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Editor Phil Ward

Tel: 01462 678205

philward@auto-italia.net

Photographic Editor Michael Ward

michaelward@auto-italia.net

Editor at Large Peter Collins

Contributors Keith Bluemel, Peter Collins, Elvio Deganello, Luca Gastaldi, Roberto Giordanelli, Ed McDonough, Richard Heseltine, Andy Heywood, Chris Hrabalek, Simon Park, Chris Rees and Chris Chilton

Art Editor Michael Ward

Back Issues Tel: 01462 678205

Subscriptions www.auto-italia.net

Advertisement Managers

David Lerpiniere

david@talkmediasales.co.uk

Simon Hyland

simon@talkmediasales.co.uk

Tel: 01732 445325

Classifieds email liz.solo@ntlworld.com

Accounts Josie Ward

Managing Director Josie Ward

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CONTRIBUTORS

Auto Italia is brought to you by a group of journalists and photographers united by a passion for Italian cars. Contributors to this issue include:



Phil Ward



Peter Collins



Chris Rees



Richard Heseltine



Andy Heywood



Keith Bluemel



Liam Talbot



Michael Ward



Liz Smith



The Bertone collection is saved! The good news is that the collection of Bertone prototypes has been sold and will stay in Italy and in Italian ownership. The entire collection was auctioned online for €3.44m, which is 61% of the original minimum asking price. The even better news is that it has been obtained by ASI (Automotoclub Storico Italiano), the respected organisation that certifies the authenticity of historic cars in Italy. The intention is to house the collection in or near Turin and provide access to ASI members and other visitors. We don't know where the premises will be yet but the Caprie design centre, where the cars are currently stored, seems to be the most appropriate location.

H&H Auctions were chosen to auction the late Richard Colton's Ferraris at their Imperial Museum Duxford sale in October. Colton, a long term Ferrari Owners' Club member, decided to donate the proceeds from the sale of his 250 SWB and 275 GTB/4 to the RNLI. The 275 went for £2,161,600 and the SWB for £7,392,000. An RNLI spokesman said that there would be two new lifeboats built that would carry the names of Richard Colton and his wife.

Both Ferraris are significant in that they were in Colton's ownership for nearly 40 years and have not been restored, although the 250 GT SWB has had some alterations, notably the removal of the bumpers. Chassis 1995 GT was the second of only nine right-hand drive versions of the SWB imported into the UK by Maranello Concessionaires Ltd, and was ordered by them on their order number 2 from the factory in March 1960. The 275, chassis 10177, is also a right-hand drive car, which was ordered new by Maranello Concessionaires Ltd from the factory in February 1967 and used for a period as its demonstrator.

The sale of these cars would appear to be timely because some pundits say that the high end of the investment market has levelled off, although values at the other end of the scale continue to rise.

Phil Ward

Editor

philward@auto-italia.net



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ISSUE 238

DECEMBER 2015



18



28



40



54

FEATURES

- 18 **Ferrari 250 SWB**
Enzo responds to a customer complaint
- 28 **Alfa Romeo V6s**
A new approach to the V8 driving experience
- 40 **Maserati Shamal**
De Tomaso's last stand
- 48 **Ferrari by Vignale 250 Europa**
A 250 Europa comes up for auction
- 54 **Pocket Rockets**
A pair of 'Abarthised' Fiat 600s
- 68 **Ferrari at Spa 24 Hours**
Endurance race from the driver's seat
- 74 **European Tour**
Fire engines, tractors, cars and wine
- 78 **Buyers' Guide**
Ferrari 246 GT

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SEE PAGE 62 FOR DETAILS

REGULARS

- 06 **News**
Ferrari F12tdf announced
- 12 **Design**
Lamborghini Huracán Spyder
- 84 **Events Diary**
Italian car club contacts and events
- 86 **Classifieds**
Readers' cars for sale and trade directory

CLUB ITALIA

- 64 **Villa d'Este Concorso d'Eleganza**
The world's best at Lake Como
- 98 **Obscurati**
OSCA 1050 S



78

NEWS & VIEWS

FERRARI F12TDF REVEALED



The Ferrari F12tdf pays homage to the Tour de France, the legendary endurance road race that Ferrari dominated in the 1950s and '60s, particularly with the 1956 250 GT Berlinetta which won four consecutive editions. It was a race that rewarded cars that combined maximum performance with the driveability and ease of use, which enabled the competitors to race for hundreds of kilometres each day over fast, tortuous roads and on circuits.

The F12tdf is a concentration of technical innovations, which involves all those areas central to Ferrari's DNA: engine, aerodynamics and vehicle dynamics. As a result, in terms of acceleration, roadholding and agility, the new

berlinetta is second to none.

The F12tdf's performance is assured from the 780cv (770bhp), naturally aspirated V12 derived directly from the F12berlinetta's multi-award winning engine. The car's exhilarating dynamic behaviour, specifically its lateral acceleration in corners, is due to an 8% increase in the ratio of the front tyres compared to the rear ones. The car's natural tendency to oversteer as a result of the change in tyre sizes is compensated for by the innovative rear-wheel steering system – known as the Virtual Short Wheelbase, which is integrated with the other vehicle dynamic control systems – that guarantees the steering wheel response times and turn-in of a



competition car while increasing stability at high speed. Cornering speeds are also higher thanks to the significant increase in downforce of +87%, which has reached unprecedented levels for a front-engined V12 berlinetta.

A radical redesign of the bodywork, interior, engine, transmission and running gear, along with the abundant use of carbonfibre inside and out, has slashed 110kg off the car's overall weight.

All of these factors combine to produce record performance figures: 0-100km/h in 2.9 seconds and

0-200km/h in 7.9 seconds in addition to a substantial boost in lateral acceleration. The F12tdf laps Fiorano in just 1'21".

Outstanding stopping distances are guaranteed by the adoption of the new Extreme Design one-piece brake calipers already seen on the LaFerrari. This new-generation system means the car can brake from 100-0km/h in just 30.5m and from 200-0 in 121m.

The F12tdf is the ultimate expression of the concept of an extreme road car that is equally at home on the track. Just 799 will be built.



BUGATTI BY OAKLEY DESIGN

Oakley Design are renowned for extending the development of supercars to suit the special requirements of international clients. *Auto Italia* has featured several of Oakley's remarkable Ferraris and Lamborghinis that have been subjected to their expert attention. Now they have been commissioned to develop the awesome Bugatti Veyron.

Over the coming months Oakley will go through their rigorous testing procedures at both MIRA and a French high-speed test track to improve both the speed and the appearance of the already dramatic Bugatti. Full carbon panels, an aero kit and power upgrades are being developed.

The V-VIP client has previously handed over his Ferrari FF to Oakley Design which *Auto Italia* exclusively featured. The client's previous projects include the Lamborghini LP760 Aventador coupe and spyder variants that have been on show at our Italian Car Day at Brooklands. The launch is planned at Autosport International in 2016 and we will keep readers updated of the Bugatti's progress over the coming months.



ABARTH 595 TROFEO EDITION

A new special edition of the Abarth 595 has gone on sale in the UK. Only 250 examples of the Abarth 595 Trofeo Edition will be available to enthusiasts, priced from £15,150 OTR.

The Abarth 595 Trofeo Edition adds up to £1275 worth of extra equipment not normally available at this level in the range and is priced at just £540 more than a standard Abarth 595. Offered in a choice of three colours (Record Grey, Scorpione Black or Officina Red) the additional features include colour-coded brake calipers with matching wheel centre caps; a carbon-effect Abarth decal set; 17-inch 'Formula' alloy wheels; dark-tinted rear quarter windows and specific 'Trofeo Edition' badges.

Powered by a 140hp, 1.4-litre turbo-charged petrol engine, the Abarth 595 Trofeo Edition is capable of accelerating from 0-62mph in 7.9 seconds and has a top speed of 127 mph, while still being capable of returning 43.5mpg on the official combined fuel economy cycle.



REVISED LANCIA YPSILON

Unveiled at the Frankfurt Motor Show the new Ypsilon went on sale in September in the main European markets. The Ypsilon is the fifth generation of a bestseller that has revolutionised the concept of a chic city car, bringing it to a higher level of style and elegance. Since 1985, 2.7 million units have been sold.

The new Ypsilon can be equipped with two petrol engines, a 69bhp 1.2 with manual transmission and an 85bhp 0.9 TwinAir Turbo coupled to an automatic gearbox. Alternatively, a new 95bhp 1.3 diesel, equipped with MultiJet II technology, has a low environmental impact and excellent fuel economy. The range also includes an Ecochic dual fuel version.



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FIAT AGEA PROJECT

Fiat's new C-segment contender, previewed as the Fiat Agea Project, was unveiled in May at the Istanbul Motor Show, is to be known as the new Fiat Tipo. The historic name has been used by Fiat since its earliest days and is now making a comeback on a global model designed to tackle the challenges of the future.

The new Tipo saloon measures 4.5m in length, 1.78m in width and 1.48m in height, with a wheelbase of 2.64m and boot capacity of 510 litres, meaning it can accommodate five passengers and their luggage with ease. The car will be available with two MultiJet II turbo-diesels and two petrol units with power outputs ranging from 95hp to 120hp, offered with manual and automatic transmissions (depending on engine).

Designed in Italy at the Fiat Chrysler Automobiles Centro Stile, the car was developed in Turkey together with Tofa R&D, one of FCA's largest research and development centres. The new Tipo will be manufactured in the Bursa plant in Turkey which has been designated Gold Medal status by World Class Manufacturing in recognition of its efficiency, quality and eco-friendliness. It will retain the Fiat Aegea name in the Turkish market only. The new car has not yet been confirmed for the UK market.



A SICILIAN DREAM

The theatrical documentary *Pistons, Passions, Pleasure – A Sicilian Dream* is the result of extensive research by Nazzaro owner and veteran car enthusiast David Biggins. His 1913 Nazzaro, as featured in *Auto Italia*, stars in the production.

A *Sicilian Dream*, released on 23rd October, is based on the rise and fall of the Florio Dynasty in Sicily, and the Targa Florio – the longest-running road race in the world. The film explores the history of these incredible races, which took place from 1906 to 1977, through the memories of personalities who both watched and took part in them.

The documentary stars TV presenter and motor racing champion Alain de Cadenet and Italian architect, writer and presenter Francesco da Mosto. With Sicilian roots himself, we join Francesco da Mosto on his quest to dig deep into Sicilian history to discover the unique story of the Florio dynasty and the charismatic romantic, Vincenzo Florio. Francesco follows the winding circuit of the Targa Florio, travelling in the different cars that raced there through the years.

For Alain de Cadenet the Targa Florio is deeply affecting, as he crashed his Lola prototype car and nearly died in the 1970 Targa Florio race. He was pulled from the burning wreckage by a random stranger, a Sicilian farmer who found him unconscious. He drives the Targa Florio route one more time within the film, to see it instead as the mother of road racing, the glorious race that ignited the world and gave birth to legends and dreams.





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DESIGN

AUTO ITALIA'S DESIGN CONSULTANT CHRIS HRABALEK DISCUSSES THE FINER POINTS OF AUTOMOTIVE DESIGN

Lamborghini Huracán LP 610-4 Spyder

A mysterious teaser image in Lamborghini's pre-IAA 2015 Frankfurt Motor Show communication proclaimed 'The sky will never be the same again'; hinting at the world debut of the Huracán Spyder. Having now seen the car, its technical specification and that of its direct competitors, one could even go as far as to predict: 'the world will never be the same again', for Lamborghini will soon be the sole sports and supercar brand to feature products with pure, naturally aspirated engines.

It may have been pure coincidence that Lamborghini and Ferrari chose a similar hue of blue for their world debuts, but in terms of technical package their products could not be any more diverse. Ferrari is now following the path of McLaren – and more recently Porsche – in turbo-charging their engines, in an effort to reduce emissions and increase performance. Lamborghini on the other

hand, is hanging on to the naturally aspirated V10 with 5.2 litres of the Huracán Coupe; delivering a strong 602bhp at 8250rpm and a mighty 560Nm (413lb ft) of torque at 6500rpm.

Automotive enthusiasts have arrived at a crossroad. The path performance cars are about to take is very different to that followed over the past decades; arguably the most significant change in decades. The latest 'quartz-type' hypercars such as Ferrari LaFerrari, McLaren P1 and Porsche 918 Spyder have already hinted that the future will turn electric and tried to exile 'tourbillion-type' automotive dinosaurs, such as the Bugatti Veyron, into history books and car museums.

In a similar way of Ferrari evolving the open gate manual into the paddle-shift dual clutch and Porsche evolving the air-cooled 911 into the water-cooled 911, performance cars are heading towards turbocharging in the short-term, hybridisation in the

mid-term and electrification in the long-term. Are punters going to like that? It's hard to predict. While there is a certain appeal in driving the latest and greatest and owning the fastest car on the block, digital perfection often comes at the cost of analogue emotion.

Designwise the new Lamborghini Huracán LP610-4 Spyder is a less predictable iteration of its coupe brother, especially when compared to the Ferrari 488 Spider; the Huracán Spyder's architecture being significantly different to the Gallardo Spyder that came before it. Although featuring another electrohydraulic soft top, in order not to interfere with the lean and powerful silhouette shaped by Centro Stile Lamborghini, the engineers of Sant'Agata added hidden automatic pop-up safety bars in very distinctive fins; thus defining the Huracán Spyder, as well as visually differentiating it to its predecessor.



CHRIS HRABALEK

Age: 38

Born: Vienna, Austria

Design Education: MA at The Royal College of Art, London

Current Job: Director of Entence Design Group, a holistic design consultancy with studios in London and Berlin, working with OEMs from US, Europe and Russia, with sub-contracts for design houses with deliverables in China and Japan



The Lamborghini Huracán is a beautiful car, beyond its exterior and interior design. In many ways it is the last of the old-school sportscars, and this in itself is very Lamborghini. In the same way the Lamborghini Diablo GT is generally

regarded as one of the last 'chest-hair' cars, the Lamborghini Huracán Spyder – with its signature intake and exhaust noises – will equally be remembered as one of those seminal cars that define the raging bull.

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LITCHFIELD FERRARI 458

Gloucestershire based super-tuner Litchfield has announced details of its enhancement packages for the Ferrari 458. The improvements add a significant increase in power and torque throughout the rev range, as well as a superb soundtrack to an already brilliant exhaust note.

The firm's new Ferrari 458 package has been developed after many months and miles of testing, in response to many 458-owning clients that wanted to give their cars a little more performance in all areas. In order to give these clients additional performance, they developed a carefully balanced remap and exhaust package that ultimately delivers an additional 44bhp and 17lb ft of torque over the standard offering, as well as consistent gains across the Ferrari's significant power band.



Having developed many conversions for the 458 Speciale, Litchfield used the trusted basis of the Akrapovič exhaust system. Not only does this finely crafted system result in a useful 14.2kg weight loss overall when compared to the factory exhaust, but it also adds a purposeful, sonorous howl to proceedings thanks to its precision titanium construction. When allied to the carefully configured ECU re-map, its superior flow characteristics and CNC mandrel bent curves help to take the 458 from its original 519bhp on the dyno right up to a genuine 551bhp – a transformation that is truly noticeable from the driver's seat.

A recommended addition to this transformation is to uprate the original brake hoses with Goodridge motorsport items. These aerospace quality stainless steel braided hoses have a greater wall integrity than the factory offerings, which translates into a much more positive and precise brake pedal, inspiring confidence during fast road or track driving and giving perfect pedal modulation for ultimate feedback.

The final finishing touch comes in the form of a precision alignment. The 458's chassis is aligned to Litchfield's own special 'fast road' settings to ensure that each tyre has the perfect contact patch with the road, as well as creating the optimum steering and chassis geometry to give the car precise, yet benign handling.

The cost of the entire package is priced at £11,995.00 ex VAT. For details on Litchfield products visit: www.gtspirit.com



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FERRARI VICTORIES IN THE USA

IMSA UNITED SPORTS CAR CHAMPIONSHIP

Ferrari took the GT-Daytona manufacturer's championship in the IMSA United Sports Car Championship, while Scuderia Corsa drivers Townsend Bell and Bill Sweedler have also won the GT-D driver's championship.

This is the third manufacturer's championship won by the Ferrari 458 Italia in four seasons of North American endurance racing, having won the GRAND-AM manufacturers championships in the 2012 and 2013 seasons. Ferrari also captured the manufacturer's title for the North American Endurance Cup.

Bell and Sweedler, who were joined at Petit Le Mans by Jeff Segal, ran near the front of the GT-D field throughout the rain-plagued race which saw a one-hour red flag period for course conditions. Starting from sixth position, the No. 63 Scuderia Corsa Ferrari 458 Italia moved to the lead of the race for a period of time with the No. 64 Scuderia Corsa Ferrari 458 Italia close behind in second position.

When the race was called due to course conditions after 7 hours and 51 minutes, Segal was in fourth position at the wheel of the No. 63 Scuderia Corsa Ferrari 458 Italia which was enough to secure the manufacturer's championship for Ferrari, the driver's championship for Bell and Sweedler, and the team championship for Scuderia Corsa.

In the GT-Le Mans class, the No. 62 Risi Competizione Ferrari 458 Italia finished the shortened race in fifth position and a strong ninth position overall. Giancarlo Fisichella, Pierre Kaffer and Toni Vilander enjoyed a trouble-free run in treacherous conditions, which brought fifth in the drivers' championship for Fisichella and Kaffer in a season where they scored five podium finishes.

The No. 64 Scuderia Corsa Ferrari 458 Italia driven by Matteo Cressoni, Daniel Serra and Jeff Westphal finished the race in sixth position in GT-D.

FERRARI FIRST AND SECOND AT PIRELLI WORLD CHALLENGE FINALE

The Pirelli World Challenge season came to a close with a dominating performance by a pair of Ferrari 458 Italias during the race at Laguna Seca.

The pair of MOMO/NGT Motorsports Ferrari 458 Italias locked out the front row in qualifying. Making their first Pirelli World Challenge start of the season, Alessandro Pier Guidi took pole position with Alessandro Balzan qualifying in second position.

When the lights went green for the standing start of Sunday's 50-minute race, Balzan took the lead in the No. 29 MOMO/NGT Motorsports Ferrari 458 Italia and held it all the way to the chequered flag. Pier Guidi finished right behind in second position in the No. 30 MOMO/NGT Motorsports Ferrari 458 Italia, and set the fastest lap of the race. The duo were well clear of the rest of the field, with Guidi finishing 24 seconds ahead of the third-placed car. Championship contender Olivier Beretta in Ferrari No. 61 was lying third until an accident resulted in a DNF. Despite the 1-2 win the title went to Cadillac driver Johnny O'Connell.



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Ferrari

Simply the Best

Could this unique 250 GT Short Wheelbase Berlinetta with a very special history be the best road-going Ferrari ever?

Test by Chris Rees

Photography by Michael Ward





Simple question: is this immaculate 250 GT Short Wheelbase Berlinetta the best road-going Ferrari of all time?

Answer: quite possibly, because what we have here is not just an exceptionally fine example of one of the all-time great Ferraris, but one whose unique story includes an engine that powered a class-winning 250 GT down the Mulsanne straight in 1960.

The three letters SWB are all any enthusiast needs to feel a tinge of excitement. An evolution of the 1954-1959 250 GT, the SWB's Type 539 chassis had a wheelbase shortened by 200mm (down to 2400mm) by a triumvirate of Ferrari engineers: Carlo Chiti, Giotto Bizzarrini and Mauro Forghieri.

The 250 GT SWB Berlinetta was launched in 1959, instantly significant for many things. For starters, it had stunning Pinin Farina bodywork (only updated once, in 1961, with subtle revisions to the glasshouse, front end, wings and roof). It had a 3.0-litre V12 that was the highest expression of Gioacchino Colombo's 250cc-per-cylinder V12, an all-alloy unit with a single chain-driven camshaft for each bank, roller rockers and Testa Rossa heads.

But the real purpose of shortening the 250's wheelbase was to sharpen it up for racing. And a string of illustrious race wins were duly achieved in the early 1960s, including three Tours de France, two Goodwood Tourist Trophies, the British Empire Trophy at Silverstone, outright wins at Monza, Spa and Montlhéry and class wins at Sebring and Le Mans.

This particular example is one of the most desirable 250 GT SWBs of all. Considering that it's a Scaglietti steel-bodied example, rather than the rarer, lighter alloy-bodied one, and that it has no competition history, this may seem a bold statement. So why is so desirable? Three reasons: first, it has a fabulously documented history from new, including correspondence with Enzo Ferrari himself; second, it was once owned by a certain Mr Eric Clapton; and third (and most importantly), it has a pretty special engine under its alluring bonnet.



Welcome to 250 GT SWB chassis 2335GT. It's number 61 of 165 made, ordered by an industrialist called Louis Gamet in July 1960 through the French Ferrari importer, Franco-Britannic Autos of Paris, for the handsome price of 7.1 million francs. Delivered in January 1961, it was curious for a French order, in that it was right-hand drive. This was possibly because the owner drove regularly to his factory in Essex and the Dorchester Hotel in London; but equally possibly because, as a former Bugatti owner, he was used to right-hook helms in cars of quality.

Clearly Monsieur Gamet was an exacting enthusiast, as numerous letters in the car's extensive history file attest. For instance, in an excoriating missive written to Ferrari in May 1961, he complains of a number of issues with his car. It's almost undrivable, he

bemoans, because the action of the RHD accelerator pedal is so firm; the boot leaks in heavy rain (ruining his suitcase); and the dials in their current positions are illegible. He adds: "As for the excessive softness of the suspension and low final drive ratio, these are things clearly meant for customers buying this car not to exploit its performance, but principally to 'pose'."

Later in 1961 he writes directly to Enzo Ferrari, with the damning line: "For me the 250 GT Pinin Farina is a greatly elegant and distinguished lady, but the Berlinetta gives me the impression of being a young person who wants to give the air of something they're not, and wears false jewels."

Gamet asked the factory to make several modifications to his car, which was duly returned to Maranello in September 1961. Among the changes

ABOVE: John Collins has traded hundreds of Ferraris over the years but retained this special 250 SWB for his personal collection





made were a racing 120-litre fuel tank to replace the 90-litre one, an extended steering column, a special-order GTO-style dashboard, competition suspension and a 3.77:1 axle (in place of the 4:1 axle apparently ordered in error by Franco-Britannic).

But easily Gamet's biggest complaint was the engine's lack of power, which he regarded as less than his Mercedes-Benz 300SL. He suggested that the more powerful competition V12 would be a better unit for the car. So it was that, while the car was at Maranello, its engine was swapped. And not with just any engine – in fact it was the powerplant from 250 GT chassis number 2001, the car that ran at Le Mans in 1961 in the hands of Fernand Tavano and Pierre Dumay, and came fourth overall and first in the GT class. That information has only recently come to light, when the '358F' stamping on the engine block was traced in the factory records, and official Ferrari Classiche documentation now confirms that this car has the Le Mans 2001 engine.

In this form, Gamet drove his 250 GT extensively throughout Europe, covering more than 100,000km in the first five years. He clearly developed a great liking for it, declaring in 1967 that he thought it was superior to the 275 GTB he'd just tested. He kept the car right up until his death in 1982.

It came to the UK in 1984, where it's been ever since (except for a brief sojourn to Australia). At one stage it was repainted red, but when it was restored in the 1990s, it was returned to the original Grigio

Argento dark grey colour scheme, albeit with a distinctive maroon stripe added. Easily the most celebrated of its many illustrious owners is Eric Clapton, who bought the car in 2001 and owned it for three years. It's been in the hands of John Collins of Talacrest since 2011.

THE LOOK OF LITHE

There may be other Ferraris which are more beautiful than the SWB, but none that combines such grace of proportion with such clarity of purpose. Pinin Farina's superb design has an air of resolution, fluidity and delicacy that's lacking in, say, the rather more brutal GTO that followed it.

The SWB is smaller than I imagined it would be. The style, although restrained, has an animalistic power and poise to it; subtle yet purposeful; sotto voce yet with fortepiano only an inflection away. The side profile has gracefulness in abundance, but the generous vantage all over the car speaks volumes about the car's purpose: cut-outs in the front and rear wings to cool the brakes, a bonnet scoop to ram air into the triple carbs, a vent in the tautly contoured roof and a race-style external fuel filler cut into the rear panel.

Open the driver's door and you reveal a low-set, spacious cabin. The red leather trim with tan headlining is a change from the original factory black leather, but it looks stunning. The special-order dashboard has a similar shape to the 250 GTO's with

TECHNICAL SPECIFICATIONS

FERRARI 250 GT SWB (COMP ENGINE)

ENGINE:	V12-cyl all-alloy sohc per bank
CAPACITY:	2953cc
BORE X STROKE:	73mm x 58.8mm
COMPRESSION RATIO:	9.7:1
FUEL SYSTEM:	Three downdraught Weber 40 DCL/6 carbs
POWER:	265bhp @ 7500rpm
TORQUE:	203lb ft @ 5500rpm
TRANSMISSION:	Four-speed manual, rear-wheel drive
WHEELS:	15in Borrani aluminium wires
TYRES:	205/70 R15
BRAKES:	Discs front and rear
DIMENSIONS:	4200mm (L), 1720mm (W), 1270mm (H)
KERB WEIGHT:	1280kg
TOP SPEED:	156mph (3.77:1 axle ratio)
0-62MPH:	6.4 secs
PRICE WHEN NEW:	£6326 (1960)



six gauges facing the driver, a clock neatly nestling to the left and a prancing horse badge on the ashtray. The driving position may be a little offset, but the large, slender wood-rim steering wheel is perfectly placed.

TURN IT ON, TURN IT UP

So there it sits: the key in its slot, itching to be turned. What's a Le Mans engine going to feel like in the 250? Turning it all the way round, the sluggish starter motor sounds like it'll never fire the engine up, but then suddenly it's alive. At idle, the thrum is uneven; it turns out one of the HT leads is not attached properly (quickly resolved) and the engine transforms to a silky smoothness. On each run, the engine must be warmed up at 2000rpm until all the gauges are up to temperature. Once there, a blip of the throttle instantly sends a shiver up the spine: it sounds glorious.

With a super-short stroke of 58.8mm, it's no surprise to discover that this is a free-revving, super-smooth engine. In race spec, it has more power than the estimated 240bhp that the original one had, thanks to bigger-valve heads among other things. Ferrari stated that such an engine could develop as much as 280bhp with Weber 46DCL carbs fitted, but this one is estimated to have 265bhp on its tamer 40DCL triple Weber downdraughts.

The 2953cc capacity may be small, but there's plenty enough torque here, and the car feels perfectly happy cruising at low revs. The throttle pedal benefits

from manful pressure, whereupon the response is emphatic. Above 3000rpm, the exhaust note becomes deeper and the carbs become more vocal. Then you hit an even sweeter zone at around 4500rpm, the noise from the ANSA exhausts (clearly visible under the entire length of the car) and Abarth competition silencer becoming intoxicating – a symphonically mechanical delight. The engine will rev all the way up to 7500rpm but out of respect for this exceptionally rare engine, which hasn't had a long run for some time, I'm keeping it below that today.

One of the most delightful aspects of the car is without question its Type 539 four-speed gearbox. It's just so positive from first right through to fourth, provided you attack the heavy clutch and mechanical lever action with sufficient gusto. Reverse can be a real pain to find, though. The original axle ratio of 4.1 was changed to 3.77:1 during 1961, which gives the 250 GT a top speed of 156mph – stunningly quick for the era.

Considering that the suspension is a fairly unsophisticated set-up of double wishbones and coil springs up front, and a rigid axle with semi-elliptic leaf springs at the back, the SWB has beautifully engaging handling. No doubt that's because the V12 sits so low down in the chassis, but also because the shorter wheelbase definitely sharpens things up. The 53/47 front/rear weight distribution engenders mild understeer at low cornering speeds, but upping the pace brings out the best in the chassis, revealing its innate balance.

BELOW: To pacify the first owner who complained about lack of power Enzo Ferrari fitted the engine from the 1960 Le Mans class winning 250 GT



On its high-profile Avon 205/70 radials (wrapping fabulous Borrani Record 15x5½ wire wheels), there is some softness on turn-in, but once your attitude is set up, the feeling through bends is rigorously solid. On the slightly damp tarmac on the day of my test, the security of feel allows me free rein to tickle the car's cornering attitude with my right foot, and predictable drifts prove child's play to set up – you can see why racing drivers love this car so much.

The ZF worm-and-sector steering has a hefty feel, too, but is stunningly accurate and responds gloriously to purposeful helmsmanship. I was expecting the car to feel intimidating but the chassis communicates so well that in fact I end up feeling comfortable and confident.

As for the brakes, this was the first Ferrari road car ever to feature all-round disc brakes, and the Dunlops are very effective indeed. However, a word of warning: you need to be just as positive with your right foot as you do with the other pedals, otherwise those corners approach mightily quickly...

MONEY TALK

No discussion of Ferraris of this quality and provenance can skirt the issue of value. "This car has the most complete history file I've ever seen," says John Collins of Talacrest. "Ferrari says this is a unique car, the best SWB they know of."

The starting point for a 250 GT SWB today is probably around £6m. Some measure of the value of '2335GT' can be gleaned from John Collins' recent acquisition of another SWB – with spectacular Bertone one-off bodywork by Giorgetto Giugiaro – for £10.5 million.

As a quick aside, Talacrest's John Collins bought a

rather special number plate for the car at a DVLA auction in 2014 (not actually fitted to the car at present). '25 O' is now the UK's most expensive plate, purchased for £518,480. I only mention this because, by a strange coincidence, that's uncannily close to the sum paid for a whole Ferrari 250 GT SWB in 1999, when chassis number 3067GT went under the hammer for £518,000 at Brooks' 1999 Goodwood sale. How times change!

VERDICT

Sir Stirling Moss is on record rating the 250 GT SWB as the "best road-going Ferrari ever, and possibly the best road car ever." Is he right?

I was expecting my drive of such an iconic car to be an intimidating experience. And with sky-high expectations born of misty-eyed reports from other drivers, I was also deeply worried that it could have been a massive anti-climax.

Despite the unsettling presence of rain on the day of my drive, the 250 GT SWB did not intimidate, and nor did it disappoint. So balanced does the SWB feel that it encourages you to explore and exploit its natural talents – of which there are so many. The sound and feel of that V12, and the sheer joy of blitzing up and down the gearbox, will remain with me forever, I think.

But it's the way the car inveigles itself into your soul, becomes one with you, that is most striking for me. So positive must you be with all the controls – steering, pedals, gear lever – that you are enveloped by an intimacy more intense and physical than almost any other car I've driven. And if that is what driving should be about – and it is, dear reader – then this 250 GT SWB should indeed rightly be titled Simply The Best. 🇮🇹

BELOW: For a while this car carried the registration number 25 O, the most expensive plate sold in the UK at £518,000





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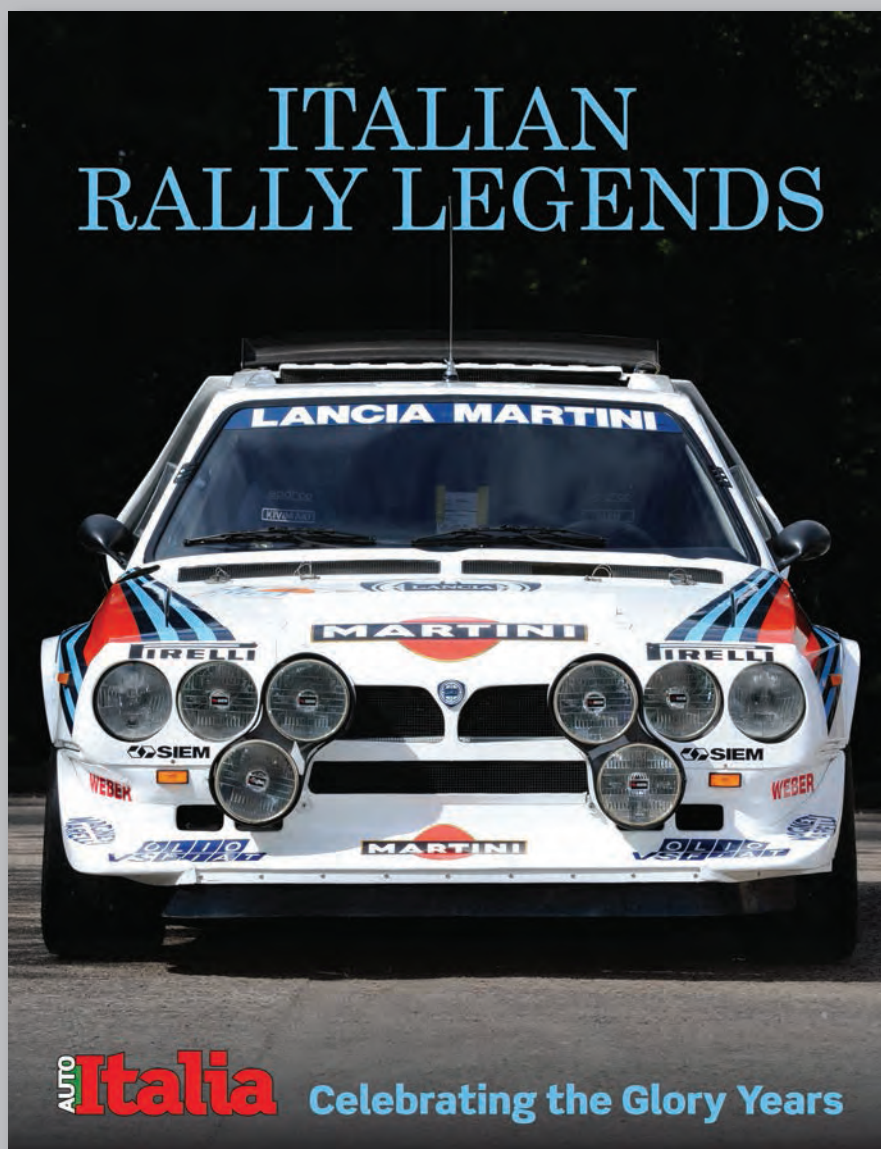
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Cuore Sportivo

Three generations of Alfa Romeo
coupes each powered by the
classic Busso V6

Test by Chris Rees
Photography by Michael Ward





Come on, admit it: this is absolute heaven for any fan of Alfa Romeo's V6 engine (thinks: is there anyone who isn't a fan, and if so, just what the hell's wrong with them?). Sticking an Alfa V6 into a coupe body conjures up the perfect recipe: one of the world's best engines waiting to inspire in a suitably sporty frame.

If this is the perfect recipe for a car, our perfect three-course meal is this trio of Alfa V6 coupes. In one intoxicating smorgasbord, we've gathered together three icons of Alfa Romeo's golden 'Busso' V6 era, each with a very different story behind it, and each very much reflecting the times in which it was conceived. No question: in their day, these cars represented the pinnacle of Alfa Romeo's coupe art.

We have an Alfa Romeo GTV 3.0 homologation special from the mid-eighties, created to put Alfa Romeo back at the heart of South Africa's racing map; a Zagato-built SZ from the early '90s, designed to put soul and drama back into Alfa Romeo's road car line-up; and a GTV6 916 from the late '90s that redefined design sophistication.

All three cars are special, but two are very special indeed – and rare: the SZ is one of only 1036 built, while the 1984 3.0 V6 GTV is one of the rarest Alfas of all – just 208 were made.

All three have a V6 engine with a capacity of 3.0 litres, based on the classic V6, but each one is remarkably different in feel. The brainchild of Giuseppe Busso and Orazio Satta, Alfa's first-ever V6 started life as an all-alloy 2492cc unit in the Alfa 6 saloon in 1979, and quickly established itself as one of the all-time great V6 engines. In many eyes, the Busso reached its peak in 3.0-litre guise. But which of our 3.0 V6 Alfas represents the true pinnacle?

AFRICAN QUEEN: GTV 3.0

Welcome to what many enthusiasts regard as the ultimate GTV: South Africa's 3.0 V6. Born to homologate a racer that would beat the BMW 535i in Group One competition, it was the brainchild of Dr Vito Bianco, the MD of Alfa Romeo South Africa (ARSA) and Sampie Bosman of Alfa's racing department. It started with a visit to Alfa Romeo's HQ in Italy by Roger McCleerey, ARSA's Marketing Director in 1983. By chance, he spied a rally GTV6 prototype fitted with an Autodelta 3.0 engine, which never saw the light of day in Italy. It did, however, inspire ARSA to forge an agreement with Autodelta to build a 3.0 engine specifically for South Africa.

Autodelta made the new crankshafts, pistons and sleeves (to increase engine capacity), while the larger valves were also sourced from Italy to ARSA specifications. Everything else was done in South Africa, including machining the blocks for the new sleeves, machining the cylinder heads for the bigger valves, and final tuning. The new crank's longer stroke (72mm versus 66.3mm) and the bored-out 93mm pistons (up from 88mm) expanded the 2.5 V6 to 2934cc. Other engine bay changes included a 20mm thicker radiator and a modified Alfa 6 airbox.

The 2.5 V6 in the Alfa 6 had an array of no fewer than six carbs, which Alfa had ditched in favour Bosch fuel injection by the time the engine made it into the GTV in 1981. So why did the South African 3.0 revert back to six carbs? Well, carbs proved much easier to

set up at South Africa's high-altitude race tracks – Kyalami, for instance, is 5000ft above sea level.

The owner of this 1984 3.0 V6 is Kevin Rascher, a South African now living in the UK, who has 3.0 GTVs in his blood – he's owned no fewer than 10 of them.

"People always ask how difficult it is to maintain the carbs," he says, "and the answer is simple – don't fiddle with them. Get them in tune once by an expert, then learn to live with the early morning cold start-ups when they splutter and pop. From then, they settle down." Incidentally, about six GTV 3.0s were changed to fuel injection by local dealers at the time.

A Group One racing kit was also offered to GTV 3.0 customers, in accordance with homologation rules. This kit comprised 'banana-branch' equal-length manifolds, high-lift cams and a 9.8:1 compression ratio, which significantly boosted power. By how much? As much as 200bhp, or around 15bhp more than the regular 3.0 engine's 186bhp.

The five-speed transaxle was standard GTV, including its 4.1:1 final drive (although a 4.3:1 was also homologated). The car sat closer to the tarmac thanks to its 205/50 15 Pirelli P7s on Compomotive split-rim 15x7 alloys.

For the anoraks out there, you can spot a 3.0 V6 by

its red strip along the bumper and Alfa shield and its thicker body side trims. The lighter Compomotives shaved weight, as did making air-con optional. Perhaps the most noticeable change is the locally made fibreglass bonnet, whose big bulge was required to accommodate the revised induction system. And the deeper front spoiler helped lower radiator temperatures and made the car faster at the top end.

Announced in June 1983, a minimum of 200 units had to be made for Group One homologation purposes. The 3.0 V6 was priced at R29,495 and the official total production figure is 212 cars (1983-1985), but information from Dawie De Villiers (Alfa team owner, race car preparer and Alfa dealer) is that 208 were made. Of those, probably fewer than 100 remain.

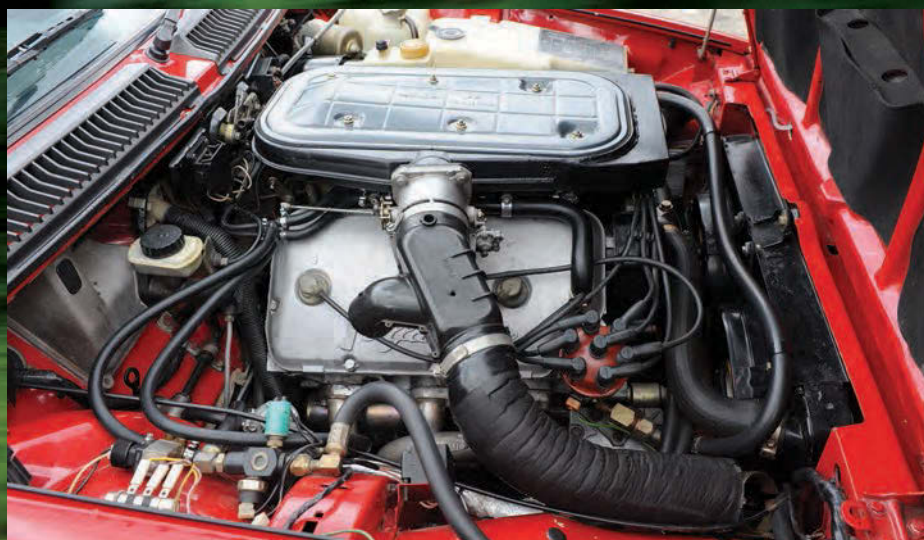
The 3.0 V6 certainly achieved its aims in competition. At its race debut at Kyalami, it swept the board, quickly followed by wins at Cape Town and the World Endurance Championship 1000km race at Kyalami.

So what's it like to drive? I can't imagine a better example to try than Kevin's totally original, immaculate car. It's obvious from the off that the V6 is a 'Busso' but it has its own distinct sound and character. It has a beefy, deliciously muffled roar at low revs, the exhaust producing crackling with the odd snort now and then.





RIGHT: The stock 2.5-litre Alfa V6 was extensively re-engineered in South Africa, a true case of customer development





At higher revs, the noise becomes piercingly urgent – not that you really need to rev this engine hard: the torque in the low and medium rev ranges is fantastic. Judged by today's standards, the car's pace is rapid rather than blistering; the 0-62mph time, as tested by Car magazine in South Africa, is 8.36sec (versus 10.8sec in the 2.5), although needing to change gear just before 62mph doesn't help.

As with any GTV, the gear lever's long throw and flaccid, haphazard action take some getting used to. The lower ride height and stiffened springs and dampers make for a harder ride and sharper cornering, even though the GTV still wallows somewhat through the bends compared to the later coupes here. But it always feels stable and balanced and gives exactly you the right feedback. Mild initial understeer develops into a firmly held line as you attack each apex, with the potential for controllable oversteer if you use the throttle carefully.

This is just a lovely, lovely road car, and I find myself fondly imagining eating up the sweeping, high-speed roads of South Africa's Garden Route on a sultry sunny day...

MACHO MONSTER: SZ

Hands up – I've succumbed to the monster. Having dreamed of owning an SZ for a very long time, I've finally taken the plunge and bought car number 249 of 1036, an original UK-supplied SZ.

For me the SZ's appeal is summed up by this phrase:

it's so wrong, it's right. That styling splits opinion right down the middle, but there's no mistaking it for anything else. And let's clear one mistake up at the outset: despite its Zagato badging, the SZ was not designed by Zagato – it merely built the cars at its factory – it was actually designed by a team of Fiat Group insiders, including Robert Opron (the Citroën SM designer) and Antonio Castellana.

Still no other car company has ever used the peculiar type of plastic (ICI Modar) that Alfa chose for the body panels. Just about every owner curses that decision though, as regular repaints are necessitated by micro-blistering. The shape may be pug-ugly but it's wind-tunnel smooth; the drag coefficient of 0.30 is still one of the lowest for any sports car ever.

ABOVE: Alfa's unusual choice of materials resulted in some quite chunky bodywork and a 'relaxed' panel fit



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The SZ is as pure a sportscar as you could wish for. It starts with the cabin which is, leather seats aside, focused and pared to the bone. Underneath, the SZ is essentially an Alfa 75 racer, with coilover front suspension (rather than torsion bars) borrowed from the 75 Group A/IMSA race cars. The rear-mounted five-speed transaxle and de Dion tube engender near-ideal weight distribution. It's a celebrated statistic that the SZ is able to pull 1.4g in cornering, but this particular SZ has replica 18in wheels in place of the original 16s. They turn an already hard ride into a pulverizing hammering, but the 225/40 front and 255/35 rear Kumho Ecstas give the car impossibly generous grip – in dry conditions, at least; wet weather handling can be





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BELOW: Alfa's 3.0-litre g16 GTV is fast approaching classic status classic and currently represents great value for money



SZs fairground-ride scary.

Just as well that the steering is so delightfully communicative. The SZ will understeer ultimately, but if you're extremely lairy you can wag the tail happily – and controllably. Just watch out when you need to brake at the end of a fast straight: you have to hoof the pedal hard, and Alfa chose not to fit ABS to give the car a true race vibe.

Don't expect race car performance, though. Despite tweaked Motronic injection and uprated intake and exhaust manifolds, the V6 only makes 207bhp. I find myself constantly itching for more welly, especially at low revs. But then, with a delicious-sounding uprated exhaust fitted, the searing sparkle and muscular flex in the upper rev range always persuades me to spend as much of my time there as possible.

FUTURE CLASSIC: 3.0 916

In this company, the g16-generation GTV runs the risk of feeling ordinary, but it's very far from that. It still looks fantastic after all these years, and Pininfarina's shape has aged brilliantly. That fibreglass clamshell bonnet and rising body swage line still make a bold statement, and the same sense of timeless charisma applies to the cabin, with its cowed dials, circular air vents and evocative, supportive Momo leather seats.

The 3.0 V6 engine in the g16-generation GTV shares its basic architecture with the SZ/75/164 unit (93mm bore and 72.6mm stroke). And this engine marks, in my view, the high point of the Busso trajectory – better than the 3.2 that followed it because of its short-stroke rev-ability. It's silky smooth at idle but richly orchestral at full chat. In the g16, its 220bhp is comfortably higher than the other V6s in our trio, making it the fastest car of our gathering, despite its 1415kg bulk. The gear lever may have a long throw but the change quality feels the slickest of the lot, too.

The biggest difference, though, is architectural. While the earlier Alfa V6s revel in rear-wheel drive, the g16 GTV sends its horses through the front end. And that means torque steer is almost unavoidable, especially when you accelerate hard with the steering wheel just off dead centre. And you also have to battle a fair bit





TECHNICAL SPECIFICATIONS


	ALFA ROMEO GTV6 3.0	ALFA ROMEO SZ	ALFA ROMEO GTV 3.0
ENGINE:	2934cc V6 sohc per bank	2959cc V6 dohc per bank	2959cc V6 dohc per bank
BORE X STROKE:	93mm x 72mm	93mm x 72.6mm	93mm x 72.6mm
COMPRESSION RATIO:	9.0:1	10.0:1	10.0:1
FUEL SYSTEM:	Six Dell'Orto FRPA40 carbs	Bosch Motronic ML 4.1 fuel injection	Bosch Motronic ME 3.1 fuel injection
POWER:	186bhp @ 6700rpm	207bhp @ 6200rpm	220bhp @ 6300rpm
TORQUE:	192lb ft @ 4000rpm	181lb ft @ 4500rpm	195lb ft @ 5000rpm
TRANSMISSION:	Five-speed manual, rear-wheel drive	Five-speed manual, rear-wheel drive	Five-speed manual, front-wheel drive
BRAKES:	269mm ventilated discs (front); 250mm discs (rear)	284mm ventilated discs (front) 250mm ventilated discs (rear)	305mm ventilated discs (front) 240mm discs (rear)
TRANSMISSION:	Five-speed manual, rear-wheel drive	Five-speed manual, rear-wheel drive	Five-speed manual, front-wheel drive
SUSPENSION:	Independent with double wishbones, torsion bars, anti-roll bar (front); de Dion tube, Watt linkage, coil springs, anti-roll bar (rear)	Independent with double wishbones, coil springs, anti-roll bar (front) de Dion tube, Watt linkage, coil springs, anti-roll bar (rear)	hydraulically adjustable dampers Independent with double wishbones, coil springs, anti-roll bar (front); independent multilink, coil springs, anti-roll bar (rear)
TYRES:	205/50 15	205/55 16 (front), 225/50 16 (rear)	205/50 16
DIMENSIONS:	4260mm (L), 1664mm (W), 1330mm (H)	4060mm (L), 1730mm (W), 1300mm (H)	4285mm (L), 1780mm (W), 1318mm (H)
KERB WEIGHT:	1118kg	1280kg	1415kg
FUEL CONSUMPTION:	25.0mpg	28.6mpg	22.2mpg
TOP SPEED:	140mph	152mph	149mph
0-62MPH:	8.3sec	7.0sec	6.7sec

of body roll and a vaguer steering feel than the SZ's. But the combination of that superb engine, a scintillating cabin and still-fresh styling makes the g16 GTV 3.0 a sure-fire classic in waiting.

VERDICT

So which Busso V6 Alfa coupe represents the zenith of the form? You may well accuse me of bias here, but the SZ is, objectively and subjectively, the stand-out car of this trio.

While the g16 is a true classic of the V6 form – and is criminally cheap in today's market – it has a softness that contrasts starkly with the raw spirit of the SZ, which is a focused, gloriously barking mad, all-out sportscar.

Credit where credit's due, though: for rarity and charisma, the South African GTV feels very special indeed. That Autodelta-fettled engine has a completely unique charm, and while it may not have the outright performance of the later Alfa V6s, it's the easiest car of the three to fall in love with. 





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De Tomaso's Last Stand

The V8-engined Shamal was to be Alessandro de Tomaso's final evolution of the Biturbo but morphed into the 3200GT when Fiat took control of Maserati

Story by Andy Heywood
Photography by Michael Ward



A mediocre racing driver, committed social climber and megalomaniac with a Gianni Agnelli complex; to this day Alessandro de Tomaso has a poor reputation in his adopted homeland of Italy. Some say that it would have been better that Maserati closed its doors for good than to suffer the ignominy of his low-quality high-volume products, yet without his aggressive intervention, we would have missed out on some undoubtedly great cars.

De Tomaso's tenure at Maserati started in 1976 and his first models were the inherited old guard, designed for a pre-oil crisis buyer. Recognising the need primarily to re-start the business the Kyalami and Quattroporte Series 3 became his first new models, though again they would be firmly seen as the products of a previous era, using as they did a V8 engine that could trace its lineage back to the Quattroporte 1 of 1963.

However, all of this was a precursor to his grand plan. He felt that times were changing and that Neanderthal



engines with glacier-melting emissions would no longer be acceptable. He was convinced that less bespoke, cheaper to make, higher volume, more modest cars, albeit ones that still maintained an exotic aura, were the way forward and on December 14th 1981 he presented the solution: Biturbo.

With hindsight, he had possibly gone too far. The Biturbo was initially greeted with enthusiasm and sales, especially in the all-important US market were healthy, but the high-volume and lower cost aspects

had proved too much of a culture shock for a traditional workforce and the resulting quality control issues would go on to blight the car's reputation for its entire life.

De Tomaso had been here before of course, his own Pantera having suffered myriad warranty claims in the USA during the first years of its life. Because of his relationship with Ford at the time, that car had been marketed through the blue oval's Lincoln Mercury division, meaning that a lot of the warranty work and



face-saving was done for him. This time however, he was on his own and with his back getting uncomfortably close to the wall, he made the unusual decision to divide and conquer.

Instead of persevering with one model of the Biturbo, over the next few years De Tomaso launched over 50 different variations. There were different models to suit different markets, five types of bodyshell and three different engine sizes making up an exhaustive number of combinations. Each was heralded to the press as all-new and exciting and just managed to maintain public interest long enough for the next one was announced. To be fair, there were huge improvements along the way, meaning that later cars

were dynamically superior as well as far better made than the first examples. But while the similarities encouraged economies of scale, buyers began to get confused by the permutations on offer and sales, especially in the USA, deteriorated year on year. Finally, in 1989, he announced a car that meant he could get off this merry-go-round of models, a car that would silence his critics and prove the Biturbo concept once and for all. In fact it would go on to become his magnum opus, the Maserati Shamal.

Today's marketers would no doubt call the Shamal a halo car, the desirable range-topper from which the lowlier products in the range derive their kudos. Of course, they would also point out that in

BELOW: The twin-turbo V8 engine in the Shamal is considered to be the basis for the forthcoming 3200GT





order to have the desired effect, the halo car should be announced at the same time or ideally before the regular production models, not seven years later. De Tomaso had his reasons though. Neither the technology involved in the Shamal nor the funding to develop it would have been available to him at the beginning of the decade.

While the design of the Biturbo was eventually credited to Pierangelo Andreani, de Tomaso was not confident of his designer's reputation when the car was launched, preferring to call it the product of the anonymous 'Maserati design team'. In doing so, he had underestimated the draw of a designer label and for the Shamal he would make no such mistake. This time he went straight to the A list, to Marcello Gandini, though the Shamal brochure still records this as a collaboration between the great man and the Maserati design team. The result, while still recognisably a Biturbo, uses some very strong styling details to create something with an altogether more aggressive and exotic flavour. The rear wheelarch flourish is a Gandini signature of course and any similarity to products built down the road at Sant' Agata is wholly coincidental.

Funnily enough, there is a naivety about the Shamal's design cues that for me makes it less of a triumph than the restrained elegance of the original. It is a guilty pleasure of a shape but nonetheless, one that portrays intent and promotes discussion, two virtues for a halo car.

Mechanically, the Shamal used a new 3.2-litre V8 version of the Biturbo V6 engine. The family lineage is again clear in the architecture of this twin-turbo power unit with four overhead camshafts. For the

first time on a Biturbo, Maserati deleted the distributor, using fully ECU controlled ignition and fuel injection by Weber-Marelli. From a control point of view, the engine was split into two banks, each with its own ECUs. As had already become the norm with later Biturbo variants, twin intercoolers were installed in front of the cooling radiator and a boost control system equalised the pressure between the two turbos. This culminated in a power output of 326bhp at 6000rpm and a 322lb ft of torque at only 2800rpm and the whole car weighed only 1350kg.

The Getrag 6-speed gearbox was also new for the Biturbo range but sadly the Maserati 'Ranger' torque-sensing differential was not and its delicacy proved the car's Achilles heel against relentless waves of torque. The front suspension and steering was similar to late model Biturbo cars but for the first time at the rear, Maserati produced tubular trailing arms, offering far more sophisticated wheel alignment than the earlier pressed items. The Koni shock absorbers had four hardness settings, electronically controlled from a keypad near the gear lever but other than that, there were no driver aids, including no ABS.

The interior of the car used the Biturbo dashboard and panels but with a new design of front seat that would only be used in the Shamal. The rear seat was also unique to the model and uniquely unusable due to a complete lack of legroom. That other Biturbo signature, the oval clock, was also retained.

Finally the name. Perhaps de Tomaso had run out of combinations of numbers but for this new model he reverted to Maserati tradition. Shamal is the name of a wind that blows across the Mesopotamian plains.





BELOW: Marcello Gandini was responsible for the Shamal's design, evident by his signature rear wheelarch treatment



The launch version used some very fussy OZ multi-spoke wheels, which the brochure compared to Borrani spoked wheels on Maseratis past, though these didn't make it into production and were replaced in the end by a seven spoke design, again by OZ. Other details also changed between launch and production, partly because a whole year elapsed between the two. As with all of De Tomaso's launches, the announcement of the Shamal took place in the December of 1989, another traditional nod to the incorporation date of the original Maserati Company. During the next year, the design was honed and tested before customer deliveries commenced. The gestation period represented a change of policy for de Tomaso, who was renowned for his impatience. Perhaps he had realised that for a halo car, increasing desire by making it unattainable is no bad thing.

The Shamal became an instant legend because of its exclusivity and also its animalistic performance. Top speed was quoted at 168mph and the 0-60mph time was 5.3 seconds, both hot stuff in the early '90s, yet it was the way it got there that really made it stand out. With a short wheelbase, and huge torque from low revs, wheelspin was possible in the dry in the first three gears. And in the wet, Shamals could be the slowest cars on the road. However, driven enthusiastically but respectfully, the surfeit of power over grip is never a problem and with surefooted

handling and powerful brakes, the Shamal can be a competent touring car in the true Maserati tradition.

Production continued slowly until 1993, when de Tomaso

suffered a debilitating stroke.

Fiat stepped in to save Maserati and while a few more Shamals were made into 1994, the new Managing Director, Eugenio Alzati, chose to concentrate on the new Ghibli and the Quattroporte IV. When production stopped, a mere 369 examples had been made.

Much of the technology that had been used in the Shamal subsequently found its way into the next generation of Maseratis and in fact the V8 engine was used in the Quattroporte IV and in modified form in the 3200GT right up to 2002.

While the Ghibli that followed was in many ways a more rounded package, and will no doubt reach legendary status eventually, the Shamal is already there. Its reputation as a beast to be tamed and its truly exotic looks have ensured that. Ironical then to think that De Tomaso's magnum opus will be remembered as a very traditional Maserati. 🇮🇹



ABOVE: With only 369 cars built, the Maserati Shamal is a rare car and has recently escalated in value





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Ferrari by Vignale

In the early 1950s Vignale was Enzo Ferrari's favoured coachbuilder, this car is a fine example of that relationship

Story by Peter Collins

Photography by Darin Schnabel courtesy of RM Sothebys



Although Enzo Ferrari eventually plumped for Pininfarina as his favoured roadcar body designer – and lifelong friend – this wasn't until after many other carrozzerie had tried their hand at constructing bodies on the bewildering number of different chassis that emanated from those famous portals on the Abetone road in Maranello. Some, like Allemano, despite their sole effort in winning the Mille Miglia for Enzo, were relegated promptly to his out-tray, but some were favoured by the boss, often for no obvious reason and became acceptable to Enzo for some years.

Up to 1953, despite all the other bodyshops having been favoured with Prancing Horse business, Carlo Bianchi Anderloni's styling house of Touring probably did more work with Maranello's 166 and 195 chassis than most others of the time. Those 'other' bodyshops included Stabilimenti Farina, whom Ferrari patronised in a very small way before settling with Pinin Farina and Ghia who, in 1950, started to build road car bodies for Maranello that pandered more to the client that preferred luxurious to sporting. Their salmon pink and black painted American-derived effort on a 375 chassis can't have endeared them to Maranello at the time.

While Boano's bodies for Ghia were perhaps memorable for the wrong reasons, there was one carrozzeria who flourished briefly in the early '50s and that created, in a particular way, some elegant as well as some exciting clothing for Enzo's roadgoing chassis.

Alfredo Vignale and Company in Turin made a strong contribution to Ferrari's projections of style. The reason so many of Italy's top carrozzerie were tried and

discarded by Maranello was simply a matter of sifting through as many of them as possible, to find one that would produce not only the right bodies at the right price, but also be capable of working easily alongside the unpredictable boss of the Prancing Horse.

Amazingly, by early 1954, hardly four years since the collaboration started, Vignale had built nearly 100 bodies for Ferrari when only a total of 85 cars had been completed by 1952 and it was 1957 before Ferrari turned out more than 100 cars in one year.

Alfredo Vignale had been brought up in the world of carrozzerie as a master metal fabricator and was foreman at Stabilimenti Farina in 1947. From there he moved to Cisitalia where he was responsible for the three special aerodynamic coupes with vee-shaped windcreens and large aerodynamic fins at the rear similar to Scaglione's later 'Bat' Alfas. Incidentally, one of the most influential aspects of these cars was that small portholes were included in the front-wings and these were copied by General Motors for their 1949 Buick. Piero Dusio was so pleased with the cars he gave Alfredo a 100k lire bonus.

Alfredo swiftly set up his own business, so that by the end of 1948 he had his own workshops. After the usual round of special bodies for Fiats and Lancias, in 1949 he designed a fastback coupe on a Ferrari 166 Inter chassis. It was well-proportioned and handsome and one of these, in blue livery, was campaigned until recent times in Ferrari Historic racing.

Vignale was particularly careful with grille and bumper design, fabricating his own exterior and interior detail hardware as part of an overall integrated style.





Not for him over-the-counter taillights as used by most of his contemporaries. Chrome was often used, in particular strips and sometimes to excess when used as delineation between colours on duotone cars – like the example here. He was also very partial to air scoops, both on the top as well as the side surfaces of his designs. These were not fakes but actual openings although it is doubtful whether any of them actually did any good to the dynamics of the cars.

Most of these designs were the work of Giovanni Michelotti who also worked for Ghia Aigle at this time. He built up a very close relationship with Vignale, not least because of the latter's extraordinary ability to translate drawings into the metal without the use of a full-scale buck. This was unique to Vignale and actually resulted in some of his cars being asymmetrical. Measuring one of his 166 MM coupes once revealed that one of the doors was just over 50mm longer than the other.

His method was to work exclusively in aluminium at this time, forming shapes by hand over wooden formers and finally folding the panel around the steel framework to hold it in place. When complete, the

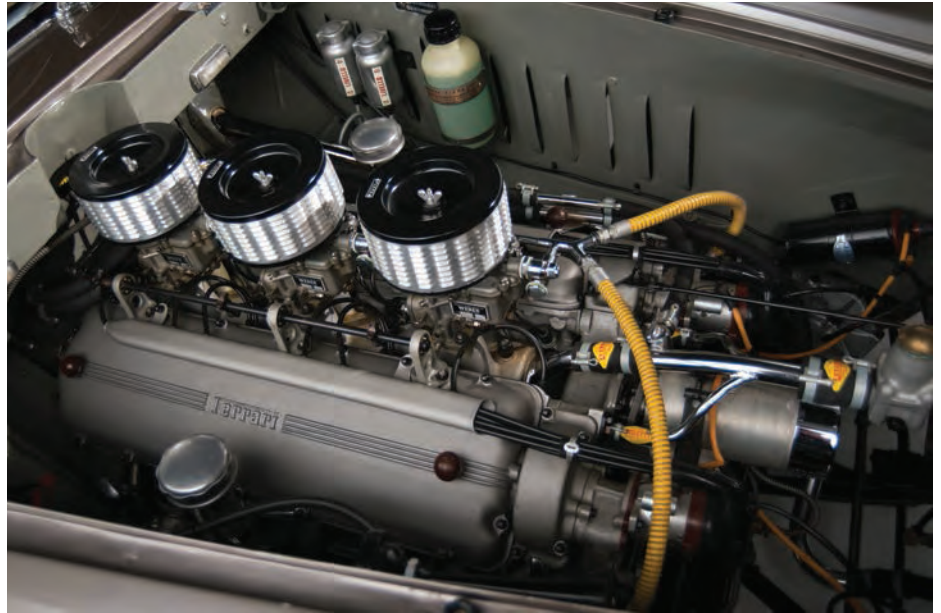
whole car would be covered in filler, worked to a smooth finish and painted.

Both the 1951 and '52 Mille Miglia winners were bodied by Vignale. Aspects of his gorgeous 1952 designs for the 340 Carrera Panamericana cars were carried over to some of his road cars, but not to this car, a left-hand drive 0313 EU 250 Europa from 1953, except perhaps the raised line down the centre of the bonnet. This was a very short-run model designation for Ferrari and should not be confused with the subsequent 250 Europa GT which continued until 1956.

The appearance of 0313 from the front carries over the broad appeal of Vignale's previous very rounded and popular spider efforts on the 166 MM chassis. In Ferrari-speak, the model first having appeared at the Paris Show in '53, using the numbers as cubic capacity per cylinder, they tell us that its engine is of 2963cc, designed by Aurelio Lampredi and this unit came to be known as the long-block because of its physical size compared to the previous Colombo-designed 'short-block' V12.

So 0313's chassis carries a one-off body built by Vignale and it was completed in 1953. Originally it was unusually

ABOVE: By early 1954 Vignale had built 100 bodies for Ferrari in just under four years



painted in Tobacco for the body and Bruno Siena on the roof and it went straight to Enzo's love/hate relationship agent, Luigi Chinetti in New York.

By early 1954 it was exhibited at that year's World Motor Sports Show in New York, but had been repainted by then in red with a black top. Maybe Luigi felt it might not sell in brown. Whatever, 0313 was purchased after the show by a Mike Garber from Framingham, MA who kept it for four years until it was sold through Gaston Andrey to a George H Parker of North Syracuse, NY. He loved the car so much that it became his daily driver and later, when he got married in early '59, the newly-wed couple drove 0313 across the US to Los Angeles, suffering a blown gasket, which Parker replaced himself on arrival in Los Angeles. A year later the Parker's disposed of the car to a Leonard Remick who ran a Cadillac dealership in Fullerton, Ca. His obvious enthusiasm for GM products led him to replace 0313's V12 with a supercharged Chevy V8, as that would have been easier to maintain with his connections and it was actually not unknown for other owners of early Maranello products in the





USA to do the same, as parts supply from Emilia was hit-and-miss in reliability and availability. Not only that but 0313 suffered the indignity of being sprayed purple with added custom nudge-bars front and back as depicted in Dean Batchelor's *Early Berlinettas and Competition Coupes* book.

Philip Stanton of Los Angeles didn't seem to mind, as he had acquired the car by the end of '68 and it was 1976 before it changed hands again being listed at Ferrari of Los Gatos that year before a further change of ownership to Constantine Baksheef and Alec Sokoloff of Palo Alto, CA and it was 11 years before 0313 popped up again, being offered for sale in the Ferrari Market Letter.


The car didn't sell and in 1991, still in Palo Alto, it was reported that engine 0331 EU was ready for installation in the car, the latter chassis having had engine 1657 GT fitted. It was further reported, in 2001 that, in fact, 0313's original engine had turned up in 0325 EU after 1996, as the latter had had a 4.1-litre V12 from chassis 0222 fitted in the early 1950s.

By 2003 0313 was in the ownership of Tom Shaughnessy of San Clemente and the next year he showed the car at The Quail, a motorsports Gathering in Carmel Valley then, in 2009, the car returned to Europe into the safe keeping of Heinrich Kaempfer, of

Seengen, Switzerland, who resolved to restore 0313 back to original.

Kaempfer did the work himself as he had had much experience of early Ferraris. Anything original that had gone missing over the intervening years he had reproduced to correct specifications. He even found the formula to reproduce the period ICI Bruno Siena paint and had the leather interior finished by the same company that first made it and finally, the engine block 0331 EU was sent to Ferrari Classiche for a rebuild as it was in need of serious work, so bad was it in fact that a whole new one was cast and a new gearbox of the correct type was fitted to it.

Some 3800 hours were estimated to have been spent on the restoration in total. Not surprisingly it gained Ferrari Classiche soon after.

The result of this incredible amount of work was being awarded the Trofeo Foglizzo, when 0313 was displayed at the 2012 Concorso d'Eleganza at Villa d'Este, before being sold by Bonhams at their 2013 Quail Lodge sale for \$2.81m to Tom Rose. Now, it is up for sale once again at the upcoming prestigious RM Sothebys sale in New York. Sixty-one years since it last stole the show there, 0313 is ready to do it again.  The RM Sothebys New York sale is on December 10. For details visit www.rmsothebys.com Ed





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Little & Large

Two Fiat 600s receive the Abarth treatment, one for road, one for race

Story by Richard Heseltine
Photography by Michael Ward





And thus begins a 50 decibel conversation. It isn't even as though we're standing that close, but it does take a while to fully warm up a Group 5-spec Abarth 1000 TC Berlina Corsa, a car which redefines your understanding of the word 'noisy'. It detonates sound like buckshot. The 100bhp four-banger out back is clearly angry, and likely audible from a couple of miles away; maybe more depending on wind conditions. The car's builder, marque authority Tony Castle-Miller, is adamant that you need to get it up to operating temperature properly as there's almost as much oil circulating as water. This may take a while.

Despite having taken several steps further back just to be able to get synapses to fire in the right order, our party finally gives up all pretence of conversing and instead breaks out in a fit of giggles. Maybe we should take out the other car first, the Abarth-ised '64 Fiat 600D alongside being the jumping off point for the racer but a world away in appearance and demeanour. At least that is what preconceptions might have you believe, but then nothing about the marque of scorpion is ever quite as it first appears.

The Abarth touring car racers – or saloon car racers in contemporary British parlance – were made at a time when the marque was at its creative height, and they were very much representative of its founder's reliance on impulse as much as intuition. Born Karl Alberto Abarth in Vienna in 1908, this tuning deity's early interest was rooted in two-wheeled transportation. Success racing 'bikes led to an early indication of his fame-chasing proclivities when he made a bet with the Orient Express operators that he could beat the train from Vienna to Ostend by motorcycle and sidecar. He and his wingman did just that.

By the end of WW2, Karl was now Carl, the newly reminted Italian citizen getting swept up in Piero Dusio's overambitious Cisitalia grand prix car project. Abarth formed his eponymous firm in 1949, fielding Cisitalia sportscars under his own name before setting about producing an array of new products under the Abarth banner. Motorsport was his first love, go-quicker bits for Fiat and Fiat-derived Simcas helping to fund his racing activities. And while there were umpteen other respected tuning firms, few if any saw the big picture quite like this bootstrap entrepreneur.

Always a shrewd operator, Abarth employed journalists as works drivers and basked in the reflective glow of positive ink. In 1958, he signed an agreement whereby the marque would be financially rewarded by Fiat for each race win accrued by a Fiat-powered car. The Turin giant must have shelled out plenty of lire as from 1956 to 1971, the year he sold out to his erstwhile backer, Abarth claimed to have scored 7300 overall or class victories across the globe. The mid '60s was its peak period, the firm claimed a belief-begging 904 victories in 1966 alone!

But – and it's an important but – the aura surrounding the marque in period was more than just smoke and mirrors. There was substance, as evidenced by the 600-series road and racing cars. Abarth's bread and butter was tuning equipment and the arrival of the 600 in 1955 led to a raft of go-quicker bits which brought-in much-needed finance. The first 'elaborazione-derivazione' Abarth-tweaked 600 appeared almost simultaneously, and the Turin concern



was still reconfiguring them in the early '70s. Over time, what began life as an expertly-packaged 21.5bhp put-put morphed into a 112bhp tin-top legend.

Matters got off to a flier in 1956 with Abarth offering a kit package that upped capacity from 633cc to 747cc, and increased power to 41.5bhp. With a new crank, hotter cams, new pistons, valves, Weber 32IMPE carb and four-branch exhaust arrangement (naturally), this first hotted-up Seicento proved an instant hit with racers of the boy and track variety. It also led to a raft of special-bodied circuit weapons and streamlined record-breakers, all of which further gilded Abarth's reputation.

And Abarth didn't rest on his laurels, these performance packages being constantly updated to the point that the tiny four-cylinder unit was emitting as much as 47bhp – more than twice the standard item's horsepower rating – within only a few years of hotted-up 600s first appearing. In 1959, the firm released its most radical variant yet, with a capacity hike to 847cc and an even more useful power output of 57bhp at 6500rpm. Ever wider variation of bore and stroke combinations, suspension upgrades and body enhancements followed, but what really brought the market alive was the announcement of big(ish)-bore 767cc 600D in 1960 which, once given the Abarth touch, morphed into the hugely successful 850TC (Turismo) a year later. This was followed by a one-litre version in 1962, each variation on the theme being offered in Strada or Corsa forms. The 1000cc cars, however, used Abarth's own specially-cast block and featured Girling disc brakes (up front initially but all-round over time). Twin-cam units, however, were only ever fitted to Abarth GTs and sports-racers.

And then there were the physical transformations. Ever more outré power outputs put additional strain on the standard rear-mounted radiator. So much so, an additional rad was installed under the car amidships. For obvious reasons, this arrangement was less than ideal to the point that it was soon repositioned to the nose where it was enveloped by a box-like fibreglass housing. Ultimately, the rear radiator was deleted entirely, with ever larger combination oil-and-water rads being mounted low-down as the foremost extremities to the point that mention of an Abarth-ised 600 instantly conjures such steroidal makeovers in the mind's eye.

The same is true of the propped-up rear engine

cover. Early cars had the lids cracked open by an inch or so in an effort to force cooling air in and out of the engine compartment. However, over time this crack became a chasm as Abarth realised that having the lid propped open horizontally lowered the drag coefficient, resulting a higher top speed. 'The Sorcerer' did nothing to dissuade the wildly-held belief that it was all about cooling: why would he give the game away?

But, if you were an enthusiast whose budget didn't stretch to paying the sort of money usually reserved for a multi-cylindered supercar (after purchase tax, a new 1000TC cost more than Aston Martin DB5 in the mid-'60s), you could just as easily add parts as you went along; opt for the mix and match approach. Start off with a badge and an exhaust manifold and build from there. The 600D seen here being representative of that approach in that it isn't an Abarth per se, but nor is it a replica.

Owned by Clive Barrett, a man well-versed in classic cars having owned everything from an MGA Twin-Cam to an Alfa Romeo 1750GTV, it looks much like any other 600D until you notice the stance. That, and the wider Fiat 850 Coupé wheels. And the exhaust. And the... Well, you get the idea. It's a subtle makeover, but a successful one nonetheless. It looks period-perfect, thanks in part to the ivory hue in place of the original 'NAAFI green' (Barrett's description).

Barrett was originally in the market for a Fiat 500 but soon realised that he's too tall to fit in one comfortably (or uncomfortably, for that matter), hence the switch to a suicide-door 600D. He is only the second owner, Castle-Miller's Middle Barton Garage converting it in 2008-2010. Lift-up the engine lid and it's now packing a 70bhp 1050cc Abarth A112 'four' with a road/race cam and a few other choice tweaks. It has also been fitted with front disc brakes and adjustable gas dampers while inside it's pure 600D save for the bucket seats. As with the standard Fiat, it always comes as a surprise at just how much space there is inside what is a very small car. There's little in the way of garnishing, just a body colour dash (a shade of ivory as used on Fiat 124s) and a combination speed/water/oil temperature gauge.

Fire up and the little four-banger isn't exactly quiet, but it isn't an unpleasant noise. Acceleration off the line is brisk, but what really surprises is how easy it is to drive. The 600D always was a much better car that preconceptions might have you believe, not least in the







twisty bits. Here, the extra urge – and it really is quick given its vintage and displacement once in the mid-range – is welcome, but what is particularly pleasing is how much torque there is: it isn't exactly of the tree-stump-uprooting variety, but you're never kept waiting or hunting for an appropriate gear.

In cars such as these, it's generally a case of maintaining momentum at all costs. That just isn't the case here. There's usable performance, to the point that it is more than fast enough to mix it with cars 50 years its junior in the real world. The gear change is a little rubbery, but you soon acclimatise, while the steering is remarkably direct given there's little weight over the front wheels. The ride is a little jouncy, but that is to be expected. Even the briefest of sorties is enough to make you break into a wide grin; one that you're still wearing long after you have come to a stop. It really is huge fun and instantly endearing.

Then there's Phil Jones' 1000TC Corsa. Built in 1966, and uprated to 1970 Gp5-spec, it looks vaguely cartoonish thanks to the wicked rear camber and fat arches, but it is utterly compelling with it. Restored by Middle Barton Garage in 2010, and more recently used in British and continental hillclimbs, it features a 'semi pendolare' chassis with Abarth's own-brand steel front crossmember, rose-jointed double-wishbone suspension with coil-over dampers and an anti-roll bar. The rear-end comprises Abarth-spec A-arms, adjustable dampers and a rose-jointed anti-roll bar.

Riding on four Campagnolos (7X13s on 185/60x13 Falken rubber up front, 8x13 on 205/60x13s at the rear), it could only be an Abarth racing car. Once primed and up to temperature, you're left in no doubt that it's a competition tool. It is beyond loud. Deafening doesn't come close to describing it. Having wrestled the harnesses into submission, and engaged first on the five-speeder (an Abarth transaxle with a Bacci Romano 'dog' engagement gear set), you take off with a few bunny hops before it comes on cam and then matters take a turn for the frenzied.

Rural Bicester is not the natural habitat for such a car, but the first surprise is that it doesn't tramline or want to propel you arse-ways into a hedge. It's composed and no more threatening than an old Porsche 911. The dog-leg 'box takes a little getting used to, but it's easy once you have overcome your initial hesitancy. It does not respond to tactility. With ultra-short sprint gearing, everything happens very

quickly so you need to be in the right gear at the right time otherwise it bogs down, but it's revelatory once on wide open B-roads where it can stretch its legs.

The ride is much better than expected, too, but in no way is this car civilised. The clamour from out back really does dominate proceedings to the point that you have to shout to be heard should you have a passenger (ballast might be closer). This is a car which would no doubt reward greater familiarity, but even a short run is sufficient to win you over. Given that variations on this car were still category winners in the European Touring Car Championship as late as 1970 speaks volumes.

Both cars here share common ancestry and the same basic engine, but they are poles apart to drive and to look at. But that in itself is one of the most compelling things about Abarths: no two cars are ever the same. It would be boring were it otherwise. 🇮🇹



Thanks to: Middle Barton Garage (www.middlebartongarage.com), where both cars were for sale at the time of writing

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CLUB ITALIA

PREVIEWS AND REPORTS ON INTERNATIONAL
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Concorso d'Eleganza Villa d'Este

Story and pictures by Keith Blumel



The shores of Lake Como, and more specifically, the carefully manicured lakeside grounds of Villa d'Este, greeted entrants and visitors for the 2015 edition of the annual BMW Group sponsored Concorso d'Eleganza.

Each year the organiser's selection committee choose a truly eclectic array of machinery, from the entry requests received from all parts of the globe, to grace the lawns and terraces of this magnificent venue. The Saturday part of the concours is for participants, their guests and invitees only, with the Sunday element, held a little further south on the lake in the grounds of Villa Erba, being open to the general public.

Villa Erba is not ignored on the Saturday, as it hosts a concurrent motorcycle concours, and is the venue of the RM Sotheby's Auction, with viewing throughout the day, and the auction in the evening. BMW also provided a spacious display of their iconic art cars at Villa Erba, the layout giving one the opportunity to admire their details from virtually every angle, without anything impinging on your view. They included the Andy Warhol painted M1, the only one of the cars that was actually hand painted by the artist himself, which he is reported as having completed in 23 minutes, and which ran in this livery at Le Mans in 1979, where it finished 6th overall and 2nd in class. All the other cars in the series had the artist's designs painted on 1:5 scale models, and then transposed onto the real cars by BMW technicians.

There were also other concept cars and prototypes on display, which have their own class and award.

These included the first showing of the Zagato Mostro powered by Maserati, a menacing looking black beast, the Lamborghini Asterion LPI 910-4, the Ferrari F12 based Touring Berlinetta Lusso, which made its debut at the Geneva Salon in March, and the car that took the 'Design Award for Concept Cars & Prototypes', the Bentley EXP 10 Speed Six.

The main interest is in the historic element, although it is nice to be able to look into the future with the concept cars, whilst also looking back at their heritage. Here there were nine classes, with some evocative names, like 'Flamboyance in Motion', 'Antidepressants', 'Made to Measure', 'Hollywood on the Lake' and 'How Fast is Fast Enough', encompassing a total of 51 cars. They spanned from a 1925 Farman A6B Coupe de Ville to a 1980 BMW M1, with some amazing machinery in between. Probably the most eye-catching was the bright yellow 1952 Pegaso Cupula entered by Evert Louwman from The Netherlands, with red wall tyres (yes, red) and chrome side exhausts. It was undoubtedly the most flamboyant car at the show. It won the 'Trofeo Auto & Design', for the most exciting design as judged by the jury, and also the Trofeo BMW Group Ragazzi, a young people's referendum from up to 16 year olds.

As befits an invitation only concours event of this standing, the level of preparation and presentation is to a very high standard, and also the rarity of a number of the cars makes for a spectacular display. As an example, although it may never have been, or is ever likely to be, a contender for a design of the year award, as a bit of left field thinking, how about the

mid-engine 8.2-litre Cadillac V8 powered Panther 6 Roadster from the seventies, think Tyrrell 6-Wheel F1 car for the road. When was the last time you saw one of those (only 2 were built)?

There was a fine and diverse selection of Italian machinery, including a 1946 Alfa Romeo 6C 2500S with Pinin Farina coachwork, a 1953 Lancia Aurelia B52 Spider by Pinin Farina, a 1954 Zagato bodied Fiat 8V, a 1961 Touring bodied OSCA 1600 GT, a Maserati Tipo 60/61 'Birdcage', a Lamborghini Miura SV and Countach LP 400, to name but a few. There was also a sprinkling of rare classic Ferraris, including a 166 MM Touring Barchetta, a 1951 212 Europa Coupe and a 1954 250 Europa GT both by Vignale, 250 GTs in the form of a California Spider, a Tour de France and a SWB Berlinetta, plus a Dino 206S sports racing model.

In addition to the concours, the Friday evening RM Sotheby's auction also provided a further feast of desirable cars, including a beautiful 1949 Alfa Romeo 6C 2500SS Villa d'Este Coupe, an elegant 1953 Fiat 8V Cabriolet by Vignale and a Ferrari 250 GT SWB California Spider, together with a clutch of Ferrari supercars, a GTO (288), an F40 an F50 and an Enzo. The sale provided strong results, with the top sale of the evening being a Ferrari 212 Export Touring Barchetta, which achieved €6.72 million including buyer's premium.

UK entrant Clive Beecham's, ex-Gianni Agnelli and ex-Jacques Swaters, Ferrari 166 MM Touring Barchetta took a Mention of Honour award in the 'Gentlemen's Racers' class, only losing out on the class win to a 1956 Maserati A6G/2000 Zagato Berlinetta from the USA. The 166 MM also garnered two prestigious 'Best of Show by Public Referendum' awards and the 'Coppa d'Oro Villa d'Este' on the Saturday and the 'Trofeo BMW Group Italia' on the Sunday. The 'Best of Show by the Jury' award went to the 1932 Alfa Romeo 8C 2300 Zagato of David Sydorick from California. 🇮🇹





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The Longest Day

A first hand account of racing a Ferrari 458 in the challenging Spa 24 Hours

Story by Liam Talbot (liamtalbotracing.com.au)
Photography by LTR Media





To describe a 24 hour endurance race in a modern GT car even with all the driver aids is difficult. The best possible explanation is to picture yourself on a stationary bike in a sauna playing a game of chess while 15kg of force is being exerted onto your body. Your body is under so much pressure from G force, heat and physical exertion and you constantly have to make critical decisions with pin point accuracy and no errors. It's these errors no matter how small that can ruin your race.

The Spa 24 Hours event is equivalent to our grand final in the Blancpain Endurance Championship and it's such a special event that every driver and team want to win. Our team Kessel Racing are so committed to winning that in the lead up to the event they have stripped the car completely bare and replaced every item possible to ensure we have the best chance of reliability.

The week starts off the driver's parade, a fan favourite event. We are privileged enough to drive our actual race cars on public streets into the main town of Spa with many people lined either side of the streets. I am absolutely blown away by the passion and dedication that these genuine fans exhibit and they are rewarded with the chance to get up close and personal with each race car and the drivers. I really enjoy meeting people and talking them through what it's like to drive the Ferrari 458.

I jump into the Kessel Racing Ferrari for my first laps in Qualifying; this is a very exciting time as the air is cool and there is a real buzz in the air. I feel good in the car and I'm giving 100% attacking each corner, traffic is a big key with 60 cars so I try my best to find some clean air. I'm finding the limits of the car and track and discover I have set myself a new personal best lap time. I'm disappointed as I encountered traffic on my fastest lap and could have improved my time further. While this is racing there is no cause for concern worrying about 2 possible grid positions as 24 hours is a very long race and realistically it doesn't matter where we qualify.

We have beautiful warm weather for the event however on race-day it's freezing cold (at least for us Australians) and very wet. It's not enough to worry us we are prepared to race in rain, hail or sunshine. We





ABOVE: The magic atmosphere and activity of the pitlane at night

LEFT: Battle scarred and travel stained, the 458 nears the end of the race

gather on the grid for last minute photos then we finalise preparations and get ready for 24 hours of extremely hard racing.

The start of the race is under control of the safety car with the conditions worsening. Once the safety car pulls off it's unbelievable to see 60 cars on track going through Eau Rouge and Radillion corners, probably the most famous corner combination in motorsport. It is so quick and tough for drivers that once we get through each lap we breathe a sigh of relief. We are going downhill in 6th gear, give a slight lift of the throttle and turn right to head up the hill. In the middle of this we completely bottom out the suspension travel, we quickly resume full throttle. As we approach the top of the hill and begin to turn left (all the while still in 6th gear) the car becomes very light. We need to be very accurate with car placement and not take too much kerb along the way and upset the car balance. Now just to repeat this for 24 hours!

My first laps in the race come soon enough and my only thought is I hope I'm well enough to cope with the very high demands placed on drivers. The rain starts again and I'm out on full wet tyres and under a full course yellow condition (80km/h imposed speed limit). After two minutes we go back to green and the rain absolutely buckets down reducing visibility to almost zero. The track conditions rapidly deteriorate and I'm constantly aquaplaning, it's very dangerous. I can barely see the multiple cars off to the side of the track that have lost control and crashed. I radio to the team that we need a safety car as it's too dangerous to race and it's not long until we are under safety car conditions which is a massive relief to everyone. It's a very long 40 minutes of safety car intervention until we have conditions safe enough to resume racing. I pit for a driver change at the next scheduled stop.

It's around the six hour mark I get my chance to re-

join the race. My team mates have done a great job combining good pace with staying out of trouble. We have a perfect pit stop; the track appears very magical under the cover of darkness and dry conditions. You can see the glowing brakes under heavy braking and then with a full fuel load going through the famous corners Eau Rouge and Radillion the car bottoms out under compression showering the track in sparks. After a few laps I set my personal best lap times for the car in the darkness but more importantly all my laps are very consistent and I'm fully in control without exerting any risk. I press on and do a double stint so this is a little over 2 hours behind the wheel. I manage to improve our position from 7th place to 4th

I have minimum rest between stints in the car with two hours driving and three hours rest. I prepare early for my time in the car so that I'm ready just in case I'm needed, I ensure I stretch and warm up with various exercises so my body and mind are fully ready to cope with the massive demands placed on the driver. The pit stops have been absolutely perfect every time and I can't stress how great the team at Kessel Racing are. I re-join the track in 5th place and immediately go in maximum attack behind the wheel. I'm determined to make up as much time as possible. With daylight and fresh air we have ideal conditions to set really good lap times, this time is often referred to as happy hour.

Again I set more personal best and consistent lap times behind the wheel of our Ferrari 458 race car. The longer the race goes the fewer cars appear on track. The wet opening conditions and night running has forced quite a few cars into retirement through either mechanical failure or crashes. There is always the ever present issue of traffic with endurance racing but it feels eerily quiet on track. At times I don't see any other cars around me and I wonder if the race is still going, it's literally that quiet.....well apart from the hugely passionate crowd. It's such a surreal feeling

being on this very famous racetrack each and every lap; it's a very demanding circuit on a driver with its predominantly high speed and technical nature combined with elevation changes.

My fellow drivers and I slowly but surely continue to work our way up the order and with only a few hours to go we are in 2nd place. This position seesaw's with everyone on alternate race strategy and pit stop timings. We rotate through 2nd, 3rd and 4th place over the next 4 hours which makes for an exciting end to the race.

The team make the call for me to complete the last hour in the car. We are sitting in 4th place and use strategy through the race electing to save time by not changing brake pads or discs. This is very unusual for a 24 hour race, but as we had a lot of time in wet conditions we felt that the time taken to change these items wouldn't benefit us with a gain in lap time on track. The braking performance is noticeably less than optimal but I find ways to work around it to extract the cars maximum lap times.

I set focus on the track and I'm more determined than ever to hunt down the car in 3rd place. Even when I'm on the long straight I can't see the car in the distance so I know this will take everything I have left after 23 hours of racing. My engineer Geo is on the radio letting me know what the gap is each lap and I'm catching them at a great rate of knots. Suddenly I can see a car way in the distance and I'm not sure if this is the car I'm chasing. Soon enough I'm right on their tail and they are very defensive, blocking me and doing everything to make sure I can't pass them. Ok, so I have found my target!

I press on weighing up my strengths and weaknesses at the next few corners and looking for a safe way to get past. The last thing I want to happen is for contact to end our race, we still have time on our hands. As I pressure the car in front I notice they miss the apex and drift wide at turn 11. I position our car perfectly and maximise my exit to get the perfect drive out of the corner. I quickly get alongside the opponent but crucially I'm lined up on the inside for the next corner. They squeeze me beyond what I feel is acceptable and sporting and I'm almost pushed off onto the grass. I stand my ground and I'm NOT letting go of this perfect opportunity for the overtake at the next corner.

We approach Pouhon corner at the top of 5th gear and it's a very fast double apex, full steering lock left hand turn. I have the inside and superior line and I'm determined to hold my ground and take back 3rd place. I fully commit to this high speed corner and the opponent has no choice but to yield and gives up the position. This is great; we are now in 3rd place with 30 minutes to go and looking good to finish on the podium! Often in these later stages of an endurance race it can all go horribly wrong with a loss of concentration. I focus on doing consistent laps and not making any errors

Finally after 24 hours I see the chequered flag in a very fine 3rd place. To prove how tough the race is only 27 cars cross the finish line, from a starting grid of 57 cars. Teaming up with Kessel Racing and my co-drivers Marc Rostan, Stephen Earle and Marco Zanuttini to finish 3rd after 24 hours has been an amazing experience. 🇮🇹





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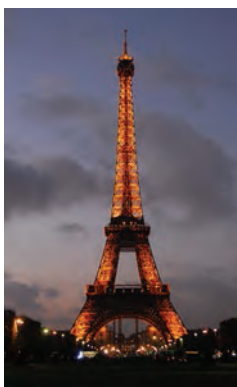
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Tractors, fire engines, cars and wine

An educational tour of Fiat's diverse European industrial operation

Story and photography by Michael Ward





We published a feature in issue 225 reporting on the activities at the Fiat owned CNH Industrial plant in Basildon where we were invited to 'build' a New Holland T6 tractor. The machine obviously hasn't fallen apart because we were invited back, this time to locations in France, Germany and Italy.

Globally, CNH Industrial are responsible for some proper big boys' toys with a combined history stretching back decades to over a century. We've all heard of that other famous tractor manufacturer, the one with the bull logo, but Fiat were there first. In fact over the years there are few things Fiat hasn't built. CNH Industrial are currently the market leaders and has an annual turnover in billions of Euro.

Our first port of call was Paris to visit the Fiat flagship dealer and showroom at the Motor Village just off the Champs Elysee. It was an impressive front window to all of Fiat's current car production with a few choice classics thrown in. It's also the site of the renowned Italian restaurant NoLita, which I can heartily recommend.

Next it was a visit to Chablis for grape harvester demonstrations. You don't have to be a wine bore to have heard of Chablis and the tasty whites that the region is famed for.

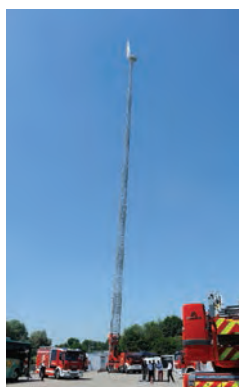
To achieve the finished product that we sampled in the cosy wine tasting cellar, requires an impressive amount of hard work, care and years of dedication in the maintenance of the vineyards up on the valley slopes.

While Champagne grapes are still picked and produced by hand, most vineyards now use automated harvesters of one kind or another. The particular machine we were to see in action was the Case New Holland VN2080. It's a spider-like tractor with a variable track to accommodate the differing widths of vine rows. The machine can trundle up and

down the slopes of Chablis at 6km/h! The vines pass centrally between the wheels and are then shaken with shaped bars to loosen the grapes into the Noria bucket system. These soft cups catch the grapes but don't damage the vine itself. The grapes are then blown through the system on a cushion of air to be separated from the leaves, twigs and misshapen grapes that will eventually be collected. The load of grapes is then transported to the factory to be processed into the good stuff. The grape harvest only lasts for about three weeks each year on vines that may have been planted 50 years before.

From Chablis we travelled on to Ulm in Germany and for me the highlight of the trip, a visit to the Magirus factory. Magirus was formed 150 years ago by Ulm fire-fighter Conrad Dietrich Magirus. He was the first 'hero' who saw the need not only to put fires out but to build a transportable ladder capable of extending upward to save the lives of people on upper floors. Magirus now manufacture fire engines in all classes including rescue vehicles, airport fire engines, and specialist vehicles for a wide variety of applications as well as bespoke fire-fighting components.

Magirus are supplied with a rolling chassis (not just Iveco) and adapt them to become fire-fighting vehicles. These range from Tank Pumpers to the breathtaking and record breaking 68 metre extending ladder. To see these hand-built and awe-inspiring life savers being constructed was a real privilege but a quick and impressive spin around their test track in the Brescia-built Super Dragon 8 was the icing on the cake. This beast, when fully laden with 19,000 litres of water, weighs in at 50 tonnes, it is a behemoth! The 1200bhp power output comes from a pair of thumping diesels enabling this airport fire tender to cover ground at a serious pace. While one engine can propel the Dragon to the incident the other can be used to pump the water jet from a great distance. Thankfully these



vehicles are rarely seen in action but it's comforting to know that they are there lying in wait should something go wrong on your next landing at Malpensa.

The extendable ladder is equally awesome. The ladder is hand welded and built to such fine tolerances you couldn't help but be impressed. It's not just the sheer quality of construction but also the fact that the whole thing is balanced on a truck chassis that has to be narrow enough to be driven on public roads and then do its one job, which is to save lives.

Not having the best head for heights I swallowed hard and took a trip up to the sky. The speed and smoothness of the ascent and decent made the heart thumping trip worthwhile. Even at 68 metres in the air you could feel how stable the structure was. No more jumping out of buildings when this equipment is around.


Next on the itinerary was Turin and a visit to Centro Stile and a fascinating presentation by acclaimed designer and Fiat 124 Spider owner David Wilkie. David has been in the automotive design world in Italy for many years, which included a stint at the now defunct Bertone company. A charismatic Scotsman and wearer of loud shirts, it's hard not to lean forward and listen intently to his presentation. While automotive design is restricted and arguably a bit formulaic, the tractor, commercial vehicle and construction operation is much freer and open to exciting interpretations of the brief. Sadly a lot of the designs we were shown were secret and quite futuristic. David did say that when young designers arrive for apprenticeships, they all want to design the next sportscar. However, after a short period of time they start drawing tractors and begin to understand the blank paper excitement of designing

something that has an important job to do. There is the added bonus of longevity of design due to the fact that these machines can have a working life of over 25 years, and not a fleeting fashionable 'new car' life of your average family hatchback.

Abarth is located within the same building as Centro Stile and we were ushered round the showroom/museum and the design offices. After a brief conversation with the head of Abarth I was left with a more positive outlook of the company's future. Here in the UK, Abarth has increased sales by 113 per cent. The future is not all about the 500 – watch this space!

Back to tractors again and this time a methane powered T6, which was in use at La Belotta, a huge farm just outside Turin. A fragrant and stinging hot demonstration concerning bio-waste and the production of bio-gas proved interesting especially as we were able to test drive the tractor. If you ever get the opportunity to drive something out of the ordinary, grab it with both hands.

Our final day of the European tour was spent at the EXPO in Milan, where Case New Holland's pavilion was constructed without the use of water or cement and complete with a methane powered tractor jauntily parked on the roof. The emphasis was on feeding the world and what the various manufacturers and countries are doing to improve the world's worsening food shortage issue.

The visit was an active and revealing demonstration of the diversity of Fiat's products, and served to illustrate that the company has much more in its portfolio than just fast small cars. 





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BUYERS' GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING A TOP END CLASSIC

Dino 246 GT

Delicately styled, nimble to drive and relatively simple to run, the Dino is one of the most desirable collector Ferraris of all

Report by Chris Rees
Photography Michael Ward

Is the Dino the prettiest car ever to wear a Ferrari badge? Quite possibly – but that should really read 'the prettiest car never to wear a Ferrari badge'. But while it was only ever known as a Dino in its life time, many cars have since been rebadged as Ferraris by their owners.

The sensational newcomer in 1968 was a real departure for Maranello. For starters, it was the first ever mid-engined road car made by Ferrari (excepting the race-ready 250LM), and it also had a mere six cylinders. Enzo Ferrari named the car after his late son, Dino, and early advertising referred to the new





model as “almost a Ferrari.” This was a car very much targeted at Porsche 911 buyers. Pininfarina badges attested to the design house that was behind the supremely elegant shape.

As launched, the Dino 206 had a 1986cc V6 engine mounted transversely and amidships. This all-aluminium unit derived from racing, but was actually made by Fiat in Turin, and developed 180bhp initially. After just 152 examples of the 206 had been constructed, a new 246GT was launched in 1969 – and was quite a different creature. The wheelbase grew by 60mm, the body was reshaped and the aluminium coachwork made way for mostly steel panelling. Meanwhile, the engine grew in size to 2418cc and power rose to 195bhp.

When the 246 was replaced by the V8-powered 308 GT4 in 1974, a total of 3761 examples had been built. Of these, most were GT closed berlinetta models, but some 1274 targa-topped GTS examples were built from March 1972 onwards. Right-hookers are quite rare: only 488 GTs and 235 GTSs were RHD. Probably only around 2500 Dinos remain worldwide.

Today, the Dino is one of the most highly prized mid-engined Ferraris of all. Such are the values of Dinos today – nudging £400,000 for the best ones – that pretty much all of them have now been restored. That means assuring yourself that the quality of any restoration work is exemplary – and an excellent restoration should result in a better-than-new car, since build quality on the original Dino was pretty patchy, it must be admitted. The more paperwork you get with the car, the better, but you need to take care not to pay over the odds for a cosmetically great-looking car that’s not fine underneath it all. As ever with Ferraris, a professional inspection is a very wise precaution. So what exactly should you be on the look-out for?

ON THE ROAD

The Dino may have extraordinary collector value, but it really demands to be driven, such is the delicacy and delight of the experience. The power available isn’t huge, but in the lightweight frame of the 246, it’s plenty lively enough. Most of the pleasure is to be found at the top end, with an increasing urgency from 5000rpm all the way up to the redline of nearly 8000rpm. Torque isn’t too bad either, with decent pull from as low as 1500rpm.

The driving position can feel odd, due to offset pedals and a low-set steering wheel making things a little uncomfortable for some drivers. However, the

rack-and-pinion steering offers old-school feel aplenty and superb sharpness. The handling is sweet, precise and ultimately benign, with a surprisingly good ride quality too. There’s minimal body roll and it behaves itself around corners, understeering with the throttle on and tucking in predictably on lift-off.

ENGINE & TRANSMISSION

The Dino’s engine can be reliable, as long as the oil is changed regularly using the best synthetic lubricant available, and as long as the engine is properly warmed up before being revved hard.

However, a sick engine can be very expensive to fix. A full engine rebuild could well end up costing £10k. All Dino engines are noisy, but listen for clatter at high revs, indicating possible wear to the camshafts, timing chain or tappets. Camshafts do wear quickly on these engines – hence the importance of frequent lubricant changes and regular fettling. Check that the oil pressure is around 85psi at 5000rpm, and watch for smoke from the exhausts, indicating bore wear.

The three Weber 40DCNF carbs can be tricky to set up properly, so entrust this to a specialist. Starting problems from the Magneti Marelli Dinoplex ignition pack are common, so many have been replaced with Bosch or BSM programmable units, but for originality’s sake the best option is to rebuild the Dinoplex with more modern internals. As for the five-speed gearbox, it can suffer damage if you change gear brusquely when it’s cold. Second gear is commonly reluctant to engage from cold, but you should check for signs of worn synchromesh on all gears once the gearbox is warm. Clutches cost around £300 plus fitting.



CHASSIS & BODY

Dinos have a bad reputation for rusting, but since most examples have now been restored, it's more a question of how well the work has been carried out on the car, and how well it's lasted. The 246 has mostly steel construction (the bonnet is aluminium and doors are fairly commonly aluminium too). Any alloy panels need to be checked for corrosion where they meet the steel frames (look for paint blistering).

Vulnerable bodywork points include the wings, sills, doors, boot lid and seatbelt upper anchorage panels. Check the sills carefully: they're three-piece in construction and if rusty should be replaced all in one go – be suspicious of repairs to the outer sill only. Next to the sills is an oval section steel member that houses the coolant pipes and wiring, which does suffer water penetration to the rear.

Check that the body looks straight, with crisp creases and equal panel gaps. Check everywhere for signs of overspray, which will tell you how well any repaint has been done: it should really be flawless on restored cars.

The trim and brightwork is mostly stainless steel and should be in good order, but the original chromed bumpers are easily damaged, and often replaced with cheaper stainless steel items.

Underneath, the dual wishbone suspension is pretty robust, and replacing the dampers and bushes is a straightforward job (budget £200 per corner for bushes).

A rather wooden brake pedal feel is normal but look for seized calipers if the car has been used infrequently; calipers can be rebuilt using stainless steel pistons. Worn handbrake ratchets and poor adjustment is a common cause of MOT failure.

Early cars have 'knock-off' wheels but later ones have bolt-on 6J Cromodoras or 7J Campagnolo Elektrons. Genuine 205/70 14 Michelin XWX tyres compliment the ride and handling best.

INTERIOR

Originality is prized in the cabin, so check everything is present and correct. The seats and door cards were vinyl originally – not terribly nice and not terribly durable either. Leather was a factory option, and most cars have now been fitted with leather trim, which should always be of the highest quality. The original faux suede dash deteriorates quickly, so retrim in leather or Alcantara are common.

The boot tends to get very hot, so heat-reflective lining here is a good idea. The standard heating and ventilation system is pretty weak, and while air conditioning was optional in some markets, it's a rare fitment and not terribly effective anyway.

RUNNING COSTS

Overall running costs are not dissimilar to a Ferrari 308. If you use the car regularly, rather than merely storing it, it'll be cheaper in the long run to keep going. Cars should be serviced annually or every 3000 miles, with a major service every 6000 miles (budget around £2000 for this). Despite the small-capacity V6 engine, sub-20mpg fuel consumption is to be expected when driven hard.

Most parts are readily available through specialists

TECHNICAL SPECIFICATIONS


FERRARI DINO 246

ENGINE:	2418cc quad-cam V6
POWER:	195bhp at 7750rpm
TORQUE:	165lb ft at 5500rpm
TRANSMISSION:	Five-speed manual
TOP SPEED:	148mph
0-62MPH:	7.1sec
WEIGHT:	1183kg

such as Superformance, Eurospares, Dinoparts and Ferrariparts. Exhausts cost around £1000 plus fitting, with manifolds around £500 each for inlet and exhaust.

PRICES

Once upon a time, Dinos were regarded as troublesome, poorly built rust-traps and values were on the floor – I well recall seeing a Dino for sale at £5000 in the early 1980s. Today, Dinos have become an investment commodity, like connoisseur art works, and prices have gone truly ballistic.

Condition is much more important than exact model or colour. All paint schemes seem to suit the Dino, from red to silver, yellow to burgundy. One appealing option is the so-called 'chairs and flares' (Daytona seats, wider wheelarches and larger Campagnolo wheels). Don't pay a premium for rarer models like the GTS. 

TYPICAL PRICES:

246 GT, 1971, 82k miles, yellow, £260,000

246 GT, 1971, 51k miles, blue, £325,000

246 GT, 1973, 20k miles, red, £365,000



■ Many thanks to Ferrari specialist Foskers for helping to prepare this buying guide.

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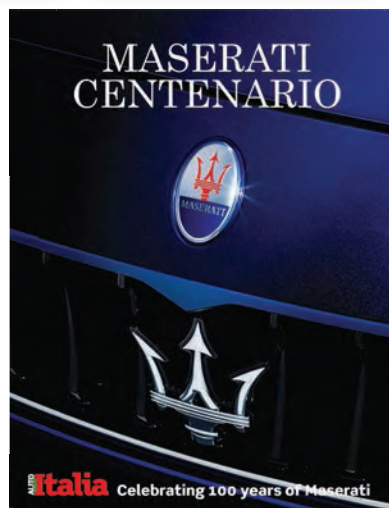
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1976 Alfa Giulia Nuova 1300 Super. Blu Olandese, LHD, restoration project. Engine not seized but not running. Rusty doors, surface rust on nearside rear arch. Good sills, boot floor and wings, lovely interior. Will need registering in UK, £2750. Tel: 07813 203727 (Essex). A238/011



1989 Alfa 75 2.5 V6 automatic. 85,000, red. 4 owners from new. Good condition throughout. Extensive service history, MOT 24 June 2016. 4 new KYB gas dampers, reconditioned rear brake calipers with new pads and 2 new tyres. New cambelt, engine oil and filter changed, new air filter and spark plugs plus the body Waxoyled. Fitted with LPG. Headlining needs renewing, carpet is a little worn in a couple of places, has a slight prop vibration, rubber couplings are in good condition, £1750. Tel: 07751 339511. A238/036



Alfasud Sprint Veloce. 1981, white. Upgraded to 33 spec 1700 engine with outboard discs and rear handbrake. A lot of welding and some panels were replaced, the engine was rebuilt and had new webbers fitted. It goes very well but I have lost enthusiasm, it needs an owner who will complete the job, basically it needs some TLC, offers over £4000. Tel: Peter, 01483 225666. A238/031



Alfa Romeo Spider 1.6 reg. 1989, RHD carbs, black. Current owner 16 years, regularly maintained, much history. Car is honest, no looming horror stories, used regularly over many summers with overhauls with Bonello specialist Newcastle in 2008/9/13. Bodywork/underneath largely original except for some inevitable weld on sills and floor over the years, MOT July '16. Pepperpot wheel upgrade, seats recovered in leather, gearbox reconditioned 2009, suspension work, springs - all sloppiness taken out, carbs set up, runs great, mileage is ~90K miles, £6000. Tel: 07714 327715. A238/034



Alfa Romeo S4 Spider 2.0. 1990, metallic Burgundy, black leather and mohair hood with tonneau. Rare high specification, imported from Germany December 1996. Converted to RHD by Bell & Colvill. Comprehensive service history, fine original condition, low mileage, MOT to March 2016, £14,750. For further details call AROC member. Tel: 01935 816822 (Dorset). A238/033



Alfa Romeo Mk3 Spider 2000. 1988, red, Exceptional condition not driven on salty roads only 42,000 miles with full history. All original parts and originally converted to RHD by Bell & Colvill, £8000. Tel: Roger, 07949 873340. A238/035



1990 Alfa Romeo S4 Spider 2.0. Metallic Burgundy, black leather and mohair hood with tonneau. Rare high specification, imported from Germany December 1996. Converted to RHD by Bell & Colvill. Comprehensive service history, fine original condition, low mileage, MOT to March 2016, £13,950. For further details, call AROC member tel: 01935 816822 (Dorset). A238/013



1968 Alfa Roundtail Spider 1300 Junior. 107,500 miles, Bianco Spino (white). An original factory RHD car, winner of many concours awards including the current AROC champion. Mine for the past 11 years, body, interior, mechanicals in superb order, many thousands of pounds spent to bring it up to this condition, massive history file back to mid 80s, this is the best Spider Junior in the UK, £32,000. For more information contact me on 07775 756207. A238/012



Alfa Romeo 146 Ti 2.0 TS. 2001, 94,000 miles. Rosso Red with Momo leather. Owned for 5 years, £7000 spent on maintenance! MOT until 23/05/2016, cambelt at 88K, clutch at 75K, replaced. Virtually full service history with all MOTs, no accident damage but some parking dings and stone chips, £1750. Tel: Rich, 07802 456667. A238/030

1996 Alfa Romeo 155 2.5 V6 wide body. 93,000 miles, black. MOT until March 2016. Two owners with FSH, owned by AROC member for last 15 years. No expense spared, with large history file, has the original brown master key. Car located in the Northampton, £1200 ono. Tel: Dave, 07713 081541. A238/014



1999 Alfa Romeo 156 1.8TS. 87,000 miles, red. Currently SORN as was informed on last MOT some welding needed (not sure how much), been in family since new, lovely looking car, low mileage engine running fine, telephone dial wheels, wooden steering wheel and gear stick, trying not to send to the scrap graveyard! Private plate not included, offers please. Tel: Chris, 07703 340609. A238/016



2002 Alfa Romeo 156 2.5 V6 24V Veloce. 109,791 miles, red. Two owners (friend/myself). History, receipts, MOTs, manuals, codes, two keys. MOT Jan 2016, £1250. Tel: 01883 627387 or 07885 066473. A238/037



Alfa Romeo 156 1.9 JTD 16V M-Jet Veloce. 2004, 87,000 miles, blue. I love this car but it needs more frequent use (have Fiat 500 for local trips) hence sale. FSH Alfa dealer, then Alfa specialist for the past 4 years, MOT 27/4/16. Undersealed, grey cloth interior, CD radio, 2 keys, rear demister not working, £950. Tel: Matthew, 07977 113340 (Warwickshire). A238/029



Alfa Romeo 156 Selespeed. 1970cc, 1999. 42,390 miles, red. A unique 156 Selespeed, one owner, in immaculate condition, full service history available, tan leather upholstery, spoiler available if required, offers. Tel: 01252 514403. A238/027



2005 Alfa Romeo 156 Mk2 2.4 JTD 20 valve m/j Veloce. Russo Red. New clutch and flywheel fitted, new timing belt, diesel and water pumps, new front brake discs and pads, front shocks replaced, new rear suspension, anti roll bars replaces, all underseal replaced. 2 owners, FSH, last service Oct 2014, new MOT 2015, £2500 ono. Tel: 01440 766936 (Suffolk). A238/015



2000 Alfa Romeo 156 Selespeed TS. 67,800 miles, red. MOT till 21 July 2016 (last 2 MOTs only needed a sidelight bulb). Red Momo leather which is unmarked probably due in part to its low mileage. Full service history and many receipts and old MOTs to back it up, underneath is almost like new, remarkable condition. It's not perfect but in very good condition all round, needs a good new home, I have used it and found it a great car to drive, oiro £750. Please call Dave: 07798 525167. A238/040



2008 Alfa Romeo 159 2.4JTDm Q4 Ti. 86,000 miles. Rare diesel Q4 Ti saloon 159. White with natural leather interior, FSH including recent cambelt replacement. Bushes upgraded by Autolusso to Powerflex including full 4 wheel alignment earlier this year, now drives better than ever. Looked after properly by Alfa specialists for the past 3 years, £9000. Please email andygt170@gmail.com for more photos or further details if interested (located in the Banbury area). A238/018



Alfa Romeo 156 JTD Sport 150. 63K miles, charcoal leather, Pirellis and Dunlops, Harvey Bailey suspension, comprehensive history, January cambelt, February MOT, 17" Speedline wheels included, Shell V-Power, £3000 ono. Tel: 07521 939962. Email: nicholas.heath.mrs@gmail.com. A238/038



Alfa Romeo 159 16v 2.0 JTDm Ti. Oct 2010, two owners, Stromboli Grey, Sportwagon, 74K miles, avg 49mpg, 19" alloys, good Pirelli tyres, elec and heated seats, cruise control, parking sensors, sat nav, CD player, Blue & me connection, android and iOS, auto lights, auto wipers, climate control, privacy glass, immaculate condition, AutoGlym LifeShine, FSH, 73K service inc cambelt, water pump and new suspension wishbone. Tel: 07976 262710 (Shropshire). A238/032



2006 Alfa Romeo 159 2.2 JTS Lusso. 59,325 miles, Rubino Red, black leather upholstery. MOT until March 2016. Currently garaged and SORN'd, the car is immaculate, £3000. Genuine reason for sale. Please call: 01342 713091 (Crawley area, W.Sussex). A238/039



2003 Alfa 156 GTA. Nero Jarama Black, 99,028 miles, almost FSH, respray December 2014 @93K, cambelt and waterpump @92K. Recent service @97K, MOT August. New brake calipers, hoses, drilled/grooved discs and uprated pads, 4 new matching tyres, extremely nice example of this rare car, £5999. Tel: Mike, 07580 940007 (Tyne and Wear). A238/028



2011 Alfa Romeo 159 Sportwagon 2.0 JTDM 170bhp Ti. 40,000 miles, black. Alfa service history, excellent condition inside and out, all the Ti features including 19" Ti alloy wheels, red Brembo calipers, side skirts, privacy glass, aluminium kick plates, sports seats, lowered suspension, aluminium sports pedals, Blue & Me, electronic Q2 diff. MOT until 08/2016, Alfa warranty until 11/2015, fantastic car, must be seen, a joy to drive, £12,750. Tel: 07941 672385. A238/017



Alfa Romeo 164 3.0L Super. Increasingly rare car, current owner 12 years, air con, sunroof, manual, very fast, MOT, much work done over the years, £2500. Tel: Gavin, 07543 550515 (Cambridge). A238/047

1972 Lancia Fulvia Rallye 1.35
HF style in beautiful Condition,
LHD: £18,995

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Alfa Romeo 2.0 GTV Lusso. In daily use with one owner since March 2006. 111,993 miles, FSH (recently Mangoletsi and Peak Alfa). Clutch (2008), Powerflex rear bushes (2008), cambelt (2010), front wishbones (2011), exhaust (2012), pads and discs all round (2015), Avon ZV5 tyres (good order). Complete MOT certificates (due Sept 2016), service invoices and tax disc notifications. Bodywork, boot, interior in excellent clean condition. Works service manual (CD), original GTV tool kit, spare wheel. Private sale, £2,450 ono. Tel: 0161 439 7820. Email: sjwhitaker96@yahoo.com. A238/006



Alfa Romeo GTV 2.0 Twin Spark Lusso. 2001, Y-reg. Silver with black leather, lots of service history, tools, including cambelt change, 3 keys, MOT, all mechanicals working well (clutch heavy). Tyres 4 mm+, body has a few stone chips, no dents, dings, fresh looking, alloys slightly scuffed, £775. Tel: 07530 181304 (Staffordshire area). A238/021

2000 Alfa Romeo 156 2.0 TS Lusso. 155,000 miles, silver. Reliable daily transport owned by me for 12 years. A much cherished car with full service history. Silver paintwork and dark blue Momo leather upholstery. New front tyres and very good rears. Stainless steel exhaust. MOT till end of September 2015. Runs beautifully and is a pleasure to drive. A future classic? AROC member, £550. Please call Mike on 01285 652407. A238/054



2001 Alfa Romeo 916 Spider 2.0TS Lusso. Alfa Red, full working order, 67K miles, cambelts, clutch replaced, £4500. Tel: 01609 761702 (N.Yorks). A238/056



2013 Alfa Romeo Giulietta Collezione. 14,500 miles. 'Special edition Collezione', very good condition, great drive. Black with grey roof and wing mirrors, 1.6 diesel, 105bhp. Bluetooth capability and USB port and aux in, £30 road tax. Tinted rear windows, DNA controller, £11,500. Tel: 07833 476770 (LE13 based). A238/020



Alfa Romeo 2.0 T.Spark Spider. 2000(W), 50K, genuine full Alfa SH, good condition, needs little tidying. Bought for investment, no longer have room for it, priced to sell, £1795 ovno. Email: r44bkr@gmail.com. A238/008



2010 Alfa Romeo Lusso Multi-Air. Black, black leather upholstery. Only 11,700 miles! FSH and MOT to April 2016. In beautiful condition, no work done or required other than regular servicing. Second car only used for school runs and local trips. Very economical, £7200. Tel: Debbie, 07764 768318. Email: atgrade@btinternet.com. A238/019

62 plate Alfa Romeo Giulietta 1.6 JTDm2 Lusso. 22,000 miles, metallic red, my girlfriend's dad's car, for sale due to ill health. He bought it brand new from Piccadilly in Knareborough. It's only done 22,000 miles and has FSH. Has 2.5 years warranty and service package remaining. I've driven it a bit and it's really good - averaged 63mpg on a 400 mile round trip to Norfolk and rides very well on 16" wheels. In fantastic condition, drives like a new car, £11,995. Please email: chris.cousins@hotmail.co.uk. A238/041



2006 Alfa Romeo Brera SV 2.2 JTS. 44,500 miles, Alfa Red. Full service history, in mint condition. Recent brand new original power steering rack and pump £1300, part body spray £1320. MOT until Feb 2016. Used daily and garaged, recent low mileage service. Grey leather seats, alloys, a/c, Alpine large touch screen sat nav unit £760. Reluctant sale with genuine reason. First to see will buy, £7495. Please call Zak: 07831 377800. A238/066

2012 Alfa Romeo Giulietta 1.4 MA TCT Lusso. 26,500 miles, metallic red, Lusso spec (black cloth interior with light roof-lining, auto-lights, auto-rear view mirror, auto-wipers, dual a/c, cruise etc), plus 17" turbines, rear sensors, illuminated Alfa front door sills, boot sill protector, electric mirrors and paddles. Early first service plus additional oil change. MOT till next Feb. New front tyres (does not include plates), £10,600. Email: alan@thepuds.plus.com. A238/042



2008 Alfa Romeo Spider 2.2 JTS LE. 7692 miles, Alfa Red 28g. In excellent condition inside and out, very low mileage. Lifeshine finish, dry weather use and always garaged. Recent annual low mileage service, new wiper blades, MOT until Aug 2015. Tan leather seats, new mats, 18" alloys, 5 hole titanium finish, heated/electric memory seats, Bluetooth handsfree phone/USB. Genuine reason for sale - have downsized and need the garage space for DIY projects, beautiful example of this iconic car, £13,000. Want more information ring Jeremy Turner: 07961 339607. A238/055



Fiat Stilo Schumacher 2.4. 2006. 62k. Full service history. Replacement Claw alloys with Pirelli P zero tyres. MoT 'til April '16. Excellent condition throughout with unmarked interior. Current lady owner 2.5 years. Price £1795. Tel: 07918 697184 (Beds).



Fiat Punto Cabrio. 1.6. 77,200 miles, in excellent condition, full service which included a new cambelt kit, this is a summer car, can also be used during the winter, the roof is waterproof, 10 months' MOT, £1200 ono. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A238/053

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Fiat X1/9 Serie A/a. 1973, LHD. Restored in 2012 to factory specification. Colour code 258 with black interior, low chassis number. The car has been in Denmark since 1974, very rare model. Email for more information and photos, price £8500 ono. Tel: 0045 4097 4406. Email: x19@toco.dk. A238/058



Fiat Marea 105 JTD ELX. 1999, failed MOT on welding, 125,000 miles, I have owned this car for 15 years, selling for spares or repair, £250 ono. Tel: 07950 67595 or 01689 827762. A238/057



Fiat Panda Multijet Turbo Diesel. Superb, 2007, 65k miles, 2 owners, 65mpg, service history, air con, trip computer, £30 tax, long MOT. Bargain £2150. Tel: 07772 175678 (Winchester, Hants). A238/007



1998 Fiat Barchetta. 86,000 miles, recent work: cam and aux belt, tensioner, water pump and variator, front and rear discs, pads and handbrake cables, wiper motor, rear exhaust. Full service, MOT until July 2016, £3950. Tel: Richard, 01666 826110. A238/001



Fiat Bravo 1.6 diesel Eco. 92k miles, 2008, Bluetooth car phone, service history, good condition, 1 previous owner, still retains 60mpg combined, MOT Jan '16, £2500. Tel: 07456 555555 (Cambridge). A238/004

LANCIA



Lancia Fulvia Zagato 1.3 S. Series one, 1967. Superb condition in all respects, please tel for full details. Tel: 01932 953435 or 07710 393864 (Surrey). A238/010

PARTS

Pirelli P2000 185-70 R14 tubeless tyres + tubes. 5 tyres app 5mm tread on all, no obvious damage. Tubes as well, also steel wheel, some rust. Tel: Mr Stacey, 02392 463880. A238/022
Roundtail rubber mats. Excellent set of Roundtail mats, £60, contact for more details. Tel: 07775 756207. A238/023
Westfalia towbar for Alfa Romeo Giulietta with removable tow hook and DIN plug, good condition. The electric fitting kit is not included, call for details. Tel: Adrian 01825 740853 (East Sussex). A238/024
S4 Spider hardtop for sale. Original factory equipment, colour red, reasonable condition but not perfect, therefore only £200. Tel: Colin or Dave, 01676 521521 (Meriden, Warks). A238/025
Garage clearance. Engines for sale: 8v Thema Turbo with radiators and electronics, £250; 164 3L V6 and transmission, suit kit car, £200, buyers collect, other Alfa parts available. Tel: Robin, 07979 760945 (Kent). A238/009



Set of wheels for Maserati Coupe. An alloy wheel upgrade means my 2002 Maserati Coupe wheels are for sale. The tyres are all legal with fronts 4mm and 7mm tread and the rears 4mm and 2.5mm. One or two kerb scuffs but otherwise in very good condition, £600 ono. Tel: 07890 898777. Email: seismatters@hotmail.co.uk (Teesside). A238/063



Original Abarth exhausts (NOS). All makes A to Z, sixties, seventies, now also pre-sixties small pipes, see www.abarth-exhausts.com. Email: info@abarth-exhausts.com. A238/059



Cromodora CD30s for sale. Four original 1970s wheels, some dents and pitting, one or two cracks. Offers please. Tel: Rob, 07798 526852 (Epsom). A238/061



Original Abarth exhausts (NOS). All makes A to Z, sixties, seventies, Alfa Romeo Giulia/GTV/Berlina, see www.abarth-exhausts.com. Email: info@abarth-exhausts.com. A238/005
Fiat Serada Mk1 105TC parts. Front and rear bumpers, 3 wheel arch covers, gearbox x2, interior plastic inc dash and clocks, and one set of wheels, £250 job lot, will split, collection only. Tel: 07902 938232 (Cams). A238/043
Various parts for Alfasud, Alfasud Sprint and Alfa 33. Includes doors, wings, bonnet, lights etc, offers. Tel: 07786 802029 (Glasgow). A238/044



Four Caliber Vertigo alloy wheels. 7x16", 4x98mm PCD, fitted with Falken Ziex 912 205x45 tyres with 5mm tread, excellent condition. Will fit most early 90s Italian cars, £160 ono. Tel: 07780 702770. Email: rupertorgan@live.com (Worcs). A238/003



A set of four 'claw' alloy wheels. Very rare. 18 x 8, will fit both Fiat and Alfa, two slightly marked, but excellent condition, £120. Tel: 07918 697184 (Beds). A238/060



Original wind deflector for Alfa Romeo Spider type 916 (1994-2006), car recently sold. Deflector in good condition, £80. Tel: Marco, 07931 686897 (North London). A238/062



Number plate for Maserati. 'MAZ 5 42', was on 4.2 Coupe, £1250 ono. Tel: 07890 898777. Email: seismatters@hotmail.co.uk. A238/064

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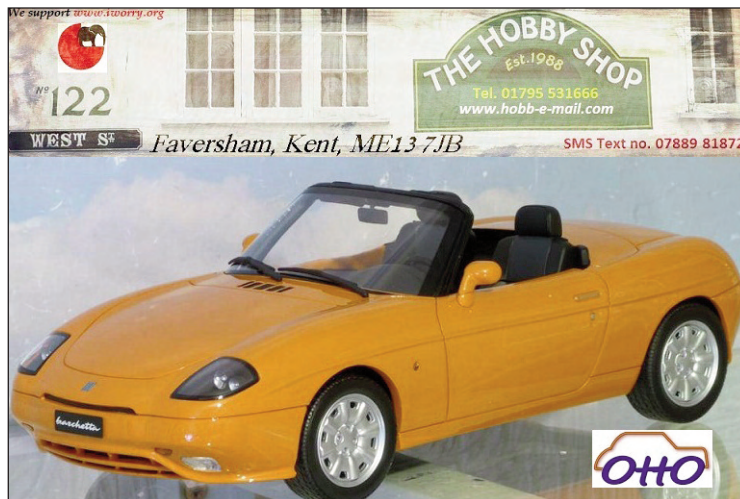


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Auto Italia magazines. I have over 200 of the 237 *Auto Italias* for sale, call Jez for more details. Tel: 07717 131134. A238/046

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ADVERTISEMENT INDEX

Abarth	13	Omicron	89
Alex Jupe	27	Rardley Motors	81
Autofficina	13	R M Auctions	04
Ametech	95	R H Willis	97
Classicarco	89	R Proietti	89
CNH	77	Ross Pistons	89
DK Engineering	15	Silverstone Auctions	11
DTR Sports Cars	99	Southwood Car Company	39
Emblem	81	Superflex	73
Foskers Classics	33	Superformance	17
Foskers	02	Swissvax	27
Hoyle Fox Classics	09	Talacrest	25
Glencoe	81	Whybee	67
Love Alfa	27		
Middle Barton Garage	61	CLASSIFIEDS	86-94
Monzasport	47	Mr Speedlux	
NEC Classic Car Show	85	FCSS	
NJS	35	Hobby Shop	
Oakley Design Automotive	100		

Supercar Classics magazines for sale. April 1990 to September 1991, 18 issues, very good condition (like new!), £75, buyer collects, near Gatwick. Tel: 07845 152063. A238/048

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Alfa 166 headlamp wanted. Driver's side xenon bulb headlamp wanted for a facelifted 166 registered September 1 2005. Email: rkb@dekacapital.co.uk. A238/050

Wanted Nord twincam engines wanted. 1600, 1750 (consider 75 1.8) and 2000, prefer complete but parts considered. Will collect and pay cash. Email: jim.evans32@btinternet.com. A238/051

Alfasud wanted. All models of interest. Please tel: Stephen, 01756 752848 or 07507 382461. A238/052

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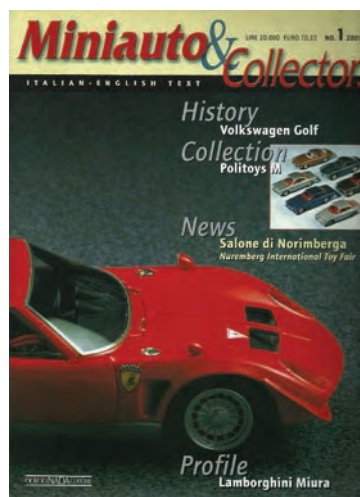
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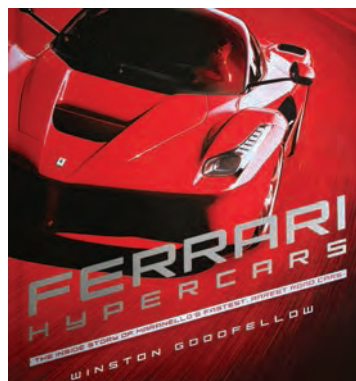
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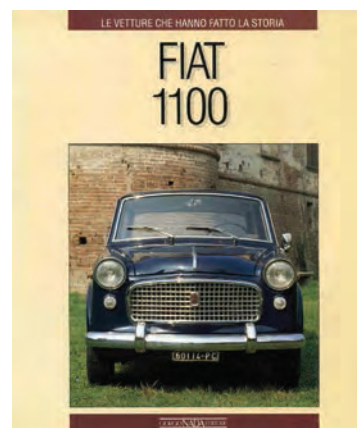
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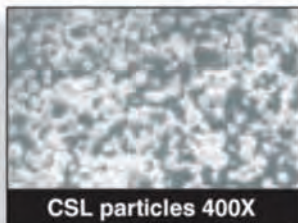
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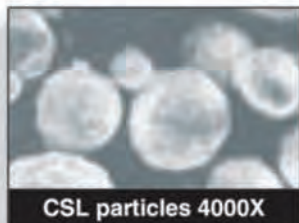
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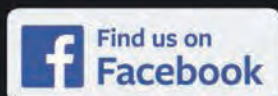
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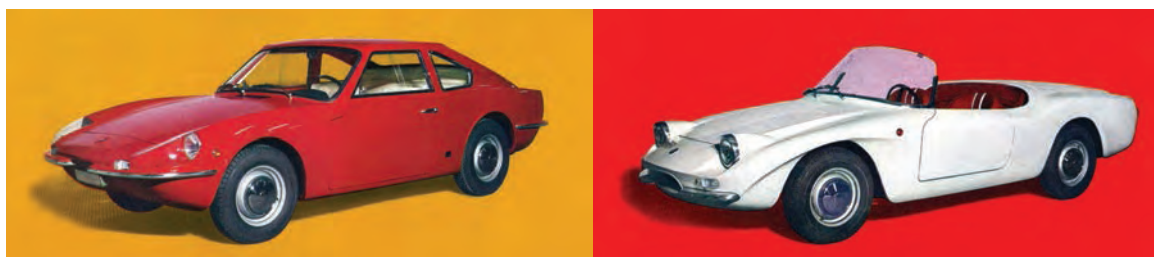
Military



OSCA 1050 S

Story and pictures by Chris Rees

The once-great OSCA badge went through a distinctly iffy patch in the 1960s, as proved by this pair of Fiat 850-based sportscars – one with Touring bodywork, no less



History is strewn with examples of great names going through hard times and being bought out. That's exactly what happened to OSCA in 1963, when the Maserati brothers were looking to divest themselves of their renowned sportscar brand.

Step in Count Domenico Agusta, owner of the Italian motorbike and tractor company, MV Agusta. He bought Officine Specializzate Costruzioni Automobili (OSCA for short) in late 1963 from the aging Maserati brothers. For anyone who cherished the illustrious history of OSCA, this was a terrible day, for MV Agusta completely squandered the marque.

The first decision of the new MV overlord was not an ambitious new racing venture or an exciting new sportscar. It was what so many Italian design houses were doing at the time: building a little sportscar on the platform of the then-new Fiat 850. So it was that the November 1964 Turin Show saw the debut of the OSCA 1050 Spider S and Coupé S.

The Spider had bodywork

designed and built by the legendary company, Touring Superleggera. This was clearly one of their off days, for the light blue bodywork they came up with was frankly ghastly. The front end looked utterly unresolved, with its cartoon-like frog-eye headlamps. The front three-quarter view was odder still, featuring highly stylised 'whiskers' over the front wheelarches. The swoopy profile of the cockpit and rear wings recalled the style of sportscars from the early 1950s, as did the handle-less doors.

The fibreglass-bodied Coupé, presented in red at the same show, was hardly much prettier. The front end looked quite smooth, with its faired-in headlamps and rounded shape, but there was something not right about the all-flat windows to the sides and the awkward 'hump' over the rear wheelarches.

OSCA's 1964 Turin stand was shared with another plastic-bodied car – the 1600 GT Shock-Proof (see *Auto Italia* issue 179) – and the same Italian boat-building company, Carrozzeria Corbetta, was behind the plastic bodywork of the 1050 Coupé.

In both cars, the front 'boot' was filled with the spare wheel, while the Fiat 850 engine sat in the tail. Actually, this was one area where OSCA's long history of tuning Fiat engines was respected, for the regular 843cc four-cylinder engine was expanded to 1057cc and fitted with a twin-choke Weber carb. Power output rose from 42bhp at 5000rpm to a healthy 63bhp at 5800rpm, while torque went up from 40lb ft at 3500rpm to 67lb ft at 3000rpm. The expanded engine size, naturally, gave the cars their '1050' designation, and the top speed was quoted at 101mph.

OSCA actually announced a production run for these cars,

quoting a price of 1,450,000 lire – almost double the cost of a Fiat 850 saloon at the time. A canvas soft-top was standard for the Spider, with a fibreglass hardtop available as an option. As was said at the time, it was perhaps surprising at this price that bog standard Fiat 850 steel wheels were retained, rather than alloys. In any case, it's highly dubious that any cars were actually built for customers.

The whole OSCA brand was clearly on a downward spiral by this stage. After building the equally questionable Ford V4-powered GT Zagato in 1965, OSCA closed its doors for good in 1967.



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