but I don't feel brave enough to risk being the first car of the day to trouble Goodwood's hay bales. I decide on Dynamic mode, which offers the sharpest throttle response and the firmest damping. I also choose manual paddleshifting.

Off the line, the Tonale leaps forwards eagerly, even if I'm certainly aware of its weight – at 1525kg, it's about the same as a Giulia Quadrifoglio. But obviously with a lot less power: 160hp at 5750rpm in fact. To start, I rev it to its redline but that isn't strictly necessary, as short-shifting keeps me in the sweet torque band (peak of 240Nm comes at just 1500rpm).

The first corner at Goodwood is always a stern test. Hard braking in order to make the near-90-degree curve, my first impression is just how fast-acting the steering is: with a ratio of 13.6, it's the quickest in its class. That immediately gives me confidence in the chassis, but at the same time I'm sensing body roll – there's no escaping the fact that

this is a high-riding SUV – which reins in the confidence somewhat.

Accelerating out of the second corner, the Tonale feels more planted – it has plenty of systems to help you out, including an e-diff, torque vectoring and adaptive damping. Hoofing the accelerator to get maximum acceleration along the straight, I can feel a curious resistance in the pedal, like an elastic band. It's not a very pleasant sensation but I guess it does force you to be positive about forward progress.

I reach the top of the hill in one piece, which was my main aim today, but also feeling like the Tonale has acquitted itself well. I wouldn't describe it as the fastest, most extreme or best-sounding car at Goodwood, but it has attracted a lot of positive comment.

By the way, we now have UK pricing for the Tonale. The launch edition, called the Speciale, is priced at £38,595. Once these are all sold, you will be able to buy the Ti (£39,995) and the Veloce (£42,495). 





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RealAlfa Concours d'Elegance

Alfa's Museum at Arese hosted some exceptional concours cars

Story & images by Matteo Grazia

The second edition of the RealAlfa Concours d'Elegance took place on 5 June at the test track outside the Alfa Romeo Historical Museum in Arese. Born to commemorate the memory of Maurizio Tabucchi, for many years president of the Italian Alfa Romeo Register, this year extra support arrived from ACI Storico, the club for the protection of historic motorsport heritage. Over 50 cars competed, dating from the 1920s to the current day, divided into 10 classes, and judged mainly on their originality and state of preservation.

Overall Best of Show – and of course

winner in its class – was the 1965 Giulia Sprint GTA (chassis AR*613050*) belonging to Roberto Sillistrini. This ex-works Autodelta car was driven by the Ignazio Giunti on European circuits in period, ending up competing in South America, where the current owner discovered it in Venezuela. Once brought back to Italy, it was lovingly kept in a perfect state of conservation.

In the 6C (1500/1750/1900) class, a 1929 6C 1500 Normale Stabilimenti Farina (chassis 6C0111722) owned by Sergio Muzi was a worthy winner – an excellent example of the six-cylinder in-line engine dynasty that enjoyed such success in racing. In the class

for 6C 2300/2500 cars – which encompasses 20 years of evolution into the early 1950s – first prize was won by a 1939 6C 2500 Sport Berlinetta Touring (chassis 915045), which initially belonged to Prince Camillo Caetani of Rome. After several changes of hands, always remaining in Italy, it's now part of the famous Corrado Lopresto collection.

Antonio Perfetti's 1953 Alfa Romeo 1900 (chassis AR1900*06679*) won the 1900 class. A perfectly preserved white 1960 Giulietta Sprint (chassis AR1493*24087*) owned by Simone Montanari triumphed in a tough class with five other contenders. A special 1960s Spider class at RealAlfa was won by a 2600





Spider (chassis AR192898) from 1964, brought along by Emanuele Morteo.

There was also a special category for the Alfasud, the class winner being a superb 1975 Ti two-door owned by Andrea Interbitzl (chassis AS*5401871*901C). The 50th anniversary of the Alfetta was celebrated, too, with Marco Betocchi's 1977 example scoring first prize because of its perfect condition.

The last two classes concerned more

recent production cars. Five examples of the SZ/RZ competed in a special class, the winner being the 1991 model belonging to Pierluigi Bottini (chassis ZAR162000*03000948*). Finally, in the 'Instant Classic' category – consisting of the 8C Competizione, 4C and modern GTAs – the winner was the yellow 2016 4C Spider Carbon Edition, number 37 of 40 produced, owned by Himara Bottini. The next RealAlfa Concours is set to take place in 2024.



Cavallino Classic Modena

Super-chef Massimo Bottura welcomes some superlative Ferraris to his country house in Italy

Story & images by Matteo Grazia



As promised by Luigi Orlandini, organiser of the Cavallino Classic Modena event, 2022 saw the return of the famous Ferrari concours d'elegance to Europe. This marked a fitting tribute to Ferrari's 75th anniversary. Thirty-one cars were on display, 24 of which were judged in the splendid setting of Casa Maria Luigia, the enchanting country house of Massimo Bottura, widely

recognised as one of the best chefs in the world. It was three days of complete relaxation in the name of excellent food, great cars and typical Italian hospitality.

An incredible car line-up was shown to the public on the first day, Sunday, when the cars glided through the streets of Modena's historic centre to stop in Piazza Grande. Then they crossed Piazza Roma and on to the Via Emilia, one of the oldest streets in Italy,

before reaching Casa Maria Luigia.

In Monday's concours d'elegance, choosing which cars to award prizes to cannot have been easy. Using the guidelines of the Advisory Council for the Preservation of the Ferrari Automobile (IAC/PFA), the vehicles were analysed in every detail, including their history and original documentation. Many cars achieved 'platinum' status but two Best of Show prizes were awarded.





In the 'Gran Turismo Ferrari Cup' category, a 1960 Ferrari 250 GT Berlinetta Passo Corto, chassis number 1953 GT, triumphed. Dr Cesare Marchi of Florence ordered it new with aluminium bodywork, normally reserved for racing versions. However, he never had the idea of using the car to race and chose instead with the least powerful 'street' engine, and had bumpers installed. The car has recently been restored by Ferrari Classiche to its original factory spec, including reinstalling the original engine and bringing it back to its original dark grey paint with red interior.

The 'Scuderia Ferrari Cup' prize – dedicated to racing cars – went to a 1959 Ferrari 250



Interim, chassis 1461 GT, one of only seven produced. It competed in the 1959 24 Hours of Le Mans with Andre Pilette/George Arents driving, finishing fourth overall and second in class. This car was exhibited at the Maranello Rosso Collection in San Marino for many years, with red bodywork, but has since been restored to its original Giallo Fly colour with a black interior.

Many other prizes were awarded. The 'Twelve Cylinder Cup' went to a 1966 Ferrari 275 GTB (s/n 08863), which was sold new to the United States. Perfectly preserved, the same family owned it for 56 years until 2020. The 'Judge Award' was won by a 1965 Ferrari 275 GTB (s/n 07373) in a fabulous

Verde Bosco Metallizzato green colour, which belonged to Carlo Benelli, a famous Italian gentleman driver known by the nickname 'Ricciardone'. Between 1965 and 1967, the car competed with success in many hillclimb races, while in 1967 Benelli participated in the Monza 1000km paired with Nanni Galli, finishing 15th overall and second in the over 2.0-litre GT class.

The 'Competition Award' (for an outstanding racing Ferrari) went to a 1953 250 MM Berlinetta Pininfarina (s/n 0312). This car was sold new to Bill Devin in California, and achieved overall victory at the Madera Road Race on 20 September 1953 with Phil Hill at the wheel. Winning the 'Restoration Award'





was a 1969 Ferrari 365 GTB4 (s/n 12641) in rare Bianco Lunare (Moon White) paint – the only survivor of two made.

The 'Elegance Award' was won by a 1966 Ferrari 500 Superfast (s/n 8459), one of 36 built and one of only eight in right-hand drive. The category dedicated to the Ferrari 250 saw the triumph of a 1964 Ferrari 250 GTL (s/n 5475). In the 'Challenge' class (for modern racing berlinettas), first prize went to a 1993 Ferrari 348 GTC LM (s/n 97553) – one of only three built, it participated in the 1994 BPR

championship and Le Mans (where it came 11th overall). The 'People's Choice' award went to a 1999 Ferrari 360 Challenge.

A 1962 Ferrari 250 California (s/n 3185 GT), well known in international competitions over the past 30 years, won the Luigi Orlandini 'Chairman Award'. Massimo Bottura gave his special prize to a 1950 166 MM Touring Barchetta (s/n 0040 MM), which finished 12th overall in the 34th Targa Florio. Since 1989 it has been part of an important private collection and is often seen at events such as

the Mille Miglia, Ferrari Racing Days, Goodwood Festival of Speed and Goodwood Revival.

Among the modern cars on display, we loved the Ferrari FXXK Evoluzione and a beautiful Monza SP1 'Icona'. One of the LaFerrari mule prototypes, known internally by the code M6, was interesting to see: this Ferrari Classiche-certified car is based on a 458 Italia. Finally, the Fiat Campagnola that served as a fire-fighting vehicle at the Fiorano racetrack in the 1980s and 1990s aroused many smiles.



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CHRIS REES

**Abarth 595
Competizione,
Alfa Romeo SZ**

Ever regretted selling a car? I can honestly say that I never have – until now. I've sold my beloved Alfa Giulia Quadrifoglio after two-and-a-half years and 14,000 miles (and an average of 26.5mpg). I videoed it as it left the premises and even as I was doing so, I realised I'd done a daft thing. My only consolation is that owners tend not to keep their Quads for long and there is always a good selection of used ones out there – one of which, for sure, I will have again.

Its replacement may seem an odd choice, perhaps: an Abarth 595 Competizione. I couldn't resist it after being loaned one as a courtesy car for a few days while the Quad was in for servicing – and I just had a blast in it. It's a smile-a-minute thing that also happens to be able to swallow two mountain

bikes behind the seats (with its carbon roof, bike transportation with the Giulia was an absolute no-no). I chose the eye-popping colour – Adrenaline Green – for the same reason that Lamborghinis should be this shade: it just suits the Abarth's rambunctious character. When I heard that you can no longer order this colour when buying new, I rushed to hunt one down. I visited my local dealer, Thames Fiat, to see a nearly-new one in stock, only to find it had been sold just five minutes before I got there. I had to travel 150 miles to Norwich to find another...

Meanwhile, the Alfa SZ has now seen some action this season. It was great fun to take it up the hill at Prescott Italia, alongside a second SZ, while it was given a 'golden ticket' to be displayed centre-stage at one of the excellent Bicester Scramble events. Now for a season of Alfa Romeo Owners' Club events...

PETER COLLINS

**Alfa Romeo Giulia Sprint,
Alfa Romeo Giulietta Ti,
Alfa Romeo 155**

One year ago, I was able to acquire a 2020 Alfa Romeo Giulia Sprint to replace my much-loved, three-year old Giulietta. I wondered if I would regret the change but frankly the Giulia, despite mine being the least fierce of the model range, is a quantum leap, although where I will go when the time comes to replace it, I really don't know. Can I put out a plea to Alfa Romeo to

introduce a medium-sized car like a four-wheel drive electric Giulietta? Did I hear someone say Tonale? That's not to say the Giulia is too big, but there are times in South London when you wish it was just that little bit more compact.

It was purchased seamlessly through local dealer Ancaster (thank you, Anita) and it hasn't missed a beat, or sprint. A big grouse though with servicing. The dealer insisted that it carried this out, but told me it wasn't prepared to pick the car up or deliver it

back, even if I was to pay, and 20 miles each way through urban traffic is too far to hang around and then drive it home – effectively a day taken up. The job was done instead by my local Italian specialist, Gonnella, but only Alfa can reset the dashboard. Anybody know how I get round that one? To me, it all seems designed to put you off purchasing an Alfa, instead of showing the population what a fantastic car the Giulia is. Maybe the US 'right to repair' movement has a point.





The Giulietta Ti has seen a lot less use over the last two and a half years, with the effects of the pandemic reducing the events and drives that used to be possible. Best time was during the first lockdown during spring 2020 when a solo drive out on deserted roads was a delight and I even received waves and grins from the few walkers that were about. I have always liked to ensure the car has a valid MOT even though, at just coming up for 60 years old, it doesn't officially need one. The 'where have the last two years gone' feeling kicked in this March when I realised the car had spent so much time garaged at home that it was 18 months since it had last been tested. It was also three years since it had last been down to Peter Smart and his Classic Alfas operation down in Dorset. I treat the 130-mile drive each way as an excuse to give the fabulous handling a good workout, stopping at the Mid Hants steam railway on the way. The A31 is a best-kept secret if you are heading south-west in a classic.

I asked Peter to give it a thorough end-to-end going over, so all liquids were changed and an MOT obtained which threw up a duff earth to a rear light

and some rust growing out of the bottom of the near-side front door, which was eradicated. The speedo cable had cried enough, so that's been sent to a firm in Wales for refurbishment. Around three years ago I acquired a set of Blockley tyres which seem to suit the car well. I had also been blissfully unaware that the rear bumper fitted when I purchased the car was incorrect and when told this at an Alfa Romeo Owners Club event, I was spurred into action. I eventually found a well-used correct item at AFRA in Settimo Milanese. I picked it up when I covered the Nuvolari Classic event and brought it home on the plane from Turin. It needed rechroming which was beautifully done after mate Gary Holman at G13 had cleaned it all up for me at his efficient powder-coating business in Southborough. Finally fitted by Peter Smart, it now shows up the rest of the car. No one seems to know what car the incorrect bumper, fitted during a 1980s restoration, was from – any ideas?

Meanwhile the 155 is undergoing resurrection from its SORN state, again by Gary who had identified an exhaust problem. The car is basically all sound and

virtually ready for the road, but the original red paint is now that familiar shade of Alfa pink. I may well sell the car once it has its MOT as it is low-mileage and totally original with a lovely interior and everything working but, do I paint it first? That's this month's big question.

NATHAN CHADWICK

Alfa Romeo 147 GTA

Remember the heady days of 2019, where everything seemed possible – even going shopping without looking like the Predator's cousin? It was around this time that I had lofty ambitions of using the 147 GTA for track days. After all, I'd spent large on an Eibach coilover kit. The GTA was hardly a daily driver, so why not savour some

weekend or evening action on track?

So when it came time to replace my Pirelli PZeroes, I went for some very track-orientated tyres. Talk to any chassis engineer and tyres are always a key part of the set-up. Aside from wanting to avoid slithering into the nearest cattleshed due to rubber with all the traction of a melted ice cream, the way a car handles, rides and manages its weight is to a large degree down to the tyres.

With a whopping great V6 taking up most of the engine bay, weight plays, well, weightily, on the mind with the GTA. Tyre wear has always been bad. Add in an aftermarket limited-slip diff and I was warned I'd see fewer than 2000 miles on my track-biased tyres. As it turned out, I saw less than half of that

before I started to hear screeches of protest from the front trotters – and not while doing anything more strenuous than traversing a roundabout. Oh dear.

It's not as if I managed to get many track days in. I did a couple and found, unsurprisingly, that the GTA is a bit useless at it. It's far better as a fast road car; I was also concerned that oil starvation in hard cornering might cause problems.

With this year's MOT (see March 2022 issue) indicating that I was close to the legal limit, I decided to go for some road-biased tyres. I considered a few options, but I settled on a set Michelin Pilot Sport 4. Many specialists and owners suggested these; Alfa Aid's Adrian Jardine swears by them as the grip goes progressively,





rather than all in one go.

The big problem was finding them. As performance tyres have inflated past 20in, decent performance tyres for smaller sizes – particularly niche cars – can be hard to find. The good news is that Vintage Tyres (www.vintagetyres.com) can source hard-to-find tyres for cars from the dawn of motoring, right

up to the early 2000s.

They also fit them at workshops in Beaulieu and via Classic Performance Engineering at Bicester Heritage. With a small break in the weather and in need of giving the GTA a run, I headed to Beaulieu.

The inner parts of the old tyres were heavily worn, which I was expecting, but they had also dipped in the middle.

I was glad to have a fresh set of Michelins. The next big question is set-up. Alfa Romeo's official advice is 33psi all-round, but that was for original cars without a limited-slip diff. It also seems strange, considering the hammer-like weight distribution – surely the fronts should be higher than the rear? Any advice is welcome.

On the way back the

difference was immediately apparent, without really doing anything too strenuous. Mid-corner grip is excellent, and there's greater detail on turn-in as to what's going on at treadblock level. Even better, the tyres didn't squeal once on the trip back via Milton Keynes, which the locals will be very happy to (not) hear. So far, I'm very impressed. Question is, should I risk burning through them on a track day later this year? Guess I'll never learn.

SIMON PARK

Maserati Karif, Maserati 4200 Spyder

Many moons ago, when beer were tuppence a pint, an acquaintance of mine once opined that "Every gentleman should own at least *one* Maserati" – an assertion I found hard to fault. Being possessed now of two of them, I'm minded very much still to agree, since both have been utterly loyal QUAAAs (Quite Unnecessary

Automotive Accessories) with only a few minor glitches blotting their respective copybooks.

The 2005 4200 Spyder continues to delight both the memsahib and myself and has provided fine, fun weekend wheels for eight years now, undoubtedly helped by regular servicing at Bob Houghton's unimpeachable facility, just up the road from us in Northleach.

The rather more esoteric Karif, sadly, still fails to win over Mrs P and is now, somewhat reluctantly as a result, for sale due to lack of regular use. But this rarest of the Biturbo family is a terrific drive, with no apparent problems (fingers crossed), and is well able to match the performance of the naturally-aspirated Spyder.

A Maserati is a definitive lifestyle choice, and a statement of individuality. Its greatest asset, of course, is that it is neither a Ferrari nor a Lamborghini.





MICHAEL WARD

**Fiat Scudo Van
140hp 2.0 Diesel,
Fiat Panda 1.2 Dynamic,
Fiat 124 Special T,
Fiat Doblo 1.9 Dynamic**

Before I go and blather on about the new Scudo, let's remind ourselves of the origin of its name. All Fiat vans are named after money!

The Fiorino, Doblo, Ducato and Scudo are the Italian words for Florin, Doubloon, Ducat and Escudo.

I won't be alone in stating that the previous version of the Scudo wasn't a great looking 'mobility solution'. It was big and did the job, as did the Ulysse passenger

versions which ran alongside.

This is the new Scudo, or if you're speaking French the Peugeot Partner/Citroen Berlingo, Japanese the Toyota Proace, German the Opel Vivaro. Yes, the platform has been shared more times than a Hamilton/Verstappen crash meme but hey, it's a new world.

We love a good van here at *Auto Italia*, having attended many van launches in our time. The Ducato launch in Turin many years ago had Michael Schumacher as a guest – that's how much money is in vans!

Our trusty Doblo has clocked up 143,000 miles

and keeps going, my old Grande Punto Van managed a hassle-free 110,000 miles and our much-missed Multipla (removable seats – therefore a van) was sold on at 120,000.

For our Italian Car Days we have been lucky enough to raid the Fiat Professional range over the years and have enjoyed the Fiorino, Ducato, many versions of the Doblo, and a few years ago the Talento.

I have always felt that Fiat vans have a character just like the cars, but this wasn't the case with the Talento for some reason - it literally was just a box on wheels.

That can't be said for



the new Scudo. Fitted with the torquy 2.0-litre, 140hp diesel, it really does perform.

With everything from the sliding door mechanism to the sitting position and the function controls, I couldn't find any flimsiness or poor ergonomics.

Speaking of the sliding doors, this version has one on each side and the slide action is so smooth

and solid – not the usual tinny-sounding affair.

In the cabin, three seats give ample room and there are cubbies aplenty. A word of warning, though: if you're short of stature like myself, it's easy to stick a foot in one of the door bins as you leave – they are really large!

On the move, the new Scudo is quiet, fast and





planted. Its six-speed gearbox works superbly, with well spaced ratios and an easy, short throw. The brakes are a tad sharp (French engineering?) but give huge confidence while avoiding the general idiocy of German car drivers.

We took the Scudo up to Raby Castle fully laden with the *Auto Italia* tent, shop, hundreds of magazines, and stands. With the fully lined load area instead of bare metal, there was a distinct lack of annoying rattles and noise coming through to the cabin.

If the Scudo came with a hatchback instead of the rear doors, I would seriously consider replacing the Doblo with one, as the alternative is the new Doblo which inconveniently comes only as an electric vehicle. I know the world is changing but I have no use for an EV at the moment. Luckily there are

other options within the Stellantis group that I might consider, complete with de-badging option if you get my drift.

On to PNO, the returning Panda. Some readers might recall that we owned this little 1.2 Dynamic five years ago and sold it to Robert Whitehouse of Olio Fiat Lancia 037 Rally fame. Rob needed a car for his children to drive and bought our car with a great service history and 92,500 miles.

Fast forward five years and we have the car back, 97,000 miles on the clock and pretty much in the same condition we sold it. So why buy it back? With the sale of our horse trailer and Jeep Cherokee tow car, we needed a ULEZ-compliant runabout. For almost the same price that we sold it for, the Panda was purchased and picked up after a photoshoot. Driving it again after so many



years, I have to thank Rob and his children for keeping it well serviced and tidy. The only minor issues were a pull to the left and the aircon being just a bit feeble.

The front tracking was duly sorted by Marco at Torque Automotive in Bedford, while the aircon was re-gassed down the road by Ant at Autosportivo.

The Fiat 124 is definitely getting about these days. While I am still scratching my head over a cost-

effective manifold solution, the car has appeared at many local events, as well as at the *Auto Italia* Italian Car day at Brooklands back in May. It was actually the first time since 2007 that I'd driven my own car there, other than the Doblo. I'm usually in a Ferrari, Lamborghini or Maserati.

I had pre-warned my neighbours that I'd be up at 5.30 in the morning as the car needs a good few minutes to warm up. As it happened, 5 May was a stunningly clear but chilly

morning. The car behaved impeccably all the way to Brooklands and back. It's since been to the Ace Cafe in London, Hatfield House with Abarth Club Hertfordshire, a Petrolheadonism event at Whilton Mill, and possibly the last ever Italian Car Day at Sharnbrook over the hottest weekend of the year so far. Whichever event I take it to, it always gets much admiration, even if I hear myself telling the "it's not a Lada" story all over again.



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www.festivalitalia.com

August 26-28
Silverstone Classic
www.silverstone.co.uk

September 2-4
Concours of Elegance
Hampton Court Palace, London
concoursofelegance.co.uk

September 3
AROC Southern Alfa Day
Amberley Museum, Sussex
www.aroc-uk.com

September 9-11
Lancia Beta 50th (LMC)
Abingdon, Oxon
www.lancibeta50.com



September 11
AROC Yorkshire Alfa Day
Location TBC
www.aroc-uk.com

September 11
Italian AutoMoto Festival
Bridgnorth, Shropshire
italianautomotoclub.co.uk

September 16-18
Goodwood Revival
goodwood.com



September 18
MITCAR
Kedleston Hall
www.aroc-uk.com

September 25
AROC Northern Alfa Day
Lotherton Hall, Leeds, Yorkshire
www.aroc-uk.com

October 1
All Italian Car Meet
Departure Lounge Café, Hants
thedeptureloungecafe.co.uk



MITCAR returns to the venue it first used back in 2001. Kedleston Hall, near Derby, is a beautiful Grade 1 listed building now owned by The National Trust, which has agreed to allow our show to be hosted in the beautiful parkland area. This new date of 18th September follows an enforced move from the originally planned date in June, which was sadly cancelled due to heavy rain. Tickets at MITCAR.co.uk

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
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WHERE IS THE DINO BERLINETTA?

Great fun reading your latest issue, including the 'Drogo' pair of Ferraris and your Scottish jaunt. Perhaps you can assist with this strange mystery. At the 1967 Turin Show, Pininfarina exhibited a breathtaking Leonardo Fioravanti-designed derivative of the Fiat Dino Spider in the style of a Berlinetta, painted in metallic blue. This subsequently did the rounds of the European shows and was very well received, but no further examples were built.

With the advent of the 2.4, the same car was slightly modified (grille, bumpers) and painted yellow – Pininfarina's then preferred shade for show cars – even though the engine wasn't changed! After that, it vanished and, according to someone I knew in Turin, even Pininfarina had no knowledge of its

whereabouts. If it was appropriated, someone is sitting on a gem.

Incidentally, the curious Pininfarina Parigi 'Breadvan' and Ginevra 2.0-litre Dino line-studies, penned by Paolo Martin, were variations on the same chassis. Rumours of four Ginevra models being built are just that.

As in the 'Drogo' articles, the Dino Berlinetta story has a couple of twists. At the Lancia Gamma launch in Portofino, I had a lengthy chat with the 'father' of the Gamma, Sergio Camuffo, who had more than a passing soft spot for Fiat Dinosaurs. He recounted that two brothers, whom he knew, had apparently asked Pininfarina to convert their Dino Spiders into Berlinettas but, sadly, nothing more was known. As the photos show, that one-off Berlinetta is one of the most beautifully balanced designs.

Stefano Coprimozzo



HURACÁN VERSUS R8

I'm glad you mentioned the Audi R8 in your Lamborghini Huracán Buyers' Guide (August 2022). Considering that the Lamborghini is essentially an R8 under the skin, I wonder what could possibly justify a price difference of 2.5 times on the used car market, as your pricing guide suggests? I even prefer the way the R8 looks compared to the Lamborghini, which is painful to admit considering I'm an Italian car fan through and through. Should I now

hide my shame and type 'Audi' into the search field on *Autotrader*? Maybe that's a step too far...

James Stringer

BREADVAN IS TOAST

Thank goodness you photographed the Ferrari 250 GT Breadvan (August 2022 issue) when you did. I've just seen footage of the Le Mans Classic race that it took part in, and crashed out of, with devastating consequences. Luckily no one was hurt in the incident but what a shame that such a valuable car with

such a unique story should have had such a huge crash. As you seem to suggest in your article, though, this is not the first time the Breadvan has been biffed, and probably won't be the last. No doubt it will be reinstated to racing condition, ready to be seen at Goodwood and so on in the future.

Mark Bayliss





COMING SOON

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Some features may appear in a later issue



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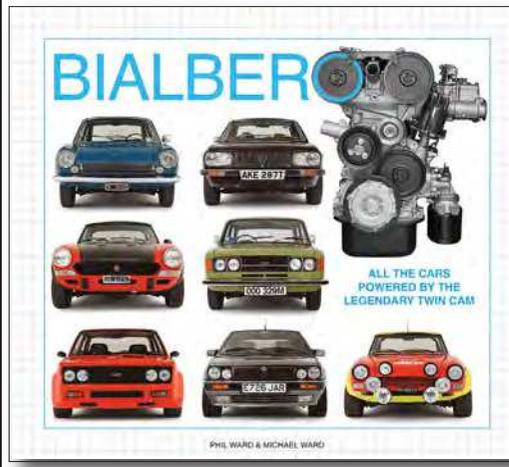


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ALFA ROMEO



Alfa Romeo Giulietta Sprint. 1961, red, purchased from US auction in 2020 and imported to UK. Work done by DTR Sports, a specialist in Italian cars. Restoration in US to good standard with paperwork to confirm, now UK registered, MOT'd and taxed. Reg plate '808 XVS' included in sale, £60,000 ono. Email: lukehtaylor@gmail.com. A319/059



Alfa Romeo Montreal. 1974, 79,000 miles, rare factory built RHD, red with cream/black interior and leather seats. Original radio, stainless steel exhaust system, uprated suspension (Alfaholics). Comprehensive service record back to 1982 with all invoices, original handbook, always maintained by Montreal specialists. Well known car in club circles and on the national show circuit, winner of many concours awards, featured car in several national motoring magazines. Road tax and MOT exempt, owned by me for thirty years and only for sale as I am now unable to enjoy the car as much as I would like, £60,000 ono. Tel: Charles Lumby, 01252 843584. Email: charles.lumby@btinternet.com. A319/008



1964 Alfa Romeo Giulia Sprint GT 2.0 race car. Step-front, newly built 2.0 litre Nord race engine by GTS with one track-day mileage only. Well-known car with overall and class victories in HSCC/HRSR Historic Touring Cars. Eligible for most historic series - HSCC/CSCC/HRDC. Rose-jointed suspension, new propshaft, new stainless exhaust, new race battery. Front brakes: steel AP 4-pot calipers with vented discs, lightened bonnet, doors, boot. Lifeline 1.5kg, ATL foam tank, £39,000. Tel: 07776 180634. A319/061



Alfa Romeo Alfetta 2.0 GTV. 1983, silver, with sunroof, genuine 36,450 miles, all bodywork done inc genuine Alfa f/wings, this was some time ago and stored till I had time to refit engine and the interior trim. It will need some welding to NSF pass. footwell, all interior and exterior trim, seats etc included, engine has Evolution 2 cams + gas flowed head, spare f/bumper and heater assy, 2x spare wheels, more pics if reqd, £7000 ono. Tel: Jeremy, 07740 583334. A319/056



2009 Alfa Romeo 159 1750 Tbi Ti Sportwagon. Grigio Stromboli, black leather interior. 138,000 miles, MOT Nov 2022, FSH. Last service 133,000 miles, front discs and pads, front springs, upper arms, wishbone track control arms and bushes, rebuilt turbo, recon injector. 124,000 miles new clutch assem, dual mass flywheel. Always garaged, in daily use until recent head gasket gone. Much loved, too good to scrap, offers. Email: martin469@btinternet.com (West Sussex). A319/004



Alfa Romeo 159 Turbo diesel saloon for sale. 4 door, manual, high spec, alloy wheels, 4 new tyres, black with lovely black leather seats/interior styling. Everything sorted last MOT, which expired last autumn, so offered as spares/repair, trailer collect, no advisories last test, all work completed for that. Registration 'RV59 KLA' (for MOT check). Reason for sale, turbo failed causing smoky exhaust, so parked up now. Worthwhile project to fix, good straight car, drove very nicely, comfortable too, offers, good car, sorted, worthwhile project. Tel: Martin, 01737 769887 (office hours). Email: airmart@hotmail.co.uk. A319/066



Alfa Romeo 166 3.0 V6 Sportronic. 2002, under 54,000 miles! Cambelt due 08/03/24, service due 04/04/23, MOT due 04/04/23. Recent tyres, exhaust and suspension, £4500. Tel: 07901 953064. A319/007



2004 Alfa Romeo 916 Spider 2.0 JTS. Beautiful 2004 Lightning Blue Spider 916 with 17-inch 10 spoke alloy wheels, black leather upholstery and interior, and fully functional electric hood. 70,000 miles, I have owned and cared for this car since 2006, and it has been garaged and only used on dry days ever since! Full yearly Alfa service and history, MOT'd this month. All original handbook, keys, all accessories and full dust cover included. Children learning to drive forces sale, visit recommended, £5500. Tel: Henry, 07821 125255 (located in Canterbury, Kent). A319/037



2005 Alfa Romeo GT D 1.9. 11,800 miles, silver, red leather interior, 12 months' MOT, 2 keys. All work done, with service history and paperwork to show, car is in good condition and drives nicely. Body is straight and clean but does have the stone chips etc (mainly confined to the bonnet) one would expect on a vehicle of this age, £1750 ono. Please contact: Andy, 07960 140921. Email: broster452@btinternet.com (car is located in the n.west/n.Midlands area). A319/062



2009 Alfa Romeo Spider 3.2 V6 Q4 Auto. 52,000 miles, Rosso Red, full year MOT, black Poltrona Frau special leather, Bose stereo. Late facelift model, only two owners (Alfa Romeo for 3 years and me for 10), only a handful of this late model in the UK. This car even appeared in a TV movie! AR and specialist service history, book stamped, file of invoices, recent service, work done to keep underside, bodywork and hood in good condition. 18-inch horseshoe silver wheels, recently refurbed, plus unused new 5th wheel. Powerful, surefooted drive. Cruiser or hooligan? You choose. Reason for sale - bought an Abarth Spider (almost an Alfa!). Includes: AR luggage rack, 5th full-size wheel, £15,000. Also available: 5x 18-inch multispoke wheels and 4x 19-inch Prodrive Brera S wheels with new tyres. Tel: Stewart Duthie, AROC member, 07780 954909 (Midlands). A319/063



2005 Alfa Romeo 916 Spider Limited Edition 2.0 JTS. Lightning Blue, Limited Edition with 17-inch 10 spoke wheels, electric hood and leather interior. Mileage is 67,277 having 3 previous owners, the last being an AROC member. Belt change at 65,750, rear polybushes fitted, front professionally resprayed. No warning lights and all gauges and electrics working as they should do, inspection welcomed. Handbook, master key, service records and all codes, MOT till 10/07/2022 but I will be selling with new MOT, £7995. Tel: 07972 035232. A319/067



Alfa Romeo GTV 2.0. Superb example. Lots of factory fitted extras, alloy filler/gearknob/handbrake, teledials, spoiler. New tyres, rebuilt gearbox and new cambelt in last 15,000 miles. 116,000 miles, MOT until May 2023, £3500 ono Tel: 07766 756454 (South London). A319/054



2000 Alfa Romeo GTV 916 3 litre Busso V6. Proteo Red, 114,860 mileage, owned for 7 years. Black Motorsport alloys with 4 good Avons. Please ring for details, £3495 ono. Tel: 07442 349505. A319/065



Alfa Romeo 939 Spider 3.2 JTS SV 24V V6 Q4. 2007, 74,500 miles, manual, red, full service history, oil change every 6 months, working roof. Timing chain at 65K, rear coil springs at 71K, front and rear discs at 73K. Bodywork, tyres and interior in excellent condition, all original specification, some kerb rash to wheels. SORNed over winter, garaged and trickle maintained. MOT until April 2023, two owners, present owner since 2014, 2 keys, £14,850. Tel: Simon, 07949 845727. A319/057



Alfa Romeo 4C Spider. 2016, 9500 miles, 1750 Tbi 280bhp, Competizione Red, excellent example. PPF from new and ceramic coated 2021. Top spec with all options – extended leather dash with red stitching, sport exhaust, carbon air inlet and exhaust tips. Full history with major service, belts and water pump just replaced (time driven) and MOT 1yr. Garage stored throughout ownership with soft cover, last Alfa 2-seater petrol engine, an appreciating modern classic, £48,500. Tel: 07923 002902 (Scotland). A319/058



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). A319/064



Alfa Romeo MiTo QV TCT. 2015, TCT box with paddle shift, colour matt grey with a black cloth interior. Many new parts and a 200bhp remap, new upgraded brakes and lowered coil springs all round. New forge turbo actuator, air intake and dump valve, new rear silencer, lots of carbon parts fitted. 89,000m, April 2022 service and MOT full history with cam belt change. New refurbished Abarth competition wheels, slight kerbing on two, one previous owner, £4995 ono. Tel: Mike, 07730 955688 (AROC member). A319/060

2000 Alfa Romeo 156 2.0 TS Veloce saloon available for spares or repair. Been dry stored for 10 years, 2L TS engine, trailer collection from Longfield, £250 ono. Tel: 07711 416421. Email: davidfox55@yahoo.co.uk (Kent). A319/068

FERRARI



Ferrari F430 F1 Spyder 2009. July 2009 UK supplied, RHD, matching numbers. Nero/Nero with dark blue stitching, yellow calipers, rev counter and shields, carbon ceramic brakes. Approx 26K miles with Ferrari main dealer service history (GrayPaul, Dick Lovett, Lancaster). Heated seats and Bose hi-fi upgrade, carbon driver zone. New oil/water & F1 pumps, Challenge headers, Hill Engineering brake rebuild and 10mm wheel spacers, ceramic coated in 2020 by Barkaways, £84,995. Tel: 07967 600800. A319/009



Ferrari 348TB. 1993, full service history, just serviced with cam belts, new tyres, car cover, tool kit. Owned for last 15 years. Red with black interior, 55,000 miles, £49,995. Email: steve@leaboxes.co.uk. Tel: 07739 000562. A319/010



2005 Alfa Romeo 156

Auto Italia staff car. As featured in the magazine. Rare facelift V6 imported from Japan in 2018 by MCS. 49,000 miles. Comprehensive Alfaworkshop history. Belts, water pump, brake discs, front and rear suspension joints, links and roll bar. 17in alloys with Dunlops. Spare 16in teledials with as new Cinturatos. Current reg NC 03 FFF awaiting transfer. GTA coming. As featured in this issue! £9,495 Tel 07979 013239 phil@auto-italia.co.uk

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Ferrari 360 Spider. 2004, black/red leather, full specialist history, special exhaust system, 4 new Pirelli PZeros, superb condition, £65,000. Tel: 07710 393864 (Glos). A319/005



Ferrari 458 Italia. 2011, Rosso Corsa with Crema interior and Rosso carpets, (14 months' Ferrari warranty). Yellow brake calipers, Scuderia shields, front and rear parking sensors, 20" forged painted rims, Pirelli tyres, electric seats, central tunnel in Crema leather, iPod connection, carbon fibre wheel with LED, radio navi system with b-tooth, Navtrack Tracker. Yellow rev counter, leather door cards, Rosso stitching. Full Ferrari history, 20,500 miles, 4 owners, £145,000 ono. Email: bjames1440@gmail.com. A319/013

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, £85,000. Tel: 07821 280742. Email: daziz_g8@outlook.com. A319/014

Ferrari F430 manual Spider. Rosso Corsa with Nero leather and red carpets. FSH, MOT March '12, no advisory, 23K miles. Wing shields, Yellow calipers, light upgrade including footwell lights, carbon engine panels, carbon driving zone, carbon steering wheel. Ferrari Approved Infotainment system which includes reverse camera, sat nav, DAB radio. Price £110,000. Please contact: Tom, 07376 268651. Email: tom_kyle1996@yahoo.co.uk. A319/015

Ferrari 412 GT. Manual, RHD, 1989, 63,000 miles, A1 condition. Rosso Corsa with tan, maintained regardless of cost, £80,000 which reflects the fantastic condition. Tel: Jerry, 07851 565945. Email: jerry_pinna@hotmail.com. A319/012



Ferrari 308 GTS. Selling my 1978 carb 308 GTS. Red/tan RHD UK car, 51K miles, big history file and lots of recent expenditure. Belts done summer 2021, 5 new Michelin XWX in Nov 2020, air con working. Lovely car that drives superbly. For sale through Mike Wheeler at Rardley Motors. Tel: 01428 606606. A319/011

FIAT



1979 Fiat 124 Spider CS2. This has been comprehensively restored as a tribute to the 1973 124 CSA homologation special, registered and converted to RHD for use on the British roads. A Pininfarina styled classic, recent USA import from the dry state of San Diego, £27,000 ono. Tel: 07548 021219. Email: joara@blueyonder.co.uk (Wishaw). A319/055



Fiat Abarth Biposto Record. Number 28/133, recent service, MOT, FSH, 10,100 miles, Ghost alarm, recent rear shocks and front disc, no mods, plate included, fantastic condition, never Tracked, £25,995. Tel: 07816 854081 (Neath). A319/073



Fiat Punto HGT. 2005, metallic silver, 75,000 miles, very good condition, recent MOT, very clean interior. Recent cam belt and water pump, recent service, recent exhaust, new battery, £1425. Tel: Rossi, 07930 451781. A319/074

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. A319/020

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. A319/017



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). A319/019



Genuine Ferrari gear knob to fit 348. Very good condition, in its original packaging, price includes p&p to UK mainland address, £145. Tel: Pete, 07729 084979. A319/002

Pioneer KE-4300 Ferrari 512 BB vintage radio. Rarer than the car? From my collection, Pioneer Ferrari BB radio for sale. Email: ralph@gilthooly.com. A319/021

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). A319/022



OEM 599 carbon wing shields - new. Genuine pair of OEM Ferrari 599 carbon wing shields, bought new and never fitted. Unmarked original condition in Ferrari packaging, £799 ono includes free UK mainland delivery. Call or WhatsApp Ross: 07899 271510. A319/042



4x 16"-7J +8mm offset 108mm PCD F40 style wheels by Specialist Car Parts, fitted with Pirelli Cinturato P7 215/55/R17W tyres. 400 miles from new, brand new condition. Cost £1000+ balanced and ready to fit, sensible offers. Collect from PO7 or courier delivery, email for more photos etc. Email: dajhill@gmail.com. A319/006



F40/355 Challenge calipers. Brembo calipers unused since refurb and pressure test by Biggred, mounting brackets, mechanical handbrake calipers, discs with mounting bells and fittings, pair 355 Challenge discs mounted on specially made handbrake drums for 355. 355 standard front right caliper. ABS sensors M2.7 355. Air con compressor, power steering pump, air injection pump, shock actuator motors, sensors and suspension ecu, all for 355. Factory wing badges. Tel: 07823 447241. Email: johnshirleyinverroy@gmail.com. A319/050



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. A319/038



Michelin tyres. Michelin Pilot 255/40 18 2 off, 95/35 18 99Y 2 off, used, offers. Email: markc@ciltcd.co.uk. A319/045

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2x Pirelli P Zero Rosso Direzionale 225/35 ZR19 (84Y). Used but good condition, both tyres manufactured 2017. 7.5mm even tread on both. For sale on eBay, buy it now £125 for the pair. Email: gregpearce@hotmail.co.uk. A319/026

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. A319/023

Fiat Tipo SX TD alloy wheels. Fiat Tipo TD SX 1993 model, set of 4 star alloys with tyres, collect from Redhill, £140. Tel: Martin, 01737 769787. Email: airmart@hotmail.co.uk (Surrey). A319/069



For sale a new old stock Fiat X1/9 spare wheel in cover, in black, £100 + p&p. Tel: Dan, 07527 008169. Email: dannyuno123@hotmail.com. A319/075

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). A319/033

Ferrari F8 wheels. As new set of diamond cut 2021 F8 Spider forged alloy wheels only used for delivery, immaculate, in boxes, £3750. Tel: Alan, 07813 387102. A319/048

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. A319/044

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). A319/040

MISCELLANEOUS



Maserati - The Family Silver by Nigel Trow. 872 pages in 2 volumes in slip cover. As new, no marks or damage at all, £250, free postage within UK, worldwide postage by arrangement. Email: dajhill@gmail.com. A319/003



Ferrari F355 indoor cover. Indoor original cover, looks exactly the same as the one in the picture but which is on my 458, £200. Email: keith.fisher@fairstone.co.uk. A319/035

Auto Italia magazines. Issue 215 Jan 2014 to 272 Oct 18, offers welcome, to collect Leatherhead, Surrey area. Tel: Rob, 07802 180671. A319/070

FF presentation booklet. Ferrari FF presentation booklet about the iconic FF model covering dimensions of the vehicle, £50. Email: colinyoung2206@gmail.com. A319/032



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. A319/047



Fiat 132 Owner's Workshop Manual. Autobeooks, covers models 1972 to 1976, 152 unmarked white pages, £4.95, excellent secondhand condition. Tel: 07399 359072. A319/077



1/43 Ferrari models. 1/43 models from 125S to F50. At least 30 in total, most tipo available. Mint and boxed. Official Ferrari product. Email: mark.charles@ntlworld.com. A319/016

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. A319/028



Ferrari 308 drop gear RNT-45 ring nut removal tool. 45mm, Hill Engineering RNT-45. Used once, £30 incl p&p within UK. Email: paul@rocott.co.uk. A319/046



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. A319/018



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. A319/039



Ferrari models 1/43. 8 models 1/43 scale 166M, 365GTS4, 400SA, 365GT4 BB, 156 (2), 330P4 and 500F2. Mint and boxed, £50. Email: markc@cilttd.co.uk. A319/036

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. A319/041



Pair of Enzo Ferrari registration numbers. A rare opportunity to obtain a pair of plates with 'EAF', being Enzo Anselmo Ferrari's initials. Plates have been owned by me for 19 years, would prefer to sell as a pair but would split if required. The 'V12 EAF' would be appropriate on an Enzo model, £8K the pair. Email: pcuthbert250@btinternet.com. A319/078

OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

COLANI LAMBORGHINI MIURA

DESIGNER LUIGI COLANI'S MADCAP ARTICULATED MIURA-BASED SUPERCAR

Story by Chris Rees



In 1966, the Lamborghini Miura changed the world forever. It created a new car class – the supercar – and its Marcello Gandini-penned shape fired imaginations across the world. It was wild, sensational, extreme.

But not extreme enough for a certain Luigi Colani. This iconoclast of the design world, the son of a Swiss-Italian father, was born as Lutz Colani in Berlin in 1928 but later changed his name to the Italian form, Luigi. A prolific industrial

designer, he had a strict penchant for 'biodynamic' design, characterised by curvaceous, organic forms.

The Miura for him represented an opportunity to express, as was his wont, something truly 'out there'. In 1970, he presented a car that used Miura parts in a phantasmagorically outlandish new setting. From the original Miura, only the rear half of the chassis was kept, complete with its powertrain and wheels. His idea was – wait for it – to concoct an articulated

vehicle, the front and rear ends moving independently of each other, with a simple metal bar between them. The enclosed front wheels were steered using a joystick sited centrally between the two seats.

The utterly radical bodywork was realised in glassfibre. The front half resembled a giant squashed egg yolk topped off with a huge Plexiglas dome. The latter opened upwards and to the side to access the cabin, which resembled a wild experiment in psychedelic furniture

design (another Colani sideline). The two passengers sat almost horizontally beside each other, penned in by oversized wheel housings, their feet pretty much touching the front of the car. Behind them, prongs tapered back to the tail of the car, hovering above the separate rear body.

This rear section included the Miura V12 engine, transmission, axle and brakes. Twelve intake trumpets stuck out proud of the whole edifice, there were cooling intakes to the sides and a cut-off Kamm tail with four exhaust pipes protruding. Did the car ever run? That's extremely doubtful.

Colani's Miura was displayed at several shows during the 1970s. Originally painted a lurid shade of yellow, it was repainted in 1974 in a new blue-and-gold colour scheme. It was even referred to as the Miura Le Mans because –

scarcely believably – it was mooted as a potential debutante at the legendary French endurance race. Would you drive an articulated V12-engined forward-cab one-off down the Mulsanne straight at a claimed top speed of 300km/h (186mph)? Perhaps not.

During the 1970s, Colani's bizarre contraption was exported to the USA. It then disappeared until 2010, when it emerged on eBay in a somewhat dilapidated state (no engine, body in pieces and canopy broken). It was subsequently restored, complete with its original yellow livery and a new canopy, in Germany. In this form, it was seen for the first time in decades at a recent exhibition at MAUTO, Italy's national car museum. Let's hope we'll see more of this truly extraordinary machine very soon.





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