Issue 227 January 2015 £4.70 US\$10.50

## FERRARI 250 Tour de France Herbie's co-star from 'The Love Bug'

Sensational new build Group 4 Fiat 131 track test

EXCLUSIV

2015

CALENDAR

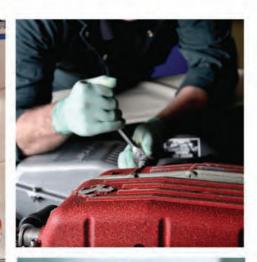
OFFER

The secret 'Dino' - Innocenti 186 GT
Fiat 128 Rally - boy racer's choice in the 1970s
Ferrari 275 GTB/C - Le Mans class winner for sale
Maserati Centennial - 100th birthday celebrations

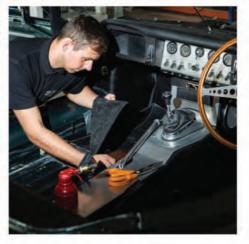
- Italian Coachbuilders Carrozzeria Sibona & Basano
- Alfa Romeo Giulietta Sprint special edition launched

## Alfa Romeo Brera Coupe – the everyday future classic?









As a specialist service and restoration workshop we have a passion for modern and classic Ferrari, Maserati and Aston Martin motorcars. With the majority of disciplines retained in-house by our highly skilled professionals, Spellbound Cars deliver the utmost level of care and competence. From routine service to deep restoration, Spellbound Cars is committed to delivering uncompromising quality.

For enquiries please call 01252 711 746

FERRARI SERVICE & REPAIR MASERATI SERVICE & REPAIR ASTON MARTIN SERVICE & REPAIR VEHICLE RESTORATION COACH BUILDING VEHICLE TRIMMING ENGINEERING & FABRICATION PAINTWORK REFINISHING POWDER COATING & SHOT BLASTING

The Old Tourist Trophy Workshops, Units 4 & 5 Romans Business Park, East Street, Farnham, Surrey GU9 7SX

01252 711 746 information@spellboundcars.com www.spellboundcars.com



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, Richard Bremner, Sean Carson, Peter Collins, Elvio Deganello, Luca Gastaldi, Roberto Giordanelli, Richard Heseltine, Andy Heywood, Chris Hrabalek, Simon Park, Chris Rees

Art Editor Michael Ward

Back Issues Tel: 01462 678205 Subscriptions www.auto-italia.net

Advertisement Manager David Lerpiniere Tel: 01732 445325 david@talkmediasales.co.uk Auto Vendo classifieds email: liz.solo@ntlworld.com

Accounts: Josie Ward Managing Director: Josie Ward

Printed in England Warners Midlands PLC; Tel: 01778 391000 Worldwide Retail Distribution Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A gPT



Auto Italia® is published twelve times a year by: Ginger Beer Promotions Ltd, Morningside House, 1 High Avenue, Letchworth Garden City, SG6 3RL Email: enquiries@gingerbeerpromotions.com ISSN 1357 - 4515

While every effort is made to ensure the accuracy of this publication Ginger Beer Promotions Ltd cannot accept liability for any statement or error contained herein. All rights reserved. Reproduction in whole or part, without written permission, is prohibited. © Ginger Beer Promotions Ltd, 2015

### 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

Elvio Deganello

Andy Heywood

**Richard Heseltine** Chris Rees

**Richard Bremner** 

Sean Carson

Michael Ward

3

## ELCOME



Our Italian press launches these days seem to be centred around the test track at Balocco. This is a sensible place to drive new cars because it is a safe environment where vehicles can be test driven properly without taking risks on the public road, particularly when assessing handling limits. Our lead feature in this issue reports on the latest version of the Alfa Romeo Giulietta, which revives the Sprint title. It must be said that I have always had reservations over the Giulietta's handling, however my recent experience with the new Sprint has given me cause to have another think because it does everything so much better than its siblings. For a start the 150HP 1.4 Turbo MultiAir engine is an absolute peach. Being lighter than the bigger petrol and diesel TCT gearbox Giuliettas the benefit translates to better weight distribution and significantly improved handling. Its a nicer ride over roads with poor surfaces and especially over speed bumps. The UK version of the Sprint has a conventional, low tech manual 6-speed gearbox, and what a delight it is too. The other benefit is that the car has a very attractive sale price of £20,450. What's not to like?

Recently we increased our cover price to offset rising production and distribution costs, but the good news is that we have been able to maintain our existing subscription rates - for a limited period. The saving to our regular readers is now greater then ever. Effectively readers can now receive 12 issues for the price of 10, that's got to be a bargain - and a great gift idea. See page 44 for details.

> **Phil Ward** Editor philward@auto-italia.net

### TO EVERY PART OF THE WORLD

## SUPERFORMANCE FERRARI PARTS SPECIALIST

dime

UNIT G1 · RD PARK · STEPHENSON CLOSE · HODDESDON · HERTFORDSHIRE · EN11 OBW CALL +44(0)1992445300 · FAX +44(0)1992441866 · ADMIN@SUPERFORMANCE.CO.UK

WWW.SUPERFORMANCE.CO.UK

MAG.

## CONTENTS

### FEATURES

REGULARS

News

Design

82 Events Diary

88 Auto Vendo

CLUB ITALIA

98 Obscurati

Ferrari F6oAmerica

68 Goodwood Revival 2014 Event report

76 Maserati Centennial

06

12

- **14** Alfa Romeo Giulietta Sprint Living up to its name
- 22 Ferrari Film Star
  250 GT TdF co-star from The Love Bug
  30 Ferrari 275 GTB/C
- Le Mans veteran under the hammer 36 Alfa Romeo Brera
- Is the Brera Coupe a classic in the making? 46 The secret 'Dino'
- The intriguing Innocenti 186 GT **50 Italian Coachbuilders**
- Carrozzeria Sibona & Basano 56 Fiat 131 Group 4
- New build rally car track test 64 Fiat 128 Rally
  - Must have hot saloon from the 1970s

**SUBSCRIBE** 

AND SAVE MONEY ! SEE PAGE 44 FOR DETAILS

Brooklands Autumn Motorsport event

Italian car club contacts and events

Pre-loved readers' cars for sale

100th anniversary celebrations

Castagna Imperial Landaulet













# NEWS & VIEWS

## **BROOKLANDS MOTORSPORT DAY SUCCESS**

Output annual Autumn event at Brooklands proved to be very popular with entrants and spectators enjoying some fine, dry weather. A welcome increase in supporting Italian car clubs added a distinctly Italian flavour to the proceedings.

New for this year was an autotest area which added a novel activity element to complement the established track and hillclimb sessions. One highlight was the Malossi Ape team demo that wowed the crowds with their three-wheeled antics – that were mostly on two!

The broad selection of cars running at high speed on the Mercedes-Benz World track included Peter Jerram's magnificent Ferrari 212 F1, Alan Collett's Iso Rivolta GT and a colourful collection of Abarth racers. Top billing went to the ex-Piquet and ex-Schumacher F1 Benettons run by John Reaks and Steve Ottovanelli. New this year was a 3-litre Formula Nippon owned by Kevin Mason. The three single-seaters ran without a course car and provided a sensational visual and aural delight. Wheel spinning and smoking Test Hill action included a rare and very rapid V8 Chaparral 2.





















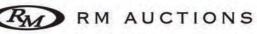
1958 FERRARI 250 GT COUPÉ Coachwork by Pinin Farina; Chassis no. 0953 GT 1961 ALFA ROMEO GIULIETTA SPRINT SPECIALE Coachwork by Bertone; Chassis no. AR101.20 00542 1967 MASERATI SEBRING 3700 SERIES II Chassis no. AM101S 10589

**REGISTER TO BID** 

www.rmauctions.com Europe +44 (0) 20 7851 7070 Corporate +1 519 352 4575 California +1 310 559 4575

Held in Partnership with Festival Automobile International





## ICONIC SUPERCARS AT RM'S 2015 ARIZONA SALE





### FIAT 500X LAUNCHED

he all-new Fiat 500X is a crossover not only in terms of vehicle segments, but also in terms of its potential customers. With two distinct flavours on offer, there is a 500X to suit every need and the UK. Front-wheel drive, petrol-powered taste. The basic front-wheel drive version is available in Pop, Pop Star and Lounge trim levels, while the more rugged town and country 4x4 version is available in Cross and Cross Plus specifications. A choice of 12 different body colours and eight different

M Auctions, the world's largest collector car auction house for investmentquality automobiles, is offering a fine selection of iconic supercars at its 16th annual Arizona sale to be held over January 15-16.

Among the 120 blue-chip automobiles RM will be offering is a 550bhp Bugatti EB110 in French blue. This example is a 1993 Bugatti EB110 GT, the sixth production car of just 139 built and originally owned by a noted Japanese collector who drove it throughout Europe and Japan. (Est. \$575,000 - \$775,000).

A highly collectable Ferrari Classiche-certified 1990 Ferrari F40 showing just 5000 miles is included in the sale. (Est. \$1,150,000 - \$1,350,000).

Also in the catalogue is a matching-numbers 1979 Lamborghini Countach LP400S Series I in its original striking Tahiti Blue. This '70s 'bedroom poster' car has been in single-ownership for 30 years. (Est. \$800,000 - \$1,000,000). For the full entry list visit www.rmauctions.com

designs for the 16-, 17- and 18-inch alloy wheels, will help every owner personalise the look of their 500X even further.

In order to accommodate the variety of customer needs, the 500X will be available with a broad range of powertrain options in models are either equipped with a 110hp, 1.6litre 'E-torQ' engine with a five-speed manual gearbox or a 140hp 1.4-litre Turbo MultiAir II petrol engine with either a new-generation six-speed manual gearbox or Fiat Powertrain's renowned six-speed twin-clutch transmission.

EX 361FF

The all-wheel drive petrol model, which is equipped with a first-in-class, nine-speed automatic

transmission as standard, is powered by a 170hp, 1.4-litre Turbo MultiAir II engine.

The front-wheel drive diesel range consists of the 95hp, 1.3-litre MultiJet II turbo diesel, equipped with a five-speed manual gearbox, and the 120hp 1.6-litre MultiJet II turbo diesel equipped with a six-speed manual gearbox. The four-wheel drive diesel option is the 140hp 2.0-litre MultiJet II turbo diesel, which will be available with a six-speed manual or nine-speed automatic transmission.

Built in the updated SATA plant in Melfi, Italy and sold in more than 100 countries worldwide including the United States, the new Fiat 500X will go on sale in the UK in Spring 2015. Pricing for the 500X will range from £14,595 OTR for the 1.6 E-torQ 110hp Pop to £25,845 for the 2.0-litre MultiJet II 140hp 4x4 Cross Plus.

EX 361FF





## Specialists in Ferrari, Lamborghini and Maserati

We pride ourselves on offering a wide range of services to the highest standard for your Ferrari, Lamborghini or Maserati, both classic and modern.

- Full restoration up to concours award winning standards
- Servicing and repairs
- Full suspensions rebuilds
- · Engine and gearbox appraisal and rebuilds
- All trim work
- Full Ferrari, Lamborghini and Maserati Diagnostic equipment
- · Bespoke project work
- Race support
- Vehicle Storage

www.hoylefoxclassics.com info@hoylefoxclassics.com Tel: 01621 841444



### **IMPROVED FIAT 500 SUSPENSION**

Superflex tell us that some owners of the current Fiat 500 are experiencing premature wear of the rear shock absorber upper bushes. This is evident from knocking from the rear of the car when driving over bumps.

Apparently Fiat replacement rubber bushes are not available separately, requiring the replacement of the complete and otherwise serviceable shock absorber unit. Superflex have come up with a solution and have manufactured polyurethane replacements. This material is more durable than rubber, and they benefit from stainless steel tubes.

The cost of a pair of replacement bushes is £24 + VAT, and they are available on line from www.superflex.co.uk

## NOVITEC TRIDENTE

Novitec, noted for its enhanced versions of top end Ferraris, has turned its attention to refining the Maserati Ghibli by offering engine tuning options for petrol and diesel models, tailor-made 22-inch wheels and carbonfibre aerodynamics components.

N-TRONIC engine tuning is available at a choice of different levels delivering increased power outputs of up to 476hp. The V6 petrol engines receive up to an extra 47hp while the diesel benefits from an additional 66hp.

The plug-and-play performance kits, starting at €1290, provide increased power and torque through modified mapping of the electronic engine management system.

The new king-sized 22-inch alloy wheels lend the Ghibli some added profile with prices starting from €3980. Customers can choose from wheels with a silver, matt black, titanium or polished titanium finish. The g-inch front wheels are shod with Pirelli P Zero high-performance tyres while the 11-inch rears make full use of the available space under the wings. Novitec's revised suspension is specifically tailored to the high-performance tyres and has height-adjustable stainless-steel coilover suspension for all rearwheel drive Ghibli models. The ride height for the all-wheel-drive S Q4 model can be lowered by 35mm with sports springs. A front spoiler is

available to enhance the production front bumper while the rear

spoiler emphasises the contours of the boot section. The complete Novitec Tridente clear-coated carbonfibre aerodynamic-enhancement kit is available for €3120. Components are also available individually. All prices are export prices and are subject to VAT.

www.novitri.automediapool.com





UTWIN

## GOT A SUPERCAR

## MERRY CHRISTMAS FROM SWISSVAX UK

Sec. So



1

Photography: GF\_Williams

WWW.SWISSVAX.CO.UK

## DESIGN CONSULTANT CHRIS HRABALEK DISCUSSES THE FINER POINTS OF AUTOMOTIVE DESIGN

## Ferrari F60 America

### CHRIS HRABALEK

Age: 36 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

nstantly branded by one high-end Ferrari collector as 'the world's most overpriced bodykit', the 10-off limited production Ferrari F6oAmerica is a lot more than a cut-open F12; it represents the pinnacle of perfecting Maranello's money printing machine and the very last of the Montezemolo-era Ferraris, and for these very reasons is an instant classic already.

Prior to judging the sanity of the ten ultra high net worth individuals who have signed-up for the Ferrari F6oAmerica, spending an alleged \$2.5m per car, they would probably like to remind themselves that the last 275 GTB/4 NART Spyder sold at auction at over ten-times



that figure, at \$27.5m. While the former is a Ferrari sanctioned conversion, none of the ten NART Spyders ever left Maranello without a roof.

It would be better to argue that this says more about the sanity of the current classic car market, but nonetheless, history has shown that Ferrari one-offs and couple-offs have been a very good place to diversify investment capital. While it remains to be seen if cars like the Ferrari 599 HGTE 60F1 'Alonso Edition' will ever raise more than an eyebrow, specials like the Ferrari 599 SA Aperta have shown that their

value is only moving one way, and that is up! Interestingly, the 2010 Ferrari 599 SA Aperta – arguably the immediate predecessor of the Ferrari F60America – was produced 80 times and carried a list price of

carried a list price of €445k, or approximately €200k more than the base product, the Ferrari 599 GTB. While the second-hand value of the Ferrari 599 SA Aperta has since more than doubled - and therefore undoubtedly can be considered a good investment for the original 80 buyers - the most recent Ferrari F6oAmerica commands nearly 7.5 times that of its base product, the Ferrari F12berlinetta. In other words, Ferrari has managed to develop a better profit margin on the sale of 10 Ferrari F6oAmericas than it did on 80 of its Ferrari 599 SA Apertas.

Designwise, the F6oAmerica is



a very beautiful modern Ferrari. While the odd design-anorak may criticise its small rims, American sportscar influenced styling-themes or refer to the intellectual styling superiority of its F12 TRS one-off brother, the overall result can be considered a success. Outside, the new bonnet and bodyside treatments are nice variations on the F12 base theme and the interior with a bright-red driving-zone, setting itself apart from the black passenger-seat and remaining surrounds of the car, are a clever way to steal-back the spotlight from Sant' Agata's colour and trim catalogue.

In decades to come, automotive historians will divide Ferraris into at least four periods: the Enzo era, the Fiat era, the Montezemolo era and, possibly, the Marchionne era. In many ways the F6oAmerica is the pinnacle of Montezemolo's strategic thinking; arriving at a time when there were two similar-looking midengined cars in Ferrari's line-up that were good at best, he developed the prancing horse into arguably the strongest model line-up and one with superior products.

In Marchionne's era, the LaFerrari would probably not have been limited to 599 units, but closer to 2000+ units and the F6oAmerica would be another model in the F12 nameplate line-up; but luckily this is not the case and for this very reason the F6oAmerica has the best of chances to - one dav – beat the current auction record set by its 275 GTB/4 NART Spyder grandfather.

FER America

12 auto italia





Alfa Romeo Giulietta Sprint Veloce 1958



Alfa Romeo Giulietta Spider 1961



Alfa Romeo RZ 1993



Alfa Romeo 1750 GTV 1971 RHD

See our website for full details of the classic Alfa Romeos we have in stock. We are always looking to purchase interesting Alfa Romeos, please contact us to discuss. Southwood Car Company 5 mins Jct 6 M25 Tel. 01883 344226 Mob. 07442 506123

## www.southwoodcarcompany.co.uk

## What's in a Name?

Alfa Romeo's revival of the Sprint title is a bold move, but does the new car live up to its name?

Story by Richard Bremner Photography by Alfa Romeo and Phil Ward

ambling – an often solitary activity, involving horses, scratchcards and fruit machines. Occasionally it turns slightly sociable with roulette, poker and office syndicates of hopeful lottery winners. And then there are your industrial gambles, where big businesses make high-risk bets on investment-heavy industrial strategies. Which was precisely the kind of bet that Alfa Romeo was taking in the early 1950s when IRI-Finmeccanica, its state-owned holding company, gave the go-ahead to invest in a new small car. That was one aspect of the gamble. The other involved a lottery, some interest-paying bonds, glittering prizes and eventually, the whiff of a scandal.

The interest-paying bonds were sold to the public to part-fund the project. To give the buyer an extra incentive, Alfa planned to give away one new car for every 1000 bonds sold. It was certainly a novel way to finance a new model, and an apparently successful one at that, the company providing no less than 200 cars to these randomly chosen lottery winners. And it is the 60-year anniversary of the car that these bonds paid for that Alfa has lately been celebrating.

First, with a car that you can actually buy, called.... Giulietta Sprint. Sadly this is not a small, pretty, rearwheel drive coupe but a new version of the Giulietta hatch, which is undoubtedly one of the better cars to have emerged from the company. In this form it comes with a new 150HP (148bhp, Ed) version of the 1.4 turbo MultiAir engine, which fills the sizeable gap between the 120HP and 170HP petrols. The Sprint also wears a modest array of add-ons, among them a rear diffuser, sill extensions, new 17in alloys, 'Sprint' badges and an 'oversized' exhaust tailpipe. Not a huge number of practical differences then. It's the same story inside where 'Sprint' stitched Alcantara and fabric seats, revised instrument graphics and weirdly squidgy faux carbonfibre décor inserts are the most noticeable signature features. The Sprint is based on the recently facelifted Giulietta and as we shall see, produces a surprisingly agreeable package, even if it's a little cynically conceived.

Alfa also celebrated by laying on an impressive array of older Giuliettas at the Sprint's launch, the most mouth-watering a 1962 Giulietta SV Coda Tronca. But there was no key-rattling until the attendant hacks had heard the intriguing history of the car that was the making of the modern Alfa Romeo. The Giulietta set the design, mechanical and market template for the



X-960AT

next two decades, and defined the soul of post-war Alfas too. It provided the company with its four cylinder twin-cam building block, set new standards of steering, handling and roadholding, established the pattern of offering a saloon, a coupe and convertible derived from the same mechanical confection and launched a compact, premium, sporting saloon years before BMW did the same. It also transformed Alfa into a mass-maker of small, high-quality cars from a low-volume maker of handbuilt, high quality cars. And even made it a profit. Alfa needed a small car because its big ones weren't selling. The war had flattened much of its Milan factory, despite which it had managed to make the 6C 2500, a large, quietly glamorous car that was too expensive and too dependent on pre-war technologies to provide much of a business future. The less expensive 1900 followed, this unadventurously contemporary-looking saloon was the company's first monocoque design and the first user of a four-cylinder twin-cam. It was closer to what the market needed, but still too big and too pricey. Something more affordable was required.

Alfa considered 800cc, 350cc and even two-stroke machines, as well as a front-drive 750cc powertrain that gave the Giulietta project its 750 codename. But it eventually settled on a 1300 positioned above Fiat's new 1100 saloon. The commercially vital saloon would come first, followed by a low-volume coupe and spider. That was the plan, but the reality was different. The science of noise, vibration and harshness suppression was a young one 60 years ago, and the Giulietta was emitting rude mechanical rumblings that were proving as difficult to shift as a Chianti stain. It was late, and by 1953 the newspapers were beginning to sniff a scandal around the non-delivery of prizes from a



government-owned business. The winning bondholders had been told to expect their prizes during 1954, but the saloon was a year away.

It was then that engineers Francesco Quaroni and Rudolf Hruska had a brilliant idea. Because the Sprint would be produced in far lower numbers, its design and build were to be outsourced to coachbuilders who could turn the project around far more quickly. Only 1000 Sprints were planned, requiring nothing like the manufacturing automation of the saloon. Work on its unique design had begun in 1952, a set of concept sketches and 1:10 plaster models produced by in-house designer Giuseppe Scarnati. These were used to produce a pair of prototype mules for testing the Giulietta's mechanicals. Scarnati's design was provided as a starting point to the Bertone, Ghia and Boneschi bodyshops with a rapid request for their own proposals.

Bertone's proposal won, designer Franco Scaglione adding elegance and harmony to what was recognisably Scarnati's work. Bertone would manufacture the bodies, which were shipped to Alfa's Portello plant for final assembly. Hruska was able to display a finished example of the Sprint at the 1954 Turin show, a development that reassured the winning bond-holders if not Bertone, whose small coachbuilders wasn't geared up to deal with a huge influx of orders. Which is exactly what arrived when this pretty car was unveiled, 700 orders taken in just a few days. In time, Bertone would build 39,654 Sprint bodies, the Giulietta propelling his business into the big time.

It did the same for Alfa, too. The saloon appeared at the Turin show a year later, together with Pininfarina's Spider, all three becoming a major success. And this trio was far from the complete family. Still to come were the lightweight Zagato-created SV coupe, whose alloy body was built out of a crashed Sprint Veloce, the sylph-like, ultra-aerodynamic Bertone SS and more prosaically, the Giulietta Promiscua estate.

And it's the most exciting of these that we're trying today. Zagato built 200 SZs, the last 30 flaunting elongated bodywork and an abruptly cut Kamm tail to produce what became know as the SZ Coda Tronca. The resculpting smoothed the Alfa's high-speed passage through the air to 124mph, an amazing speed for a 1300 in 1962, as was the twin cam's 100bhp output. That it had just 874kg to propel only heightened the SZ's pace, and the pleasure of driving it.

Which is considerable, even at speeds well below 124mph. It starts simply with the business of getting in, the low roof and delicate alloy doors demanding more than average contortion to land your rear on the driving seat. Which is small, and with its flying buttress side supports, surprisingly comfortable. Not long after you've occupied it you notice that the floor is covered with the very same vinyl. Before that, however, you'll be feasting on the immaculate, crackle-black finish of a dashboard that's utterly bereft of padding, though not short of an instrument or two. A rev counter dominates - the SZ was at least as much race car as road car – flanked by a speedo and a cluster of lesser dials that include water and oil temperature gauges to encourage you to warm the twin-cam through before quick-spinning its crank.

In fact, it won't be long before you're wondering if somebody has already damaged this engine, so forceful is the rhythmic cracking that erupts at 2500rpm. This is the sound of the deep and potent air ingestion achieved by two high-lift cams, their valves and a pair of Webers almost as big as the cylinder head. But while you're wondering if this is what the ABOVE: Wheel design is exclusive to the Giulietta Sprint. UK market will have this single exhaust version RIGHT: A fine selection of classic Giuliettas including a rare SZ Coda Tronca

## **ALFA ROMEO GIULIETTA SPRINT**





expensive mashing of a failing big-end sounds like, the revs climb to 4000rpm and an atmosphere of (relative) calm arrives, the twin-cam sounding sweet, keen and free. There is nothing wrong with this engine.

There's not much wrong with the rest of this car either. Although your head almost rams the ceiling, your knees are bunched like a rower's and its pedals hinge from the floor, the SZ is an easy car to drive. Its engine is well-behaved despite the high tune, the gearlever reminds you that it's attached to what is possibly the most satisfying shift ever and the brakes deliver enough stopping power to tempt you into plenty of go.

In fact, the SZ isn't especially fast – road-tests of the day quote around 11.2 seconds to 6omph for the shorttailed version – but feels it because there's such an exciting commotion of motion. There's exquisite tactility too, from steering that feels so like the live mechanism that it is, to a seat that tells you plenty about the forces playing on this car at speed. The SZ noses into bends on little more than light twist of lock, and with no signs of unsettling instability. Though you might be unsettled at first, this car rolling, you'll think, as if something was missing from its suspension. An anti-roll bar, perhaps, or damper oil.

But this is as it should be. All cars rolled more 60



years ago, the Giulietta among them, and once you're used to it you realise that it does rarely damage the SZ's agility (although S-bends demand some delicacy) and delivers a ride far more comfortable than you'd expect. Best of all, though, is the harmony of its controls, the mechanical faith of their reactions to your inputs. It doesn't take long to feel deliciously embedded with this car despite its ancient ergonomics. And it's wistfully easy to imagine how satisfying it must be to race.

All of which seems a long way from today's frontwheel drive, ESP-protected, practical hatchback of a 2014 Giulietta Sprint. And it is. But what the two have in common is an engine that pulses rortily under acceleration, even if the MultiAir's music is vastly mellower. You can hustle today's Sprint through tight turns with impressive abandon too, the Q2 traction control and subtle ESP tightening the car's line to unexpected effect. It's hardly as rewarding as the SZ, but it's also vastly less likely to throw you off the road, and almost certainly faster. As a 150HP Sprint, the Giulietta has developed into a well-rounded car with few serious drawbacks other than its disappointing CO2 numbers, which is a modern complaint that would mean nothing to the driver of a 1954 Giulietta, never mind the helmeted pilot of an SZ.

BELOW: Beautifully prepared SZ Coda Tronca put in a spirited performance on the track



## SPORTS CARS 25th Anniversary 2014

DTR Sports Cars are one of the UK's most experienced restorers of Italian classic cars. We offer a complete service, from a nut and bolt restoration on your Ferrari 250 (pictured below after 2800 hour DTR restoration) to a basic cam belt change on your Fiat 500.

There are few jobs we cannot handle and carry out virtually all work in house in Coulsdon, Surrey.









**CURRENTLY RESTORING:** 



## BODYWORK

Concours standard paintwork, panel fabrication and basic repairs. UK Ferrari Owner's club concours winner 2011 (Cat E). Insurance repairs undertaken with free loan cars.

## MECHANICAL

From a service or cam belt change on your Alfa Mito, to a full engine rebuild on your Maserati 3500. We have experience of most Italian cars.

## INTERIOR

Bespoke in-house leather work.

ΜοΤ

DTR Sports Cars are of course a VOSA approved testing centre.

1960 Maserati 3500 GT, 1960 Alfa Sprint Speciale (pictured above and available for sale!), 1958 Fiat 600 Jolly Beach car, Alfa Giulia Spider 1965, Fiat Dino Spider 1967, Ferrari Dino 246 GT, Moretti 2300S Convertible (1 of 2!), Fiat 124BS Spider

## **AVAILABLE FOR SALE, OR TO BE RESTORED BY US:**

Alfa Giulietta SS, Alfa Giulietta Spider 750 series, Fiat 124 AS Spider, Pininfarina Spider RHD, Alfa 2600 Sprint Coupe, Lancia Fulvia 1600 HF, Lancia Fulvia 1600 Sport Zagato.

For examples of our recent and on-going projects, please see our 'projects' section at www.dtrsports.com

Conveniently located 5 minutes from J7 of the M25 in Coulsdon Surrey.

## 0208 645 5050

## www.dtrsports.com

## 1964 FERRARI 250 GT LUSSO





## OTHER SELECTED STOCK INCLUDES









1967 FERRARI 275 GTB 4 CAM ALLOY NART

1969 FERRARI 365 GTC

TALACREST ARE THE BIGGEST AND MOST EXPERIENCED BUYERS OF CLASSIC FERRARI IN THE WORLD AND TO DATE WE HAVE Sold over \$1 billion worth of thoroughbred classics including eight ferrari 250 gto's many prototypes and Numerous other desirable road and race cars. If you are seriously looking to buy or sell a classic ferrari, Then make talacrest your number one choice.

## 1963 FERRARI 250 GT LUSSO 版





## OTHER SELECTED STOCK INCLUDES



1951 FERRARI 212 INTER AIGLE



1959 FERRARI 250 GT SERIES I CABRIOLET



1966 FERRARI 275 GTB 2 CAM ALLOY



NUMBER ONE IN THE CLASSIC FERRARI MARKET

# Film Star Ferrari

Once owned by Walt Disney Studios this '14-louvre' Coupe added a touch of class to the film *The Love Bug* 

2

Story by Richard Heseltine Photography by Michael Ward

here is a very real possibility that this will end in tears. The McLaren GT test team is making its presence felt trackside, a blur of orange and black streaking past us as though we're standing still. It's followed shortly thereafter by a Porsche of some description, the eejit at the wheel receiving high-performance-driving tuition. Judging from his inability to locate the apex - any apex - thus far, heaven knows he needs it. Past the paddock area and... Oh good, the West Surrey Racing British Touring Championship team is descending upon us, a trio of be-spoilered BMWs filling the mirrors of our mobile chicane. There is a time for heroics and clearly this isn't it. Nobody else out there has insured a car for eight figures - and that doesn't include a decimal point. Now might be a good time to stop for lunch.

The funny thing is, 'our' Ferrari 250GT Tour de France isn't embarrassed out there despite the considerable age gap between equipment: the issue is the paucity of balls on the driver's part. This glorious machine may have aged a little, but it certainly hasn't diminished: it's quick for its age, quick for any age. But then that is to be expected as the 'TdF' in marque speak was a major weapon in Ferrari's arsenal in period. Driven by a roll-call of stars and gentleman drivers alike, it claimed more than a few scalps – and not just on the circuits.

It may have been 'only' a GT car, but this category took on greater emphasis following the horrific accident that claimed 79 lives at the 1955 Le Mans 24 Hours after Pierre Levegh's Mercedes was launched into the crowd. As we all know by rote, the after effects of this grisly accident were seismic with everyone from politicians to the Pope passing judgement. In order to kerb speeds, the Commission Sportive Internationale (CSI) governing body responded the following year by placing greater emphasis on the Gran Turismo category. Production car-based machines would now take centre stage once again. What's more, Ferrari had just the machine for the job having unveiled its new series-manufacture 250 GT at the March 1956 Geneva Motor Show, complete with a 220bhp 2953cc 'Colombo' V12.

The car on display in Switzerland featured an elegant body by Felice Mario Boano. This would in turn act as the jumping off point for homologating a competition variant, the chassis and running gear providing the basis for a new strain with bodywork designed by Pinin Farina and shaped by Carrozzeria Scaglietti. And what a body, the coupé outline being both muscularly elegant and reasonably light thanks to the use of thin-gauge aluminium and other weightsaving measures such as Perspex glazing. Officially known as the 250 GT Berlinetta, the prototype placed fourth overall and first in class on the April '56 Giro di Sicilia thanks to the efforts of Oliver Gendebien and Jacques Washer. Later that same month, the Belgian duo was fifth on the road on the Mille Miglia while once again claiming class honours.

However, the event that would come to define the model occurred in September of that year. The Tour de France Automobile was a gruelling week-long event that encompassed six circuit races at venues such as Rouen and Monthléry, two hillclimbs and several highspeed road sections. The event wasn't staged in 1955 following the Le Mans disaster but returned in 1956 with Marquis Alfonso 'Fon' de Portago and Edmont





Nelson driving chassis 0557 GT to an outright win following 3600 competitive miles. And, at a stroke, the car became colloquially known as the 250 GT 'Tour de France'. Just to prove the model's prowess as a long-distance racer, Gendebien went on to take a hat-trick of wins on this event from 1957-59 while also finishing third overall on the '57 Mille Miglia. If that wasn't enough, he teamed up with Paul Frére to win the '57 Rheims 12 Hours overall, the same pairing repeating the feat a year later. Not bad for a GT car.

Indeed, following Gendebien's 1957 Tour victory, *Autosport* commented: 'Undoubtedly, the 250GT Ferrari proved itself to be an ideal machine for an event which places a premium on performance on race circuits and speed hillclimbs'. They went on to add: 'The Trophy de Portago, awarded by the Parisian Los Amigos club for the meritorious performance, was given to Gendebien'.

As is to be expected, no two cars were ever truly alike. Following the introduction of the shortwheelbase 250 GT towards the end of 1959, the outgoing platform became retrospectively known as the 'long-wheelbase' version. Through its brief production run (1956-59), the TdF went through various physical reconfigurations which ultimately resulted in four different series-produced body styles (and that doesn't include as many as five Zagatobodied cars). These divergences are most obvious when viewing the rear bodywork, in particular the Cpillars: early cars had no louvres, the second-series strain had 14, the third strain had three and the final run featured just the one louvre either side. Of the quartet, 14-louvre TdFs are the rarest, with only nine examples made, and many arbiters of beauty believe they are the best-looking. It's all relative.

The example pictured here was the first example constructed of the second series design. It was delivered new on November 15, 1956 to racer/entrant Tony Parravano. This West Coast construction magnate was well known for fielding a mouth-watering array of exotica in Sports Car Club of America (SCCA) events. That, and for disappearing from view four days before he was due to appear in federal court to face charges of tax evasion. Chassis 0585 GT was entered for the Palm Springs road races in early April of 1957, only to be disqualified because the SCCA refused to recognise it as a production car. Following its owner's vanishing act, the car remained in Southern California (unlike some Scuderia Parravano racers which surfaced years later in Mexico...). It subsequently changed hands a few times before making its bid for motor sport immortality on being acquired by Walt Disney Studios for use in 1968 flick, The Love Bug.

After having its backside handed to it by Herbie the

ABOVE LEFT: Clear recognition of the car's unofficial '14-louvre' title BELOW: Rear wings are tidier than the first series 250 GT 'Tour de France'







all-conquering Volkswagen Beetle, 0585 GT fell on hard times. Once the film was in the can, it passed through various hands before being reputedly spotted abandoned by the side of the road near Hollywood in the early 1970s. Fast-forward to 1994 and the car resurfaced and was restored in the UK by DK Engineering, the TdF making its big reveal at the 1997 Coys International Festival race meeting at Silverstone. It was sold in October of that year to American enthusiast Jon Masterson for \$925,000. The California-based collector drove the car in numerous historic events including the Tour Auto, the Mille Miglia retrospective and the 2000 Shell Ferrari/Maserati Historic Challenge race at Le Mans. In 2012, it was sold for \$6.71m to margue specialist Talacrest, which in turn supplied the car to a Swiss collector. Talacrest took the car back in a deal in 2013 and sold it to an British enthusiast - who then traded the car in as part of a deal involving an aluminiumbodied competition 250SWB – leaving Talacrest to offer it to another British collector a few months ago.

Which brings us to today. With the track free and clear, it's time to venture trackside once again. From inside, the Ferrari's cabin is spartan, clean; no frills. The driver's bucket seat is mounted relatively low, the view past the wood-rim Nardi wheel – past the vast rev counter and speedo – and across the acreage of bonnet being life-affirming before you so much as crank the engine. It's quite a sight. And what an engine: there's always a sense of theatre when starting a classic Ferrari and this one doesn't disappoint. The V12 fires with fanfare but without the expected histrionics. It sounds epic, all gnarly, pent-up fury. It's the polar opposite of modern day Ferraris with their flat plane crank parps.

Press in the stiff clutch, select first and, following a clumsy bunny hop, we're moving. The Tour de France feels as though it is straining at the leash. It wants to move quickly, and it wants to do so *now*. Once trackside, it accelerates with alacrity: in period, Ferrari claimed the TdF produced an honest 260bhp, enough of the good stuff for a 0-100mph time of 16 seconds and top speed or around 140mph. For once, the factory stats appear believable. While it might not be the easiest of cars to drive slowly, not least because it's clearly unhappy chuntering away in a low gear, it's pretty easy at speed. Anyone well-versed with old cars could drive it someway south of ten-tenths without tripping over themselves.

The engine dominates the experience. Bury the throttle in second, sweep past 5000rpm and it sounds as though the V12 is spinning off its axis. It's probably a case of perception rather than reality, but there appears to be little rotational inertia. It just revs and revs and then revs some more. Some reports claim the gear change is ponderous and notchy, but that just isn't the case. You cannot make lightening changes, and nor can you be tactile. You have to be firm and expect some firm resistance across the gate, but it's next to impossible to grandma a gear shift. The steering is surprisingly well-weighted, but you change the car's direction as much with the throttle as the wheel: arrive at a corner, lift a little, hit the apex and then power out with the tail stepping out ever so slightly. This isn't the driver acting the big man and coming over all 'Earl of Oversteer'. It's merely the car's natural cornering attitude and it isn't remotely intimidating. As for the



FACING PAGE: Clear signs of the Ferrari 250 GT's evolution as the 'Tour de France' version morphs into the later 250 SWB



drum brakes, well they require quite a shove before they bite but they don't threaten to fade.

It's an inconvenient truth, but some early Ferraris are – whisper it – rather unpleasant to drive. If experience teaches us anything, it's that most of them don't get driven much further than the end of their owner's driveway and, as such, they tend to throw hissy fits when pressed into service. That isn't the case here. This car feels beautifully set-up and, as such, you want to keep driving it. The prospect of doing a Gendebien and racing one flat chat for 3000 miles or more is perhaps pushing it: the cabin gets very toasty very quickly, and you would probably be deaf by flag fall. But, and it's an important but, we're struggling to think of another GT car of the period that can match it for either pace or beauty. It really is in a class of one. It always has been.



BUYH



## FERRARI 250 TDF # 0585GT

Restored and Sold by DK Engineering in 1996 and still going strong nearly 20 years on ...



## **RESTORATION TO PERFECTION**

At DK Engineering our philosophy for Ferrari restoration is simple, "Restoration to perfection". As a result of the full restoration of over 150 important motorcars we hold the necessary skills and experience to produce the greatest possible finished article every time. Our attention to detail has been quantified by numerous concours class awards and even overall victories at events

Acquisition Consultancy | Sales | Service | Restoration to Perfection | Engine Building | Race Preparation | Rolling Road | Storage

For Acquisition Consultancy contact Jeremy or James Cottingham

ohone: +44 (0) 1923 287 687 • Fax: +44 (0) 1923 286 274 • Email: info@dkeng.co.uk Little Green Street Farm, Green Street, Chorleywood, Hertfordshire, WD3 6EA - ENGLAND





The Ferrari Specialists

A Cottingham Family Business.



# Top of the Class

A celebrated Ferrari with class wins at Le Mans, Spa and Monza is ready to race again

Story by Richard Heseltine Photography by Bonhams/Pawel Litwinski



t is often said that Enzo Ferrari viewed road cars as a means to an end, a method of bankrolling his precious Scuderia. That may have been the case, but street-legal GT racers accrued more than a few major prizes trackside, the car pictured here being a case in point. However, this glorious machine – a Le Mans class winner no less – is that rarest of things: an underrated Ferrari.

In the general pecking order of Ferrari racing cars, the 275 GTB/C was a low totem fixture when compared with its 250-series GT predecessors, but that isn't necessarily the case today. Substitute the race track with the auction room, and the 'Competizione' is up there with the best of 'em. This example will be going under the hammer at Bonhams' Scottsdale, Arizona sale in January and, while no estimate has been released as yet, the firm expects it to reach eight figures.

Scroll back to the early '6os and Ferrari the marque had made the leap from penny number coachbuilt offerings to volume road car production, all things being relative, but with varying degrees of success. Unveiled in late '64, the importance of the 275 Gran Turismo Berlinetta in Ferrari lore cannot be overestimated. This was the last two-seater GT car built by Maranello's finest as an independent player and without any Fiat influence. It is one of the brand's true exemplars, blessed with the sort of jawslackening outline that only Pininfarina in its pomp could muster (or rather the Turin firm's unheralded stylist, Francesco Salamone). This wasn't mere smoke and mirrors either: all four wheels were independently suspended (a first for Ferrari road cars), while the single-cam-per-bank V12 was sited far back for a 50:50 split with a five-speed transaxle - a feature that first appeared on competition Ferraris a decade

earlier - further aiding weight distribution.

The original 3.3-litre 275 GTB was a polished performer, too, just as long as you remained below 130mph (otherwise the front-end became a mite floaty) and could somehow block out the excessive propshaft resonance. From the spring of '66, there was an unofficial second series edition, Pininfarina elongating the nose in an effort to keep it planted, the addition of a torque tube ensuring that the engine and transaxle stayed rigidly in-line. However, with several challengers muscling into its territory, not least Lamborghini from over the hill in Sant'Agata, there were constant updates over the 275 GTB's four year existence in a bid to maintain its standing. Six Weber carbs became an option early on and, with the arrival of the quad-cam 275 GTB/4 from October '66, it received a substantial makeover with revised gearing and dry-sump lubrication. The factory's performance figures claimed an optimistic top speed of 160mph and o-6omph time of 5.5sec.

And just as night follows day, more adventurous customers demanded a competition variant. The Gran Turismo category had long been a happy hunting ground for the marque, even if the firm's recent attempts at duping the Commission Sportive Internationale (CSI) into believing the 250/275LM was a GT car had come unstuck – this being in essence a 250 P sports-racer with a roof; the same model that won the Le Mans 24 Hours *outright* in '63. The 275 GTB/C, however, was very much a road car-derived competition tool even if no two examples were ever strictly alike.

There had been prior attempts at building a 275 GTB racer, not least the four Competizione Speciale editions laid out for the 1965 season, each being powered by 3.3-litre 250 LM-derived V12s. The first example was





fielded by Ecurie Francorchamps and driven to third place overall in that year's Le Mans 24 Hours by Belgian duo 'Wild Willie' Mairesse and 'Beurlys' (Jean Blaton), albeit in a race of high attrition. However, this latest strain was something else altogether. While the outline was familiar, the 275 GTB/C was significantly different from the road car beneath the Rizzla-thin aluminium coachwork, a Mauro Forghieri-conceived lightweight tubular steel chassis also contributing towards an alleged 150kg weight saving over the standard car.

And the 'Competizione' made an instant impression, the Maranello Concessionaires car driven by Anglo-American pairing Piers Courage and Roy Pike placing eighth overall and winning its class in the 1966 Le Mans 24 Hours. Two places further down the road, and second in the 5-litre GT category, was the Ecurie Francorchamps car of Pierre Noblet and Claude Dubois. This 1-2 result did at least spare a few blushes for the men from Maranello as Ford steamrollered its way to outright victory. Nonetheless, 'our' car, chassis g079, is perhaps the most celebrated of the 12 Competiziones believed built.

Originally fielded by Scuderia Filipinetti, the Ferrari was entered for the '67 running of the 24 Hours where the Swiss pairing Dieter Spoerry and Rico Steinemann completed 317 laps to finish in eleventh place overall. They also claimed class honours. Steinemann recalled in Ed Heuvink's Scuderia Filipinetti: "Since the organisers refused the Porsche go6 of Dieter and myself, the invitation of Georges Filipinetti was very welcomed by us... During scrutineering, the car was lined-up behind one of the new seven-litre Ford Mk IVs. Mario Andretti, who was scheduled to drive that car, came up to me asking what I was going to do with





'that museum piece'. Looking at the Ford and then at the Ferrari with real spoke wheels, he had a point... It was my birthday that weekend. I really wanted to do well. In practice we managed a 4m 1os lap; not amazing but starting 24th was OK. It was a good, comfortable car to drive; not fast – it would do 250km/h max – but as a Gran Turismo car it was well equipped. It only missed the radio."

BELOW: Ferrari Classiche certified, '09079' will go under the hammer at the Bonhams Scottsdale auction on January 15th

Steinemann went on to recall: "After the race, Filipinetti offered us the car for 25,000 Swiss Francs. But the engine was a little used, so Dieter and I decided not to do it..." Unbowed, Filipinetti soon found a buyer in fellow Swiss Jacques Rey although the car remained in the team's colours.

The car's next appearance was the April '68 Le Mans test weekend, with Frenchman Sylvain Garant posting the eleventh fastest time. However, student protests and union unrest across France prompted the Automobile Club de l'Ouest to postpone the 24 Hours for the first time ever. The race would now take place in September, with Scuderia Filipinetti fielding the 275 GTB/C alongside a 250 LM and a brace of big-block Chevrolet Corvettes. With Garant being requisitioned to drive one of the American muscle cars, Rey was





teamed with Le Mans rookie Claude Haldi. Having qualified in 38th place, the 275 GTB/C made the 3pm kick off (an hour earlier than the traditional June start time) but retired eight hours in with Rey at the wheel. It would prove a miserable weekend for the team, with all four entries dropping out by Sunday morning.

Nonetheless, while in no way the class of the GT field, 'go7g' continued to rack up the miles, with Rey being joined by experienced Swiss Edgar Berney for an assault on the May '6g Spa 1000km. They would finish 14th overall and first in class, thirteen laps down on the victorious Porsche g10 of Jo Siffert and Brian Redman. And then came *another* Le Mans bid, with Haldi being reunited with Rey for what would prove a troubled outing. The Ferrari developed an oil leak early on, which prompted a visit to the pits for an unscheduled top-up. The game was up by Saturday evening when the car was disqualified. The old stager then bowed out of contemporary racing in the best way possible with another class win in September's 500km of Imola, admittedly against limited opposition.

Rey sold the car that same year for \$6000, the Ferrari heading Stateside where new owner Phil Henney had hoped to run it in the 1970 Daytona 24 Hours only for a holed piston to end his bid before qualifying. It subsequently passed through several hands only to be damaged in a garage fire in 1985. More recently, the Competizione was comprehensively restored and reconfigured by Fossil Motorsport of California before placing second in the competition Ferrari class at Pebble Beach in 2006. Returning to Europe shortly thereafter, it has been campaigned extensively in historics, claiming the outright Italian Historic Car Cup prize in 2010 for starters.

And it is truly, really, fabulous to behold. The 275 GTB/C – any 275 GTB – is a sensational-looking car, the addition of stripes, race roundels and decals only heightening the sense of drama. That long, priapic snout, gracefully swollen haunches and fat Borrani wire wheels conspire to produce arguably the last genuinely beautiful GT racer (the 365 GTB/4 'Daytona' Competizione is brutally fabulous, but beautiful?). From inside, it appears very much a road car, right down to the heavily spring-loaded ashtray, the small matter of a roll-cage rather giving the game away that this is a track weapon.

It might lack the cachet or the strike rate of the 250 GTO, or the 250 GT SWB Berlinetta for that matter, but consider this: variations on the 275 GTB theme won their class at Le Mans three years in a row. That's quite a strike rate. It's just that this wonderful machine emerged from a manufacturer that was nothing if not an overachiever. For that reason alone, it was always going to be a footnote of a presence relative to the gong-garlanded works racers. But, as footnotes go, few are more deserving of name above the title billing.

ABOVE: Additional lights for night time running at Le Mans add character to this historic endurance racer







## The UK's oldest independent Ferrari specialist



### 1982 Ferrari 512 BBi - only 16,000 miles from new

## £260,000

One of only 42 UK cars; the best example of the rarest RHD Berlinetta Boxer. Recent engine-out service and overhaul with new belts, re-built suspension and chassis restoration. Invoices total £45,000 in last 18 months.



### 1972 Dino 246 GTS

£275,000



1980 Ferrari 308 GT4

£75,000

Original UK car; one of the earliest to arrive. 61,000 miles from new; spent last 26 years in Pennsylvania. Superb example.

The best currently available; 2013 FOC concours class winner. Original specification; 14,000 miles from new. Outstanding car.

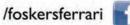


### Contact our sales team - T: 01474 874 555 M: 07921 430 430 E: sales@foskers.com

Conveniently located at the world famous Brands Hatch motor racing circuit, four miles from the M25 Jct 3



www.foskers.com



# User Choosers

Are the Alfa Romeo Brera's charms as an every-day coupe compared to its more conventional successor only just starting to show through?

Test by Sean Carson Photography by Michael Ward

'm tucked in the slipstream of Jon England's Rubino Red Alfa Romeo Brera and, even as we gently saunter along, my vision is clouded by wispy black puffs of soot from its exhaust. As we park up and I sidle up the back of the rare maroon-hued coupecum-hatch my suspicions are confirmed – this is a sporting coupe that's powered by the devil's fuel.

Brends

If, like me, the thought of a greasy palm and a diesely slick every time you fill up doesn't inspire you, if you're questioning whether a diesel engine has a place in an all-round sporting coupe like the Brera, and if your instinct is to plump for octane rather than cetane when it comes to your liquid fuel of choice, then, like me, you're in for a shock.

#### **BACK TO THE START**

Breras

nena

It's at this point I'll have to excuse the non-linearity of this triple test, for my Quentin Tarantino style flashback is not exactly where we started. That would be with Humphrey Britton-Johnson and his Brera 1750 TBi.

Just a year before Brera production ceased, Alfa chose to replace the entry-level GM-based 2.2-litre direct-injection four-pot petrol with its smaller Italian turbocharged successor, harking back to that famous displacement of Alfas of old – why it didn't do so sooner is a conundrum that only the company's top brass know the answer to, but Britton-Johnson is glad they eventually did.

"I followed the Brera project right from the start with the 2002 concept – I knew I had to have one at some point."

Britton-Johnson, like so many of us, is an avid Alfa enthusiast, having owned many of the Milan marque's addictively infuriating classics – including Alfasuds – for "the past 20-odd years", as he puts it.

Around 12 months after the car first went on sale in 2006, Britton-Johnson's Honda Prelude began to cost him too much money. In possibly the most ironic move of his car buying history, he bought a 2.2 JTS for improved reliability over a Japanese machine. Go figure.

While it proved relatively trouble free, Britton-Johnson continued to be bowled over by the Brera's looks, but the motor was a disappointing anti-climax compared to the smart coupe's exterior.

"There was a terrible flat spot at around 1800rpm – a known trait of the engine." At this point Britton-

auto italia 37



Johnson raises his eyebrows. Enough said. "After four years and 40,000 miles in that car it was time for a change. I didn't realise that model had been pulled and replaced by the 1750 TBi, so when this car came up at Cheshire dealer Mangoletsi with just 1800 miles on the clock, it caught my eye.

"Alfa brought in just 70 1750 TBis. For me, it's just the best engine – it has a very linear approach to the way it revs and is seamless in the way it works."

#### LINEAR POWER DELIVERY

Britton-Johnson is right. The engine doesn't sound like an Alfa twin-cam of old. There's no bark on startup, just a gentle, smooth thrum, with the engine's hushed percussion attenuated by the Brera's delightfully trimmed cabin.

A light clutch, light gear change and a light throttle make it an effortless day-to-day car. Use all of the accelerator's travel and, initially, you might be disappointed with the performance. But remember the linearity is there and the relatively small capacity 1.75litre engine with 197bhp to haul this 1505kg coupe does need to get into its stride.

The performance comes though, with the engine faintly rasping towards the top end. There's no discernable rush, just smooth and consistent acceleration. The Brera's not inconsiderable bulk means it's not all that rapid, but it's more than quick enough to mildly entertain on a back road, with light, accurate steering and a reassuringly solid brake pedal.

"This is my everyday car," says Britton-Johnson. "It's stylish – a real head-turner. I don't think the design has dated all that much since the original 2002 concept." He's right. The Brera still looks crisp and, shall we say, fulsome, today. "I retro-fitted the stereo from my 2.2, as well as the 18-inch wheels. I plan to keep it as the styling really fires me up. It'll do 26-28mpg average – a bit more on posh high-octane petrol. It costs around £200 for a full service and is perfectly practical."

And the 1750 TBi's reliability compared to Britton-Johnson's Prelude? "I had a small problem with the central locking and some water ingress into the boot





### **ALFA ROMEO BRERA**



ABOVE: Eventually an Italian engine became available for the Brera making the 1750TBi a rare and desirable model lid which caused the wiper motor to fail on both my Breras – but there's a way around this with a two-stage opening process." So Britton-Johnson's Brera has proved a relatively reliable one-car prospect, then.

#### **S FOR SUPERIOR?**

From the Brera that never really had its chance to shine, given it was sold in the UK in such low numbers, to the Brera that was, the 3.2 V6 S.

The S was a response to criticism levelled at the car's handling. It saw Alfa Romeo collaborate once more with British motorsport outfit Prodrive following its 155 Touring Car project of the mid 'gos in an Anglo-Italian alliance that tweaked the Brera to the level it should arguably always have been pitched at.

Limited to the UK market and just 500 units, the Prodrive-tuned Brera S featured a 100kg weight saving, 10mm lower suspension and upgraded chassis components to tighten up the handling, as well as larger 19-inch alloy wheels, a subtly enhanced body kit and a sportier exhaust. This Brera S is immaculate, as you'd expect being owned by Alfa Romeo Owners Club Brera Registrar lan Chester. Enthusiasts don't come much more enthusiastic than this.

Initially, Chester wasn't inspired by the Brera. He caught the Alfa virus in 1998, but even a drive in a 2.2 Spider couldn't convince him. However, the launch of the Giulietta hatchback meant the Brera's merits became more obvious.

"When the Giulietta came out I wasn't too keen, and it was an expensive car for a hatchback. Then when I learnt the Brera was to be discontinued it started to become more appealing."

> Chester's newfound appreciation



for the Alfa's modern coupe coincided with a trip to Milan in 2010 for the marque's centenary. He came back inspired to own yet another Alfa (the third, including a GTV Twin Spark and a 159 1750 TBi) and found his ideal car: a late 2009 3.2 V6 S showing just 30 miles on the clock.

"It was less than a Giulietta with all the bells and whistles and I'm sure it's going to be collectable like the GTV has become. With the Prodrive pack it has an added something."

That added something is patently obvious compared to the 1750 TBi, as perky as it is. Twist the key and the V6 announces itself with a bassy but gentle rumble,

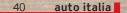


settling to a classy, multi-cylinder idle.

Its 256bhp output might not be all that much given the engine's size, but that displacement does give it torque and a very lazy-feeling character to the motor. It'll pull smoothly from tickover, with a rich, musical note permeating the cabin at 1500rpm and beyond – the freer-breathing Prodrive exhaust definitely helping on that front.

A swelling 237lb ft arrives at 4500rpm, but it feels like there's a lot of torque spread either side of that peak, too. In fact, the whole car feels more heavyweight than the TBi.

The clutch is beefier, and the steering requires more forearm muscle than the fingertip manipulation needed in the four-cylinder Brera. The brakes are superbly solid and the six-speed manual delivers just the right level of feel. The extra weight of the V6 in the nose of the Brera S means the front axle bites harder than the 1750 on turn-in, but as you build speed the extra mass of that engine overcomes the tyres' attempt to claw the road and drags the low, sculpted front end off line ABOVE: The limited run of specially prepared Prodrive 'S' Breras had an uprated suspension package and sports exhaust



### **ALFA ROMEO BRERA**





ABOVE: This Rubino red Brera 2.4 JTDM has been remapped to produce 20% more power and improved fuel economy with a disappointing whiff of understeer.

It's not limited to the V6, as the other petrol Brera exhibits the same disappointing chassis traits when you inevitably explore what Alfa's sporting coupe can do. But this is not an Audi TT, and if it were it'd be another duller-than-ditch-water, boring European identikit car. Instead, keep the Brera within its remit and its strengths are immediately more obvious.

That laid-back, torquey characteristic of the engine indicates how to drive the six-cylinder Alfa. This is a refined car with exceptional cruising potential; even with 50% stiffer springs, bespoke Bilstein dampers and the larger wheels and tyres of the Prodrive fettled car, the ride is controlled and supple, and tyre roar isn't all that apparent. The interior is exquisite. Unsurprisingly this newest, highest spec car is the nicest of the Brera trio we assembled.

Chester's black-on-black example with contrasting red stitching and some cool brushed aluminium details is a sumptuous place to sit – there's not much room in the back, as this is really a 2+2 coupe, but the boot is ample.

"This is a car for everyday, but a car for the weekend, too. The style still does it for me – it's not all about the performance, but it has enough of it for what I want. I wouldn't swap it as there's nothing else to replace it."



#### **SMOKE AND MIRRORS**

It's at this point we come back to the grey-black haze of particulate matter being emitted from Jon England's Brera 2.4 JTDM turbodiesel. Symptomatic of something, either it needs a new DPF or the Rubino red coupe isn't quite as it left the factory. England enlightens me.

"It doesn't have a diesel particulate filter. I had the car remapped so it's now producing around 20% more power and fuel economy is up by the same amount, too. Initially, it kept going into limp home mode and restricting the performance, so I just removed the DPF."

This means around 40bhp on top of standard, so the five-cylinder turbodiesel is putting out anywhere between 240 and 250bhp here – a useful chunk more than the 207bhp later five-pots produced from the factory. It's not always power that counts in a diesel though, rather the twisting effort. Torque is also up by around a fifth, so there's a colossal 354lb ft claimed from as low as 1500rpm. This modification has a profound effect and means that not only is it the most powerful Brera of the three, but by far the most torque rich, too.

It's immediately obvious driving it. There's no muted parp of a turbocharged four or the bassy idle of the naturally aspirated six, instead the diesel clatters into

#### TECHNICAL SPECIFICATIONS

#### **ALFA ROMEO BRERA 1750TBI**

ENGINE BORE X STROKE COMPRESSION RATIO: FUEL SYSTEM: POWER TORQUE TRANSMISSION: BRAKES

SUSPENSION:

DIMENSIONS: KERB WEIGHT FUEL CONSUMPTION: TOP SPEED 0-62MPH:

1742cc, inline four-cylinder 83mm x 80.5mm 9.5:1 Fuel injected, turbocharged 197bhp @5000rpm 236lb ft @1400rpm Six-speed manual, front-wheel drive 330mm ventilated disc brakes front, 292mm ventilated disc brakes rear, ABS multilink with coil springs rear 4410mm (L), 1830mm (W), 1341mm (H) 1505kg 34.9mpg (combined) 146mph 7.7sec

#### **BRERA V6**

3195cc, V6 89mm x 85.6mm 11.25:1 Fuel injected, naturally aspirated 256bhp @6300rpm 237lb ft @4500rpm Six-speed manual, front-wheel drive 330mm ventilated disc brakes front, 292mm ventilated disc brakes rear, ABS Double wishbones with coil springs front, Double wishbones with coil springs front, multilink with coil springs rear 4410mm (L), 1830mm (W), 1341mm (H) 1540kg 25.7mpg (combined) 155mph 7.0sec

#### **BRERA 2.4 JTDM**

2387cc, inline five-cylinder diesel 82mm x 90.4mm 17:1 Fuel injected, turbocharged 250bhp @4000rpm 354lb ft @1500rpm Six-speed manual, front-wheel drive 330mm ventilated disc brakes front, 292mm ventilated disc brakes rear, ABS Double wishbones with coil springs front, multilink with coil springs rea 4410mm (L), 1830mm (W), 1341mm (H) 1650kg 50mpg (claimed combined) 143mph 7.9sec (as standard)

life. It continues its assault on your ears, but the decibels do drop off and as the revs rise the engine's unusual configuration delivers an added hit of personality as the rich warble gently washes over you.

It feels by far the fastest. Mainly because the great gob of torque hits like a hammer blow when you tread on the throttle and the engine starts to come on boost. Pause for a gear change and the thump returns, with the motive force at higher speed stronger than in the other Breras, helped by the extra torque pushing the air aside and the advantage of the six-speed 'box's ratios.

As I accelerate through the legal speed limit and glance in my mirror the smog I'm leaving behind is thick and plentiful. It might be polluting the planet a touch more than Alfa originally intended, but despite the extra power, the 2.4 JTDM is actually more efficient, too, as England explains.

"I get well over 40mpg on a run and the extra torque means it's actually really easy to overtake cars. It has

#### really strong performance there."

Unlike the others, England hasn't owned an Alfa before this one, but he always wanted to. He waited, treating himself to a retirement present.

"I wanted something sporty, but it's the style I love. The design hasn't aged in my opinion. It looks great and, for me, is the perfect everyday car with a great blend of performance and economy, heightened by the remap."

#### **BRERA UNITY**

It's these two points that seem to unite these three Brera owners, regardless of model. In isolation, Britton-Johnson, Chester and England all list style and everyday practicality as the Brera's two key assets. Maybe we've been wrong all these years then? There's no denying the Brera - regardless of guise - is not a 100m sprinter, but maybe it's a decathlete; a strong allrounder with many talents. Here are three cars and three owners that prove it.





www.wheelrepair.co.uk

Our refurbishing service will give your parts a new lease of life!

info@torqueautomotiveltd.co.uk **Call: 01234 268550** www.torqueautomotiveltd.co.uk

## KEEP IT EXCLUSIVE

SELENIA

Sporco

brembo

TRW Sabelt

SKF

MARTINIR

0

#### METHODS OF PAYMENT (MAGAZINE VIA MAIL)

MARTI

MARTINI

Credit Card – Debit Card – PayPal BACS Transfer (email for details) – Direct Debit Cheque payable to: Ginger Beer Promotions Ltd Email: enquiries@gingerbeerpromotions.com

#### **POSTAL ADDRESS**

0

Ginger Beer Promotions Ltd Morningside House, 1 High Avenue, Letchworth Garden City, SG6 3RL, UK

#### **GLOBAL ACCESS**

Auto Italia is available at the App Store or on-line at **www.pocketmags.com** Save money on shop prices and postal costs and view the latest issue as soon as it is released and from anywhere in the world

MICHELIN

MAGNET

WEBER

SELENIA

NICHE

#### **APP PRICES**

App Store:	£2.99
6 issues on-line:	£14.99
12 issues on-line:	£28.99

## SUBSCRIBE ON-LINE TODAY SAVE | SAVE | SAVE |

Save up to £10.40 for 12 issues plus receive a free calendar www.auto-italia.net





### SUBSCRIPTION OFFER

Yes, I would like to subscribe for 12 issues Quarterly Direct Debit £11.50 (£46 per year) Annual Credit/Debit Card/Cheque £48 Europe £65 USA Special offer £70 Rest of World £78 Your details Name: Address: Postcode: Telephone: Email: Instruction to your Bank or DIRECT Building Society to pay by Direct Debit 2 7 5 3 7 4 Service User Number Account Name Account Number Sort Code Name and postal address of your Bank or Building Society

#### Postcode

**Instruction to your Bank** Please pay FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia and, if so, details will be passed electronically to my Bank/Building Society.

Signature

Date

#### The Direct Debit Guarantee

• This Guarantee is offered by all Banks and Building Societies that accept instructions to pay Direct Debits.

• If there are any changes to the amount, date or frequency of your Direct Debit, FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia will notify you five working days in advance of your account being debited or as otherwise agreed. If you request FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia to collect a payment, confirmation of the amount and date will be given to you at the time of the request.

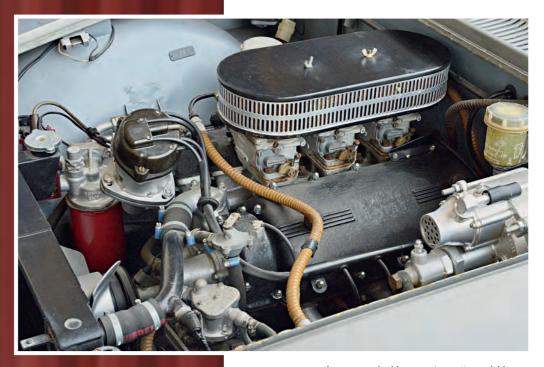
• If an error is made in the payment of your Direct Debit by FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia or your Bank or Building Society, you are entitled to a full and immediate refund of the amount paid from your bank or building society. If you receive a refund you are not entitled to, you must pay it back when FastPay Ltd Re Ginger Beer Promotions Ltd t/a Auto Italia asks you to.

• You can cancel a Direct Debit at any time by simply contacting your Bank or Building Society. Written confirmation may be required. Please also notify us.

# The Secret 'Dino'

A fascinating Ferrari-engined prototype discovered in the abandoned Innocenti factory

Story by Daniele Buzzonetti Photography by Paolo Carlini/Ruoteclassiche



coupé surrounded by mystery. It could be the title of the story of the Innocenti project 186 GT created between 1963 and 1964 which has been brought back to life only recently. Fifty-five years ago the magazine Auto Italiana briefly hinted at this car in its article 'Innocenti 1750 with a Ferrari engine'. What was a journalistic scoop at the time, actually fell on deaf ears. There were to be no more lines in the press, although it was a juicy bit of news.

After assembling models for the English BMC group in 1960, Innocenti decided to expand its range by producing a small, prestigious GT. Ferdinando Innocenti was 72 years old, and had discussed his idea with Enzo Ferrari. Oronzio de Nora at ASA, however, was faster than Innocenti and in 1962 he established a plant in Milan, in Via Faustino, next to the Innocenti factory, to build his four-cylinder 1000cc 'Ferrarina' ASAs.

Ferdinando Innocenti commissioned Ferrari to design a prototype which was never sent to production. This one-off, whose bodywork was styled by Bertone and featured here, is still in perfect shape. Ferdinando Innocenti's enthusiasm soon cooled for two main reasons: firstly, his plant was not structured to manage a model in this class and secondly, Innocenti lacked a proper commercial network to effectively handle sales.

Ferdinando passed away in 1966. No official data was ever released on the Innocenti-Ferrari offspring. But Enzo Ferrari was an accurate man, and in the appendix of his memoirs 'My Terrible Joys' he made a list of all the engines produced at Maranello. The engine for this prototype was created in 1963. It is a 6o-degree V6 with a displacement of 1787cc (bore 77mm x 64mm), a single overhead camshaft per bank and two valves per cylinder. Power is thought to be around 117bhp and the engine is fuelled by three-carburettors. The transmission, derived from English technology, has a manual four-speed gearbox with overdrive on third and fourth gears. There are four wheel disc brakes.

The cylinder head cam covers were similar to the Ferrari V12 engines of the same period and also the

auto italia 47

architecture, although cut down to half size, was almost the same. The engine configuration was not totally new. The 60° V6 single overhead camshaft family had started earlier in 1958, when the engineers were also developing a 65° Dino V6 with overhead camshafts. The extra five degrees between cylinder banks gave Ferrari the straight intakes he wanted. The engine was fitted to the 196 SP which took Lodovico Scarfiotti to win the European Mountain Championship in 1962. It was very similar to the power unit in the Innocenti prototype.

It was not difficult for Ferrari to design an engine for Innocenti, and the Maranello plant overlooked the whole project. Alessandro (Sandro) Colombo, born in 1924 and still very active today, was the technical director at Innocenti back in the 1960s and moved to the racing department at Maranello in the 1970s and recalls the developments during that period. "The car was entirely designed at Maranello, in the Via Trento and Trieste offices. Franco Rocchi studied the engine, Walter Salvarani engineered the transmission and Casali took care of the chassis. I followed the project personally with a few members of my team and we even spent some time at Modena to follow the project in situ. The project was top secret at all stages, because Ferrari was used to working this way, and would never allow any information to leak outside".

Two coupe prototypes under project name 186 GT were assembled. They were almost identical, apart from minor changes to the chassis. For practical reasons, in fact, the first prototype had a tubular frame which Bertone dressed up in aluminium. The second and final prototype had a monocoque body also carried out by Bertone, who was also to be entrusted with the car's production. Sandro Colombo took care of the design personally with the aid of young Giorgio Giugiaro, (who was working for Bertone in those years before moving on to Ghia and to establishing his Italdesign later on), who penned the car's lines.

In the meantime, the first tests on the tubular chassis prototype started on the small circuit within the Innocenti factory, at Lambrate. But by the time the final concept was sent up to Milan, the project had already been abandoned and the first example had been destroyed. The surviving car ended up in a shed at Innocenti, where it sat until 1994 when the plant, which in the meantime had been acquired by Fiat in association with Alessandro de Tomaso, the then owner of Maserati, underwent demolition. Together with the 186, there was the archive of the Biturbo, whose body shells were built by Innocenti, and several other important papers.

Ermano Cozza, the custodian of Maserati's archive, swooped in and managed to rescue everything from destruction. Cozza handed over the 186 GT to Ferrari and the car was shipped to Saima Avandero SpA's large warehouse in Fornigione (Ferrari's worldwide freight forwarder) and left in the care of Antonio Ghini, former communication director with Ferrari and now director of the Maranello and Modena museums. In January 2015, the car will be the star of a new exhibition hosted at the Ferrari Museum.

BELOW: While the origin of the engine is without doubt, the source for the chassis remains unknown. Could it possibly be MGB?







#### **AUTOMOBILI INNOCENTI**

Ferdinando Innocenti started his company in 1920 and became well known as the post war manufacturer of Lambretta scooters.

From 1961 to 1976 Innocenti built the BMC Mini under licence and later the Allegro-based Regent. During this period the company became known as Leyland Innocenti and produced the Innocenti Spider (1961–70) which was a rebodied version of the Austin-Healey MKII Sprite. Styled by Ghia the car was produced by OSI, near Milan.

In 1972 BLMC took overall control of the company and Innocenti enjoyed prosperity until BLMC ran out of money and was nationalised by the UK government. In 1975, the company was acquired by Alejandro de Tomaso to become reorganised under the name Nuova Innocenti. However, with the loss of the original Mini, production began to fall and was revitalised by the introduction of the new Bertone-bodied version of the Mini utilising Leyland's 998cc and 1275cc engines. When the engine deal with Leyland ended, De Tomaso turned to Daihatsu of Japan who supplied 993cc three-cylinder units.

De Tomaso also used the Innocenti factory for final assembly of the Maserati Biturbo, Quattroporte and the Chrysler TC. Innocenti stopped building its own cars in 1992.

When Fiat took Innocenti over in 1990 the factory dealt with the Fiat 127based Zastava Yugo Koral and Brazilian-imported versions of the Fiat Uno called the Elba station wagon and Uno Mille. The marque ended when sales of these rebadged models ended in 1996.



## Carrozzeria Sibona & Basano

While the Simca 1000 saloons and Abarth coupes are easily recognisable, their coachbuilders are less well known

Story by Elvio Deganello Photography by Archivi Deganello and Auto Italia

alter Basano was born in Turin on September 8, 1933. He began working as a young apprentice panel beater at Pinin Farina and taught himself how to draw and design. When he finally completed his training he had gained an interest in all the aspects of bodywork. Walter was a valuable worker for the company, but was fired in 1956 because he joined a leftist trade union.

Thanks to his talent, Walter soon found new work at Carrozzeria Boano who regarded him as enthusiastic and knowledgeable. It was at Boano that Walter met thirty-year old Pietro Sibona. The new job did not last long, however, as Sibona resigned over a disagreement with the owner's son and Walter followed him in solidarity. The two started a small carrozzeria in a garage in Turin's Corso Francia and there, on behalf of Pietro Frua, they manufactured the prototype for the Renault Florida. After a while, they moved to larger premises in Via Eritrea 21-23 and took on employees including Elio Basano, Walter's brother, who became the office manager. Under the direction



of Luchino Revelli de Beaumont, who later became General Manger of Fiat France, they built the prototype for the Simca 1000.

Eventually, the entire staff of Sibona & Basano crossed the border into France with the prospect of enlarging Centro Stile Simca in Paris. However, their French colleagues were determined to hinder their entry into the work group, so everyone returned to Via Eritrea. It was here that they built the Ghia Selene II for Alfredo Vignale, who was Walter Basano's uncle. They also built several Alfa Romeo 2000 coupes, Carlo Abarth's 1000 Bialbero and 1000 'Monomille' Coupe at the rate of two or three per week.

Alfredo Vignale asked his nephew to build the body for a special Chevrolet Corvette designed by Gordon Kelly. Kelly was an employee of American industrial and automotive designer Brooks Stevens. Kelly was very impressed with the work of Basano & Sibona and recommended them to his boss Brooks Stevens.

At the same time Sherwood Harry Egbert, the new president of Studebaker, commissioned Brooks Stevens to design and put into production the





makeover of two Studebaker models, the Sceptre and the Lark. For this work to be carried out Egbert had fixed a fee of seven million dollars. At this time in the American auto industry this amount was not enough to even design a tail light. However, Egbert knew nothing of prices in car design, because he had no experience in the area. Brooks Stevens thought that the only way to design and industrialise the proposed Studebaker models was to contact an Italian coachbuilder.

Brooks Stevens welcomed Gordon Kelly's suggestion that Sibona & Basano would be ideal for the project and told him to contact them. Subsequently Brooks Stevens went to Turin and agreed with Sibona & Basano the construction of the two prototypes for \$16,500, which was an incredibly low price.

When Sibona & Basano finished the job, Brooks Stevens was amazed at the skill and care of the construction, which was comparable to that of the best creations of Pinin Farina. Stevens showed the prototypes to Sherwood Harry Egbert, president of Studebaker, who was enthusiastic. However, the management of the Curtiss-Wright Group, owners of Studebaker, did not like the prototypes. Dark forces were at work because the Curtiss-Wright Group had deliberately appointed Sherwood Harry Egbert as president of Studebaker because of his inexperience with the intention of him putting Studebaker into crisis because they wanted to eliminate the auto industry from its activities. They succeeded in 1963.

Sibona & Basano renewed its association with Carlo Abarth and created some small GT models with the style known as 'duck tail'. Carlo Abarth himself helped by making suggestions and requesting changes. Sibona & Basano then built the ABOVE LEFT: Chevrolet Corvette Kelly-Vignale ABOVE: Studebaker Sceptre designed by Brooks Stevens

### **ITALIAN COACHBUILDERS**





ABOVE: Fibreglass roof for Fiat-Abarth 595 and 695 ABOVE RIGHT: Studebaker Lark Skyview concept new Abarth range for its 1000 'Monomille' and the 2000 GT. Simultaneously, they studied the use of fibreglass for the upper deck of a Berliet bus and, using the same material, built a series of cabins for cablecars.

In 1963 Sibona & Basano employed about 20 workers including bodyshell makers, model-makers, panelbeaters, restorers, trimmers, electro-platers and admin staff. The company was therefore considered to have sufficient substance to propose new designs of its own. At the Turin Motor Show Sibona & Basano presented the Cerbiatto (fawn) Spider on the floorpan of the Simca 1000, the convertible Mistral based on the Simca 1500 and the 'spiaggetta' (beach) Fiat 500 Decathlon with bodywork in fibreglass. Simca seemed interested in the open cars but Georges Hérel, the new president who was visiting Turin, dismissed them after noting that the two cars were equipped with Abarth silencers, which were no longer appropriate within Chrysler's programme, the company being Simca's new majority shareholder. Even the Decathlon was never produced and this weighed negatively on the corporate balance sheets. In any case, the Turin show allowed

Sibona & Basano to meet new potential clients, such as Ferruccio Lamborghini who was seeking someone who could build a small series of the newly formed 350 GTV but negotiations were not successful. However, Sibona & Basano further consolidated its excellent relationship with Carlo Abarth when in 1964 they were commissioned to build the fibreglass roofs for the convertible Fiat Abarth 595/695 and the complete bodywork for the Abarth OT 1300.

In November 1964 Sibona & Basano revealed two new models at the 45th Turin Motor Show: the Mercer Cobra and the Tsé-Tsé. The first offering was a show car designed with retro style bodywork by American Virgil Exner and Virgil Exner Jr on AC Cobra chassis number CSX2451. It had decorative elements in copper and bronze and was funded by the American Association of Alloys and Copper. The Tsé-Tsé was a 500cc urban car designed and built in fibreglass by Walter Basano on his own initiative. The car had compact dimensions and the roof, with integral doors, rotated forward to give access to passengers. It was interesting but ahead of its time

LEFT: Series II Fiat Abarth 1000 'Monomille' BELOW: Simca 1000 Cerbiatto and 1500 Mistral









and didn't attract any buyers. From the economic point of view the \$10,400 agreed for the Mercer Cobra failed to achieve a significant return.

A new customer stepped forward, Autonova. Initiated by young designers Pio Manzù and Michael Conrad and the journalist Fritz Busch, Autonova provided the industry with projects for new cars offering a full service from design to prototyping. Sibona & Basano was inserted perfectly into the plan and built two prototypes with different characteristics, but both distinguished by innovative features.

The Autonova FAM GT with NSU TT mechanicals debuted at the 1965 Frankfurt Motor Show. It was a sports coupe with an imaginative compact wedge line and a 'coda tronca integrale' (short integrated tail) which was part of an opening rear window, a novelty at the time. The Autonova Fam (similar name, different car) was less spectacular, but more innovative in that it was a mini MPV with versatile living space and variable configurations, including a small taxi. Other creative technical features included a transmission with electronic control, self-leveling suspension, progressive power steering and a semicircular steering wheel with integrated switches.

The construction of prototypes was complex but gave great satisfaction to Sibona & Basano because their main satisfaction was always derived from a job well done and the pride of being able to master the materials of their craft. They were less interested in money at this time and their prices were too honest. A financial crisis became an inevitability.

The company's final product was a Targa version of the Bizzarrini 5300 GT Strada, which was commissioned in 1966 by the Italian stylist Louis Cavallo. At the end of the year Sibona & Basano closed and the team separated. Pietro became a popular workshop manager at Carrozzeria OSI. Walter went on to direct a department at Vignale. ABOVE LEFT: Novel Tsé-Tsé was designed and built by Sibona & Basano TOP: Bizzarrini 5300 SI Spyder for Louis Cavallo ABOVE & BELOW: The dramatic Mercer Cobra Roadster for Virgil Exner



## CRYSTAL SERUS COMPOSITE CERAMIC

Like no other product, **Crystal Serum** provides paint protection with previously unachievable levels of gloss, durability, scratch and chemical resistance

Its **composite** structure offers the ultimate in ceramic protection plus the same slick finish and candy like gloss as the very best carnauba waxes



The hard 9h top and softer 7h base layer offer improved swirl resistance over regular 9h coatings. Compared to standard ceramic coatings, Crystal Serum forms a relatively thick combined film which greatly reduces surface hazing and improves gloss.

Tests prove its hard top coat and more flexible base layer, actively reduces wash swirls, retaining a cars new look



Resistant to chemicals ph2 to ph13 so when you clean your car, even the harshest of wash chemicals will not dull your gloss. And on top of that, contaminants like bird droppings are easy to remove and will not harm your car's clear coat.



Crystal Serum is unaffected by extreme heat changes, even from -40° to +250°C and offers exceptional UV protection which prevents premature dulling.



For the definitive hydrophobic finish, it can be over coated with Gtechniq EXCI or C2

**Crystal Serum** is a professional only product and can only be applied by an official Gtechniq Accredited Detailer



PROFESSIONAL

**GUARANTEE** 

service.gtechniq.com



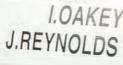
## Changing of the Guard

Ford Escorts have been the mainstay of historic rallying for a long time, now the establishment has a serious challenger

131 mirtfior

Story by Sean Carson Photography by Michael Ward

port deva



BILSTEIN

RSD UBILIRALLYE SD

RS

TRELLI

'll ignore the modern VW van and the Brian James Race Shuttle it's towing, but as Rallysport Development's Fiat 131 Abarth Group 4 historic competition car rolls off the back of the trailer and onto the hard standing at Blyton Park we could have rewound to the late '70s.

Kevin Theaker of RSD – the mastermind behind this project – flicks the battery master switch and ignition on, primes the fuel pumps and prods the starter button; a call for the Fiat twin-cam motor to bark into life with a blap-blap-blap as the narrow diameter twin tailpipes act as a conduit for the waste gas.

It's a gentle, staccato rasp this side, but walk round to the front and you can hear the throttle bodies swallowing gulps of air from under the bonnet even at idle. What's it going to sound like beyond 8000rpm?

I'll get to find out soon enough, but first the coldblooded 131 needs to warm through its vital fluids. I decide to abandon my Dictaphone while chatting to Kev and his colleague Chris as it's fighting a losing battle against the Abarth's chorus, but what a soundtrack to chat to, hey?

#### **FUTURE PROOFED**

RSD has a short but distinguished history in Group 4 historic rallying, after Kevin Theaker founded the company in 2007 to build Mk1 and Mk2 Ford Escorts, but this new project is something of a departure from its norm. Theaker takes up the story:

"As much as I love the Escort, we thought that Group 4 had become a bit stale, so we wanted to give ourselves a new challenge and build something that would give a bit more diversity to the field."

A Lancia Stratos would have been evocative but a difficult and expensive project to develop – not to mention a highly-strung choice for competitors and gentleman drivers. The natural choice, then, was another Italian car that took a hat-trick of World Rally titles around the same period: the Fiat 131 Abarth. To build a ballistic rival to the Escort, RSD's development process has been incredibly involved.

"We wanted to future-proof the car and give it plenty of headroom for development. We're on the limit of what we can do with the Escort, but with the 131 we've









ABOVE: Donor 131 two-door shells are being sourced from Europe, in particular Spain where the climate has preserved the cars

RAVERDEL RAVERDEL REVERDEL REV got lots of potential to explore.

"We didn't want to compromise on the build; we wanted to recreate an iconic car. The attention to detail is amazing - even all the switches on the dashboard have been rebuilt," says Theaker. The lengths RSD has gone to in developing the 131 run far deeper than that, however.

Apart from the shell, only the crankshaft and engine block are from the original car. Think about that for a second, take in how many thousands of components there must be on this car and marvel at the fact that all, bar a handful, are new, some reverse engineered from the originals.

Suspension components, uprights, subframes, cams, valves, collets, springs - even the bracket for the distributor is fabricated by RSD. It's built the ignition system, too, and all the gears for the 'box and differential have been stress tested to ensure the same or increased hardness over original components.

The chassis needs to be original and with a logbook for homologation purposes and, unlike the Escort, shells are abundant, says Kev's colleague Chris, who has also worked extensively on the development and build - "They're not hard to get. Spain, Italy, anywhere that's warm and dry you can find a chassis."

Every last component has been built to original designs, so the 131 (registered as a Fiat) flew through its homologation test. This in effect, then, is a brand new 35-year-old car with a spec sheet as mouthwatering as its perfectly retro paintjob.

#### SPEC-TACTULAR

A 2.o-litre twin-cam sits under the plastic bonnet, nestled in between the fibreglass front wings, as per the original Bertone-built 131 Stradale

homologation road cars.

According to Kevin, the cam tuning is actually quite conservative at the moment and it's already pushing out 240bhp at 6200rpm – 20bhp more than a BDA engine in RSD's Escort from 5000rpm to the rev limiter, which is set somewhere north of eight. There's a useful 10lb ft more than the BDA, too, holding its torque curve longer than the Ford and kicking out maximum twisting force at 5000rpm.

That ballistic engine is mated to a CIMA five-speed manual dog 'box as it would have been in period, transferring its drive to the rear wheels through a limited-slip differential. And it's at the rear end where the 131 really trumps the Escort.

Whereas the Ford uses a live axle, the Fiat is independently sprung, featuring Bilstein dampers valved to the original settings. At 950kg it's light, but not as light as an Escort. Despite this it runs softer springs than the Ford – together it gives much more control, composure and ultimately, speed.

"On the tests we've done we found that whereas you'd be dabbing the brakes and lifting off over jumps in the Escort, in the Fiat you can be flat out on the rev limiter in top gear," says Theaker.

The Ford lands and rebounds one way then the other at the rear - it takes a bit of time to settle. In the Fiat it seems to be more four square and calmer when it touches down."

That could be helped by the larger 15-inch wheels and tyres compared to the 13s on the Ford, too, but that switch is something that's not been straightforward for RSD. It's a learning curve, but one he's obviously getting to grips with. On just its second outing the 131 was on the pace of the Escort. "You must be delighted with that?" I ask.

You're joking, aren't you?" says Kev. "We were annoyed it wasn't on the pace of the Escort in the first test!"

Given its performance straight out of the box, the 131's potential is patently obvious. RSD hasn't touched the setup since it was built, but for one tweak to lengthen the final drive after its last outing.

۲

SIN rallysport development

IRELL

Theaker says, "We had it geared too short - coming out of the corners it

131 miranori

DS

auto italia

was just revving too much and not really translating into much drive, we were spending more time changing gears than going forward. But lengthening the final drive should mean there's a bit more progression."

#### **STAGE MILES**

We haven't got a gravel forest stage to test the 131's true rally performance, so the slippery Blyton track is going to have to do. I've already clocked the forest tyres, so I'm expecting it to feel a bit vague at the front end and for the chilly October air and damp surface to conspire against grip even further.

With a brake bias setup pushed towards the rear for the loose, it should actually help today. However, I'm not looking to Scandinavian flick it into anywhere, as this is a £120,000 car – excluding the VAT. And it's already sold.

Threading my way through the roll cage, dropping down into the bucket seat and affixing myself to the Fiat with the six-point harness, it's the interior that first makes you beam with awe, giving yet another screaming indicator as to the thoroughness of the project.

Each switch has been remade and the toggles and push buttons are all labelled in Italian for the authentic affect. Markku Alen and Walter Rohrl – who both won world drivers' titles in the 131 – have seen the car and commented on its time warp nature, with everything being identical to the original.

Theaker knocked the car off once it had gained a bit of temperature, so as I flick the battery master switch myself, prime the fuel pumps – announced by a buzzing whir – and coax the twin-cam back into life, it catches with a solid thud. A prod of throttle gives a zip of revs.

Despite the longer final drive, first is still short. Theaker comments that I might not need it, but I hook the lever across and back to select the dogleg first anyway with a schunk from the straight-cut CIMA fivespeeder. A paddle clutch transmits the power so it doesn't like to be slipped too much. It's therefore better to be a bit more forceful when pulling away.

As I let the clutch out with a flare of revs, the 131 rolls forward to a buzzing vibration from the effervescent motor and a slight judder from the drivetrain. This is cool. This is what proper competition-bred rally cars are all about.

Kev is right. First is short, so I immediately grab second. The gearbox oil is cold, but it's still easy to snick a new gear. As we tool around for the first few laps, waiting for the oil temperature to come up to operating levels as the dry sump system pumps the Fiat's blood around its circulatory system, Kev's imposed 5000rpm rev ceiling is actually enlightening. It shows just how tractable the motor is, pulling hard with a garble from under the bonnet even in fifth gear.

It's only just starting to come on the cam there, so when I get a chance to fully extend the engine beyond 8000, the way the induction note from the snorting throttle bodies morphs from a bassy snarl into a hard-edged, cacophonous cry is a tonic, overlaid by the screeching whine from the straightcut transmission. The noise replicates the engine's characteristics, delivering solid tractable torque and screaming top-end power. If this doesn't make you smile, you're not a petrolhead.

The Kugelfischer mechanical fuel injection is so crisp and the throttle response so accurate that getting on the power is addictive. The engine revs like a nutter. Downshifts are never anything but blipped to perfection.

I kiss the limiter in second on the exit of Blyton's back straight chicane, a gentle drift on the way out, and hook third. I'm not even going quickly and it feels so natural and intuitive. The dog 'box means you have to be very positive with your gearshift technique, as I find out to my wincing displeasure by grinding the dogs FACING PAGE: Examples of the high quality engineering that has gone into the 131 project BELOW: All new engine except the block and crank. An impressive 240bhp straight out of the box



## **RSD FIAT 131 MIRAFIORI**













auto italia 61



going up the gears. But once I get used to a lack of synchros again – kick the clutch, forcefully slot home the next ratio and stamp back on the power – the momentary pause in motive force and the engine's demented bark becomes shorter and shorter.

The noise is infectious, and as the speed rises the sensations the Abarth feeds back are communicated so clearly. Even on forest tyres, with their glassy, numb-feeling response to direction changes, it's a total grin fest.

You need to be forceful and accurate with all your inputs at the weighty controls. Pushing the brakes feels like trying to leg press 100kg with just one lower limb. The pedal is mightily solid and needs a good shove, but there's lots of stopping power there. Set up for gravel, retardation is biased a little more rearwards than normal, but it's still so progressive.

In the heavier braking zones you do get the sensation that this thing wants to start rotating from the rear. That you could get the back moving to set the car's attitude for the corner, holding it with the transition to the throttle and riding out a





long 'three right opens' with massive oversteer and a hail of bap-bap-bap as the motor headbutts the rev limiter. I wasn't alive in the 1970s, but if it was like this, I want to go there. Now.

#### CHANGING OF THE GUARD

And if this is what the 131 is like without any refinement of the setup, the car has the potential to turn the Group 4 field on its head; the Escort old guard could be about to get a shock.

Currently the car is running higher and softer at the front for a bit more weight transfer and feel, but with spring rate, damper settings, ride height, antiroll bars and just about everything else to tweak to find the perfect setup, the development room the Fiat 131 Abarth has is massive.

As an 'evocation' of the original car and an object of motorsport appreciation, the 131 is redolent of an iconic period of rallying. As a competition car, a tool with which to win, it's on the pace already – the potential for an illustrious second wind in Group 4 rallying is there undoubtedly. ABOVE: The RSD Fiat 131 project is set to make an exciting change to the UK rallying scene CENTRE: PAG alloy wheels available from www.group4wheels.com







APPROVED SERVICE DEALERS FOR ALFA ROMEO AND ABARTH





2013-63. ALFA-ROMEO GIULIETTA 1750 TBI CLOVERLEAF 5DR 8C Red paintwork option (£2200 new), Black Leather Sports Seats, Bose Hi-Fi, Heated Seats. Rear Parking Sensors, Tom Tom preparation and Sat Nav unit also included. Lowest mileage, youngest Cloverleaf manual in the UK with over £5k extra specification. Price £22,995.









2010-60. ALFA-ROMEO GIULIETTA MULTIAIR VELOCE TB 5DR Bluetooth. iPod Connectivity. C/Locking. Cruise Control. Multi-function Steering Wheel. ABS. Isofix. Multiple Airbags. Year2010. Black. Mileage 19450. 6-Speed Gearbox Price £10,995







2010-60. ALFA-ROMEO GIULIETTA JTDM-2 LUSSO 5DR One owner, 26475 miles. Full Alfa Romeo service history in this economical, beautiful performance diesel hatchback. Includes Alfa DNA system with three different driving modes. Price £10,995





2012-12. ABARTH 500 170 BHP

This beautiful Abarth has been re-mapped by us to 170 BHP and has the Monza exhaust system. Still under manufacturers warranty and very low mileage for the year. The Abarth side stripes and scorpion on the bonnet finish it off perfectly. One owner. 15422 miles. £11,995







## Officially No.1 in the UK\* (again & again)

\*No.1 out of 34 dealers for service in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Nov 13 - Jan-2014. \*No.1 out of 34 dealers for service in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Oct 13 - Dec 2013. \*No.1 out of 34 dealers for service in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Sep 13 - Nov 2013.



London Road Ashington West Sussex RH20 3DD Tel: +44 (0) 1903 893052 monzasport.com

## Centoventotto Rally

A highly competent yet overlooked sporting car that deserves a place in the Fiat hall of fame

Story by Elvio Deganello Photography Archivi Deganello he 128 Rally fulfilled all the requirements assigned by Fiat, but it has not entered into legend like the Renault R8 Gordini, a car that created its own myth by introducing many young people to motorsport, and the Mini Cooper S, which covered itself in glory with wins on the Monte Carlo Rally. The Fiat 128 Rally does not have a great racing history like these two famous cars of a similar displacement, because it did not have factory backing and was raced and rallied by privateers. Instead, Fiat chose the 124 Abarth Rally for official use, considering it a more appropriate model to pursue the overall wins – which it actually achieved.

By studying the story of the 128 Rally today, the main role Fiat assigned to this model appears to have been to experience the early evolution of the 1116cc engine fitted to the basic 128 sedan. The 128 sedan debuted in 1968 with modern features, like the belt driven overhead camshaft and components designed to be manufactured with the most advanced technologies.

In 1968, Fiat deliberately limited the power of the 128 to give priority to reliability, but left engineering reserve so that the engine could easily withstand increases in capacity and power. The first step towards an increased capacity and greater power was achieved with the 128 Rally, a model intended for young drivers who would not complain about the engine noise and the expected higher maximum torque available at a higher rpm. At the time, Fiat was planning its commitment to rallying and the technicians were excited about the idea of building a hot 128. However, the commercial interests and historical reluctance of Fiat to produce popular models that the management considered over-powered resulted in power output being limited to about 65hp. To achieve the target power it was enough to increase the cylinder bore, change the standard camshaft and mount a double-barrel carburettor. The engineers then adjusted the brake servo to increase stopping power

and raised and stiffened the suspension to cope with the off-road rallying typical of the era. Finally, the engineers added two accessories widely used in rallying, protection for the oil pan and a pair of headlights with extra power sodium bulbs. In anticipation of the increased power used by the headlights an uprated alternator was installed. Everything else was the same as the normal sedan, mainly because the 128's already competent design.

The Rally 128 debuted at the Geneva Motor Show in March 1971 with 2-door bodywork that presented a more sporting appearance than the regular 4-door configuration. In addition to the mechanical changes already mentioned, the revised bodywork body had a hexagonal mesh black grille without chrome trim and proudly carried the round laurel leaf Fiat badge reserved for sporting models. 'Rally' badges were fitted to the leading edges of the bonnet and boot lit and a black side strip ran along the bottom of the door line that had the word 'Fiat' in the lower wing area near the front wheels. The new two part front bumper was connected by a reinforcement bar and carried a pair of spotlights and the circular rear lights were arranged in pairs. The distinctive rear side windows could swing open, unlike the normal 2-door 128 that were permanently closed.

The interior was furnished with sports seats that had supportive headrests and the leather-trimmed steering wheel had two perforated spokes. The 'banana-shaped' accelerator pedal encouraged heel and toe operation. Instrumentation included a 180km/h speedometer, tachometer and oil pressure and water temperature gauges. The ashtray was moved to a new location in front of the gear lever next to a bottle holder. Black was the dominant colour throughout the interior regardless of the body colour.

Healthy sales began immediately after the presentation of the car. The price in Italy was 1,220,000 lire, 14% higher than the base model. Optional equipment included an anti-theft device





(7000 lire), thermo-pane windows and a rear window de-mister (21,000 lire). Other options included front seat belts (10,000 lire), a radio antenna within the windshield (15,000 lire) and alloy wheels (50,000 lire). The colour choices consisted of just four options: white, grey (in fact it was a very clear aquamarine green), red-orange and yellow.

When the first customers began driving the 128 Rally they were surprised to discover that the fuel consumption, in spite of an increased engine capacity and a double-barrel carburettor, was a little less than the normal 128. The performance, however, were decidedly sparkling and a top speed of 150km/h coincided with the cruising speed, thanks to a fourth gear that was slightly geared down, which prevented the revs reaching the red line. Acceleration from a standstill to 128km on the Rally took two and a half seconds less than the normal 128 normal and the acceleration was one and a half seconds quicker.

The gear ratios were the same as the normal 128, that is, with a long first and a short second. There was a gap between third and fourth, but the jump was less noticeable due to the increased power.

Noise was increased much as the engineers had expected, but this was seen to be an advantage as far as young drivers were concerned. Braking was dramatically improved thanks to the brake servo. Although the road holding was improved thanks to the increased weight bearing on the front end, a stiffer suspension arrangement would have made the car feel sportier.

The model became particularly attractive among customers who wanted the 1300cc engine with improved performance and fuel efficiency: in short, a brilliant family sedan. With this kind of customer sales numbers went beyond expectations and in 1972 the Fiat marketing people adapted the 128 Rally to have a sporty cockpit, where the shape of the seats and material was changed to include a fabric centre section in harmony with the exterior colours. The orange-red exterior colour remained but the yellow was gone; the marketing people considered it to be too 'noisy' for normal users. Instead a second, darker green, complemented the lighter shade. Inside, the steering wheel was updated with a softer horn push with a revised corporate Fiat logo. Outside, the bodywork remained as it was, except for the addition of a rubber strip to protect the bumper cross bar and door handles with black releases instead of chrome. The standard steel wheels had different hub caps with the updated pattern of the Fiat logo.

The revised 1972 128 Rally incorporated all the updates of the sedan: the fuel tank vent was moved to prevent staining the bodywork, a rubber plug was fitted to the clutch push rod to reduce transmission noise in the cockpit, the drive shafts became one piece, the external protection for the gear lever was reshaped to avoid collecting mud and finally, new ferrules were installed in the front wheel bearings. The redesigned 128 sedan benefitted from the brake servo and uprated 128 Rally alternator. The models remained in production until 1974 when the Fiat 128 Special 1300 made its debut offering similar performance with an even lower fuel consumption and a less conspicuous appearance.

Today few 128 Rallys survive having suffered the hardship of young people with heavy feet, inept amateur mechanics and rust. Sadly, the current relative rarity of the model in Italy does not translate into high prices. The valuations in the Italian classic car magazines journals are around €3500 for both the 128 Rally first and second series. Variations are possible for less or more value depending on the condition of the car and any sporting past. In any case these are rather modest figures for a car that is still fun and economical in use and is able to arouse some curiosity in historic car events in which it participates. ABOVE: First series car with red Fiat logo on horn push, later cars had oblong logo. ABOVE RIGHT: All black interior and sporty seats. Second series cars had black fabric seat inserts

### **FIAT 128 RALLY**



Fully Revived

2014 Goodwood Revival Meeting – two takes on the world's premier historic event

Report by Amanda Norris and Keith Bluemel Photography by Michael Ward



#### TAKE ONE: AMANDA NORRIS

The final cars joined the line-up on the grid, and what an expensive line-up it was - one of the most valuable historical races in the world in fact - Jaguar E-Types, Aston Martins, AC Cobras, even a few Ferrari 250 GT SWB's, and an ultra rare 330 GTO. The powerful engines patiently purred, as the pit girls - dressed in their '6os mini dresses, and knee-high boots - strutted off the track. The mechanics lined up along the pit wall, nervously playing with their flat caps, waiting for the race to start. The grandstands were full, and barely a space was left at the sidelines. Such a mix of spectators too, women draped in furs, Mods sporting the 'latest' fashions, Rockers glaring at them from the other side of the track, Laurel and Hardy...Captain Mainwaring and his home guard... It's none other than the Goodwood Revival.

A celebration of all things from the '40s, '50s and '60s, the heyday decades of the Goodwood Motor Circuit, and what really makes the Revival stand out from all the other classic car shows is that it's far from static. The rare beauties you see here aren't just parked in row upon row to be admired, they're also here to be raced. The vehicles run throughout the event, with practices on the Friday, and races all weekend, including single-seaters, GT cars, and 1950s motorbikes. Don't be thinking the races will be more akin to a track parade either – though there are a couple of those too – the drivers and riders don't take it easy on the old girls just because they're worth a few quid. Whether it's an Alfa Romeo Tipo B, or a Ford GT40, a BMW R5, or a Manx Norton, these vehicles are taken to their limits, and quite often beyond, much to the excitement of the spectators. That's no surprise though when the drivers and riders include names such as Derek Bell, Max Chilton, Jason Plato, and James Martin. There really is nothing like witnessing a car worth thousands, or even millions of pounds drifting through a chicane, in the wet, accompanied by a chorus of hundreds of 'ooo's' from the crowd.

When the vehicles aren't on track you can get up close to these stunning machines in the paddocks. Walking through you see the race victors with the winner's wreaths on their windscreens, and battle scars on those vehicles you would normally expect to see in concours condition in a museum. You will need a Paddock Pass and to be appropriately dressed – a jacket and tie for the gentlemen, and preferably a hat for the ladies – to enter the central paddocks. This is where you will find some of the biggest stars of the show, like the classic Ferraris, F1 cars, and Le Mans winners. There are many more paddocks you can roam around, containing hidden gems, without the need of a pass.





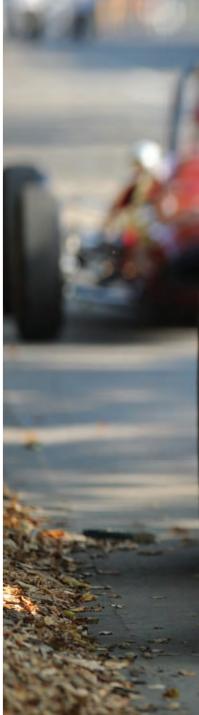
8













MO 28



ABOVE: Klaus Lehr's Maserati 4CLT (ch. 1608) at rest in the paddock LEFT: Graham Adelman's Maserati 250F was one of the 15 strong entry of the celebrated Grand Prix car If you prefer wings to wheels then there's something for you too, as aviation is a huge part of the Revival. Each year the Freddie March Spirit of Aviation brings together an impressive array of aircraft from all around the world, and this year there were around 30 on display, including an Auster 5, which took part in the D-Day landings. The winner of the exhibition was an all-aluminium 1949 Cessna, but the most famous on display, however, was Pussy Galore's helicopter from the James Bond film 'Goldfinger'. There was more to see if you looked to the skies too. Taking part in the Battle of Britain Memorial Flight were the world's two remaining airworthy Lancasters, escorted by Spitfires, and a Hurricane.

You don't even need a ticket to experience a slice of the Revival. Due to the show's increasing popularity the show has grown over the years and expanded outside of the Motor Circuit. 'Over the Road', as it's known, is in essence a mini Revival, and it's completely free to enter. There's more live music, extra shops – if you haven't spent all your money at the High Street – and a funfair. There was even a Butlin's Roller Disco this year for those brave enough to give it a go. The Goodwood Revival Car show, however, is the best attraction 'Over the Road', and is practically as big a part of the event as the main show. Close to 4500 pre-1974 cars were parked on the large grassy field this year, all brought by visitors of the Revival, some just as rare as the cars inside the Circuit.

So even if you're not a fan of anything automotive, you still should experience the Goodwood Revival. It's so much more than a vintage car show, it really is like a step back in time. The three-day ticket is best – if you can afford it – that way you don't miss a thing, but you can just about squeeze it all into one day.

Dressing up in period clothes is a must at the Revival – you will actually feel more out of place if you don't. So pick your favourite era, choose your character, be it a WW2 officer, Mod, Rocker or Hippy, and visit the Revival next year.

#### TAKE TWO: KEITH BLUEMEL

Once again the tickets for the Goodwood Revival Meeting were completely sold out, with 148,000 people



attending over the course of the three days. Visitors were able to bask in predominantly bright sunshine and pleasant ambient temperatures, while enjoying a veritable feast of classic motor racing, and everything else that the event has to offer.

It certainly has a lot to offer, apart from the 15 race programme, which saw the track perimeter fences and grandstands packed with spectators, there were a host of peripheral forms of entertainment for all ages, to be enjoyed through the course of the weekend.

There were two 6oth anniversary celebrations of two iconic cars. Firstly, the Jaguar D-Type, that was born in 1954, and won the Le Mans 24 Hour Race in three consecutive years, 1955, 1956 and 1957, with a display of 33 examples of the model, parades and a race specifically for the D-Type. The other icon born in the same year, was the Maserati 250F, which carried Juan Manuel Fangio to two of his five World Championships in 1954 and 1957, and which Sir Stirling Moss described as the best front engine car that he ever drove. Again there was a display for the model, fittingly an evocative rendition of the pits at Monza, and there were also parades featuring 16 examples of the model, whilst a number of them also raced in the Richmond Trophy race on the Sunday morning.

In the year of the 50th anniversary of the Ford Mustang, the V8 engine was celebrated in the central display area of the 'Earls Court Motor Show', with a ABOVE: Lawrence Auriana's Maserati Tipo 151 managed to survive intact this year FACING PAGE: Special for 2014 were the last two airworthy Lancasters







### CLUB ITALIA



( )





varied display of V8 powered cars ranging from an early '50s Allard, a Mustang to a McLaren P1. A unique Maserati was also featured, the massive wedge shaped, Giugiaro designed Medici II from 1976. There was also a race for the Mustang and its V8 rivals of the period, entitled the Shelby Cup, which provided great entertainment and some really spirited racing from the fire breathing V8 brigade.

There was also a bonus anniversary and demonstration not in the programme, as John Surtees did a demonstration run in the Ferrari 158 F1 car which carried him to the Drivers' Championship in 1964, as a prelude to the Glover Trophy Race. The Ferrari 1512 model, also raced by him that year, was a competitor in the actual race. Jo Colasacco qualified it on the front row of the grid, but locked up lapping a backmarker into the chicane, while running 4th, eliminating both cars on the spot.

The race programme consisted of 13 car races and two motorcycle races, with Italian cars and motorcycles in all but four of them, and saw some frantic activity in all the races, not only for overall victory, but through the fields for the minor positions. There weren't any wins for Italian machinery, but Nick Leventis/Bobby Verdon-Roe took the Ferrari Dino 246S to 2nd place in the Sussex Trophy, Emanuele Pirro claimed the same position in the first part of the St Mary's Trophy in an Alfa Romeo Giulietta TI, with Calum Lockie splitting a pair of ERAs to finish 2nd in his Maserati 6CM in the Goodwood Trophy race. Another 2nd place went to Tony Wood in the Tec-Mec Maserati 250F in the Richmond Trophy race, which featured a further seven 250F variants, after the sole surviving V12 example was a non starter.

There were a few incidents over the course of the weekend, fortunately with only mangled metal being the main result, but generally driving was to a high standard and in many instances pretty spectacular. In particular, the car control of Grant Williams in the Jaguar 3.4 Mk I in the St Mary's Trophy, was a joy to behold, with massive opposite lock power slides out of the chicane lap after lap. He may not have won the race, but he won the hearts of the crowd, judging by the applause on the slowing down lap.

The 'jewel in the crown' of the race programme is always the one-hour RAC Tourist Trophy Celebration Race on the Sunday afternoon, for 1960-1964 GT cars. This provided a thrilling battle for overall honours between the AC Cobras of David Hart/Giedo van der Garde and the example of Oliver Bryant/Andy Priaulx in the early stages of the race, before the latter dropped out in the final stages when leading, and the chase was taken up by the stunning Maserati Tipo 151 of Jo Colasacco/Derek Hill, which finished 2nd overall, the fifth for an Italian car over the weekend. The Hart/van der Garde Cobra took the victor's spoils, and Giedo van der Garde won the Rolex Driver of the Meeting award.







#### **BONHAMS AUCTION**

The Bonhams Auction marquee was a veritable feast for Italian car fans, with a nice selection of Abarths and Ferraris from the Collezione Maranello Rosso on offer, plus an array of other makes and models. These ranged from a 1930 OM 665 SS Superba, through a 1949 Ferrari 166 Inter Touring Coupe, a beautiful pair of pre-war Maserati Monopostos, a 1933 Tipo 4CM and a 1937 Tipo 6CM, a Lamborghini Miura and a Ferrari FXX, to name a few. The top sale was a 1936 Lagonda LG45R Rapide which went for a record £1,569,500, and the OM 665 Superba joined it in the record books at £1,225,900, with both cars exceeding their upper estimates. The ex-Maranello Rosso cars sold for a combined  $\pounds$ 3,510,190, the highlights being a 1991 Ferrari F40 at £634,300, and a 1965 Abarth Simca 2000GT at £219,900.

#### Top ten sales results

1936 Lagonda LG45R – £1,569,500 1930 OM 665 SS MM – £1,255,900 1957 Mercedes-Benz 300 SL – £651,100 1991 Ferrari F40 – £634,300 1937 Maserati Tipo 6CM – £606,300 1949 Ferrari 166 Inter Coupe – £561,500 1970 Ferrari 365 GTB/4 Daytona – £505,500 1933 Porsche 911 Carrera RSR – £449,500 1933 Maserati Tipo 4CM – £427,100 1968 Lamborghini Miura P400 – £427,100 All figures include Buyer's Premium.



# Mggrath Maserati

## SERVICE, RESTORATION & PARTS

## Maserati Centennial Gathering concours Torino

## McGrath maintained winners

3500GT Mistral Mistral Spyder 5000GT Ghibli SS 1st In Class 2nd In Class 3rd In Class 2nd In Class 2nd In Class











# MODERN SERVICE TRADITIONAL CRAFT.

2014

1914

MCGRATHMASERATI.CO.UK

# CLUB ITALIA PREVIEWS AND REPORTS ON INTERNATIONAL

EVENTS AND ITALIAN CAR CLUBS

# Maserati Centennial

THE GREAT GATHERING OF THE WORLD'S FINEST MASERATIS TO CELEBRATE 100 YEARS OF THE COMPANY

Report by Andy Heywood Photography by Maserati SpA, Maserati Club UK and Graham Wood



001



hile there have already been a number of fantastic events celebrating the Maserati marque in this, its 100th anniversary year, the faithful always knew that the most important one of all would be in Italy in September.

Traditionally there is an annual International Maserati Rally with different European Maserati Clubs acting as host. The calendar is set years in advance and inevitably, appropriately, it was always going to be Italy in 2014 and Maserati themselves, the factory, that would organise the centenary.

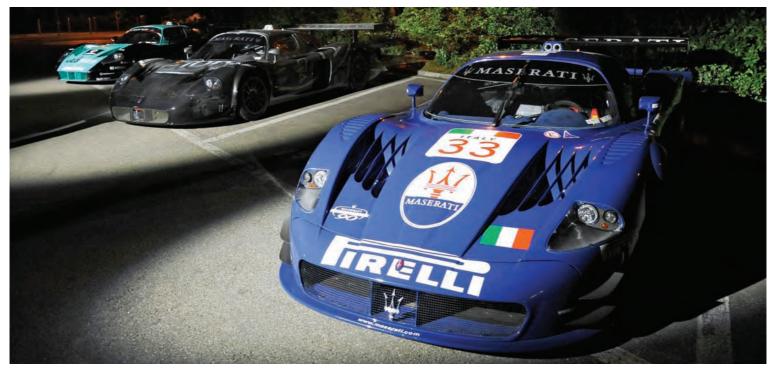
However, this would be more than a classic car rally. This would combine the past, the present and the future of the marque. When details of the event were first proposed, it came as no surprise that the four day itinerary would start in Bologna, move on to Modena and end in Turin. Entry in various permutations was open to classic cars and modern cars, the latter a combination of press and invited VIP guests, plus, with some delicate timing, the proposed arrival of a fleet of Maseratis driven from China on the 'Maserati 100, Road to Modena' event for press and private owners.



The event began for many in Bologna, the first home of the Maserati company, where the brothers set up shop to make spark plugs in 1914. The original building still stands, but has long since passed into private ownership, kindly opened to the Maseratisti for the day! There is little evidence of the work that was done there, merely being a barrel roofed cellar, complete with a substantial flight of steps back up to ground level. Some were puzzled at the lack of a car-sized exit but then remembered that no cars were actually made by Maserati until 1926 and by then, the brothers had moved.

For most, however, it was the opportunity to park under the watchful eye of Giambologna's Fountain of Neptune statue that was the main attraction. This has to be the strongest and most emotive symbol of Maserati, the trident having been adopted by the company in a design by Mario Maserati. Normally inaccessible to cars, the Piazza Del Nettuno was opened specially for the occasion and owners were able to have their photographs taken next to the monument.

The next day it was to Modena for the start of the



ABOVE: The judges. Adolfo Orsi and Ermanno Cozza are seated. Andy Heywood is behind Orsi. Nice hat! BELOW: Recent racing heritage in the form of a trio of MC12S





real Centennial Gathering. Throughout the day cars on the event arrived in the Piazza Grande in the historic centre of Modena. But also the town seemed to fill with other Maseratis and their owners who had come individually just to be there. Every parking place and street corner seemed to overflow with Maserati cars of all ages and yet even amongst this, the best of the best still stood out. When Matteo Panini arrived with his A6GCS Pininfarina Coupe, a bark of exhaust silenced the masses in reverence.

Throughout the day, shuttle buses ferried the faithful for tours of the factory or alternatively, the Casa Enzo Ferrari, which this year has the most wonderful display of some of the most important Maseratis in an exhibition curated by Dottore Adolfo Orsi. The exhibition is actually open until January 2015 and if you get the opportunity, it is a must.

Dinner that evening took place inside the Maserati factory, actually amongst the production lines, with a feast of local culinary specialities and wines and opera singers to add to the mood. The Maserati magic had certainly arrived.

The next day featured a regularity event taking cars from Modena to Turin via the San Martino Del Lago racetrack in Cremona. Participants likened this surprisingly long and arduous day as like a mini Mille Miglia, complete with Police motorcycles hovering around like guardian angels. The final destination in Turin was the famous Lingotto, the original Fiat factory now a hotel and shopping complex but there was little





time to enjoy this or visit the fabled rooftop test track because another dinner beckoned. This was to be the Gala dinner of the event and took place at the Reggia Di Veneria, a palace and one of the residences of the Royal House of Savoy, which provided a spectacular venue for the approximately 700 guests. During dinner, the speakers were Harald Wester, Chief Executive of Maserati, John Elkann, grandson of Gianni Agnelli and Sergio Marchionne, CEO of Fiat (still wearing his blue jumper at this black tie event). Some of us were expecting the Pope next.

All spoke of the Maserati Family but also of their exciting plans for the future. Some of the faithful felt that the evening had at this point become more of a corporate event; there were at least 80 members of the world's press attending, but think of it like this: These are the big names of the Italian car Industry today and they have committed fully to the company. Maserati has come a long way since Fiat took control and the future looks healthier now than ever before.

The final demonstration of this came the following morning, when we were treated to a tour of the new factory in Grugliasco on the outskirts of Turin. Alas, apart from a modest display in the foyer, there is little to associate this factory with its previous incumbent, Bertone. The production lines are new, clean and almost teutonically efficient. Unlike the factory in Modena, here they actually make the bodies as well, although petrol engines are still made elsewhere at Ferrari and diesel engines at VM. This new factory











produces the current Ghibli and Quattroporte at the rate of 30,000 units per annum. It apparently has the capacity to include another model but there was no hint as to what this may be. The old factory in Modena still produces the GranTurismo and GranCabrio at the rate of 18 cars per day.

And so to the final part of the event, the Concours D'Elegance, which took place in the Piazza San Carlo in the centre of Turin. Closed to the public for the day, the best of the classics on the event took their places for an afternoon of scrutiny by the esteemed judging team. The team, assembled by Adolfo Orsi, featured some of the most important people from the Maserati world. Designers Lorenzo Ramaciotti and Marco Tencone, historic consultants such as Fiorenzo Fantuzzi, the legendary factory archivists Ermanno Cozza and Fabio Collina, Giovanni Bianchi, son of Carlo Bianchi Anderloni of Touring of Milan and finally Maserati restorers such as Giuseppe Candini of Modena and your author.

At the end of the afternoon's deliberation, the traditional Italian prize-giving took place, with the three

top places in each class honoured on a Pebble Beach style stage before finally, the Best of Show award, which went to the Frua Mexico Prototype of Nicholas Hollanders de Ouderaen. This incredible car had spent most of its life in Spain and was fresh from an exacting restoration. Compere Marko Makaus brought proceedings to a fitting end in the early evening but there were still Maserati friends to see that even after four intense days, we had not seen.

In all, Maserati friends from 29 different countries took part in the official event – 250 cars including 60 classics (and yes, the party from China did make it!). But in addition, the number of other Maserati fans that made the pilgrimage was enormous and unquantifiable. There were high points of course and also a few lows with a little bit of chaos the result of such an ambitious undertaking. The latter will be soon forgotten but the best memories will stay forever. Most important of all though is to be able to say that in amongst all of the clients, journalists, owners, employees and fans of Maserati that attended the Centennial Gathering that 'I was there'. ABOVE LEFT: Convoy passes the front of the Maserati factory BELOW: McGrath prepared 5000GT was among the UK registered cars







## **MASERATI AUTHORISED SERVICE AND REPAIR NETWORK**

The Maserati authorised service and repair network are dedicated to ensuring the performance and safety of your Maserati are never compromised.

Arrow Cardiff 02920 666 472

Graypaul Birmingham 0121 445 3020

Joe Macari London, SW 020 8877 0157

Motorline Maidstone, Kent 01622 233 111 Bowker Osbaldeston, Lancashire 01254 769 069

Graypaul Edinburgh 0131 475 4500

Lancaster Colchester, Essex 01206 848 566

Park's Hamilton, Glasgow 01698 303 828 Carrs Exeter 01392 822 080

Graypaul Nottingham 01159 833 555

Maranello Egham, Surrey 01784 433 043

Ridgeway Oxford 01865 865 100 Charles Hurst Belfast 028 9038 1721

H.R. Owen London, NW 020 8978 3600

Marshalls Peterborough 08442 451 652 Dick Lovett Swindon 01793 615 000

JCT600 Brooklands

Leeds 0113 389 0700

Meridien Modena Lyndhurst, Hampshire 02380 283 404

www.maserati.co.uk

### CLUBS

Alfa Romeo Owners' Club www.aroc-uk.com Alfaowner.com Club Web based Alfa Romeo club www.alfaowner.com Alfa Romeo Association of California www.alfaromeoassociation.org Alfa Romeo Club Quadrifoglio Belgium www.clubquadrifoglio.be Alfa Romeo Owners' Club of Canada www.alfabb.com Alfa Romeo Owners' Club Australia

Victoria Division. The most active and passionate owners in Australia. 6 hard copy magazines, 6 E magazines. Great website and forum. Monthly meetings, great social and competitor events. Join us today. www.alfaclubvic.org.au

#### Abarthisti

On-line club for owners, fans and enthusiasts of the Abarth brand www.abarthisti.co.uk

De Tomaso UK Drivers' Club

www.detomasodc.co.uk **Ferrari Owners' Club** Gary Dearn, Silverstone Innovation Centre, Silverstone Circuit, NN12 8TN gan; dearn@forrariouvpercelub co.uk

gary.dearn@ferrariownersclub.co.uk www.ferrariownersclub.co.uk

#### Fiat Motor Club

The original UK club for owners of all Fiat models. gavin@fiatmotorclubgb.org www.fiatmotorclubgb.com

Fiat Club Africa www.fiatclub.co.za Fiat Club of New South Wales www.fiatclub.com.au Fiat Club of Victoria www.fiatclub.org.au Fiat 500 Club www.fiat500club.org.uk Fiat 500 Enthusiasts Club GB www.fiat500enthusiasts.co.uk Sporting Fiats Club www.sportingfiatsclub.com Fiat Barchetta UK Owners' Club www.fiatbarchetta.com Fiat Forum www.fiatforum.com



Fiat Bravo and Brava Owners' Association www.fiatboo.co.uk Fiat Multipla Owners' Club www.multiplaowners.co.uk **Fiat Cinquecento & Seicento** www.clubcento.co.uk Fiat X1/9 Owners' Club www.x1-gownersclub.org.uk Fiat 127 Forum www.fiat127.com Fiat 131 Mirafiori Forum www.131mirafiori.com The Fiat Coupe Club UK www.fccuk.org Fiat Punto Forum www.puntosports.co.uk The Other Dino (Fiat) Brian.Boxall@maxxium.com **Fiat Scotland** Scotland's dedicated Fiat community www.fiat-scotland.com Fiat & Lancia Club of Western Australia www.fiatlancia.org.au Lamborghini Club UK

Contact: Lynne Bull, Membership Secretary, Barnside, Wrotham Road, Meopham, Kent, DA13 oAU Lynne@Lamborghiniclub.co.uk www.lamborghiniclub.co.uk



Lancia Motor Club Contact: Diana Williamson, 6 Halifax Road, Ainsdale, Southport PR8 3JU www.lanciamotorclub.co.uk Lancia Montecarlo Consortium www.montecarlo.org.uk International Association of Lancia Clubs www.viva-lancia.com Club LanciaSport www.lanciasport.com **Stratos Enthusiasts Club** www.stratosec.com Maserati Club Contact: Dave Smith, 2 Sunny Bank, Widmer End, Bucks HP15 6PA Tel/Fax: 01494 717701 admin@maseraticlub.co.uk www.maseraticlub.co.uk Northern Ireland Italian Motor Club www.niimc.net Italian AutoMoto Club www.italianAutoMotoClub.co.uk **Vorkshire Italia** www.facebook.com/YorkshireItalia Scuderia Italian Car Club

South Australia www.scuderiaitaliancarclub.asn.au

### DIARY DATES

2015 EVENTS February 4-8 40th Retromobile, Porte de Versailles, Paris www.retromobile.com February 13-15 Automotoretro Lingotto Fiere Turin www.automotoretro.it April 16-19 Terra di Canossa International Classic Car Challenge Emilia, Liguria, Tuscany www.gpcanossa.it May 22-24 Villa d'Este Concours Lake Como concorsodeleganzavilla deste.com May 2 **Brooklands Italian Car Day** Brooklands Museum www.auto-italia.net I June 2- 7 15th Modena Cento Ore

Rome to Modena rally

francesca.azzali@canossa.it

June 12-14 **Cholmondeley Pageant** of Power www.cpop.co.uk June 21 **Classics at Sharnbrook** Sharnbrook Hotel Bedfordshire June 25-28 Goodwood Festival of Speed Goodwood House www.goodwood.com June 28 Summertime Classics Stanford Hall www.auto-italia.net July 5 British Grand Prix Silverstone www.silverstone.co.uk July 19 Supercar Sunday Brooklands Museum www.auto-italia.net October 11 Motorsport Day Brooklands Museum

www.auto-italia.net

# EVENTS 2015

May 2 Italian Car Day Brooklands Museum June 28 Summertime Classics Stanford Hall July 19 Supercar Sunday Brooklands Museum October 11 Motorsport Day Brooklands Museum

www.auto-italia.net



Alfa Romeo Owners Club 'Serving Alfa enthusiasts since 1964'



Visit the AROC Club Shop. A whole range of clothes and accessories for the Alfa Romeo enthusiast. *www.arocshop.co.uk* 

## Season's greetings from the team at Barkaways.

We would like to thank all our customers and suppliers

following another award-winning year. We look forward to helping you enjoy

your Ferrari in 2015.

BARKAWAYS

01622 872100

nfo@barkaways.com ww.barkaways.com



# www.DAVID THOMAS GARAGES.co.uk Alfa Romeo Specialists





Codicote Hertfordshire T:01438 820288 F:01438 820392

# Auto Italia Back Issues and Binders





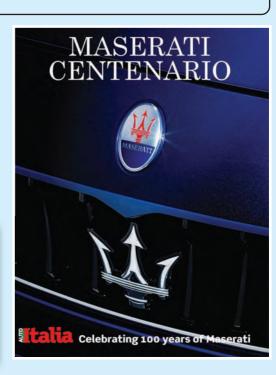
## **BACK ISSUE AND BINDER PRICES**

Back issues UK £4.75\*
Europe £6.00 Rest of World £7.50
Binders £9.95 UK £12.00 EU £15.00 RoW
Prices include postage and packing.
For overseas multiple orders we will calculate postage at cost. Please email for details.
admin@gingerbeerpromotions.com
\* Special UK offer any 3 for £10
Tell us which subject you are interested in and we will search our database to locate suitable 3 issues



£9.95 (+£1.10 p+p) UK £9.95 (+£2.50 p+p) EU & USA £9.95 (+£3.50 p+p) RoW Payment accepted by PayPal, credit and debit cards To order Email: josie@gingerbeerpromotions.com







# 2015 Calendar

Printed using high quality materials, the calendar is the same size as Auto Italia magazine, double when opened out. It features some of the most iconic images from Auto Italia's archive.

### HOW TO OBTAIN A FREE CALENDAR

The calendar is **FREE** to all new subscribers. If you are not already a subscriber now is your chance to enrol for 12 issues so you can qualify to receive your **FREE** copy. See page 48 for subscription prices.

### **GIFT SUBSCRIPTIONS**

If you would like a birthday or seasonal gift subscription then we will include a **FREE** calendar. We will also send a greetings card for you to give to the person receiving the gift.

### HOW TO PURCHASE A CALENDAR

Should you wish to purchase the calendar without taking out a subscription the cost is **£6.95** including UK postage. EU  $\pounds$ 7.95. Rest of World £8.95 including postage. Offer ends December 31st.

Payment accepted by cheque, credit and debit cards or PayPal. For details email: **josie@gingerbeerpromotions.com** 



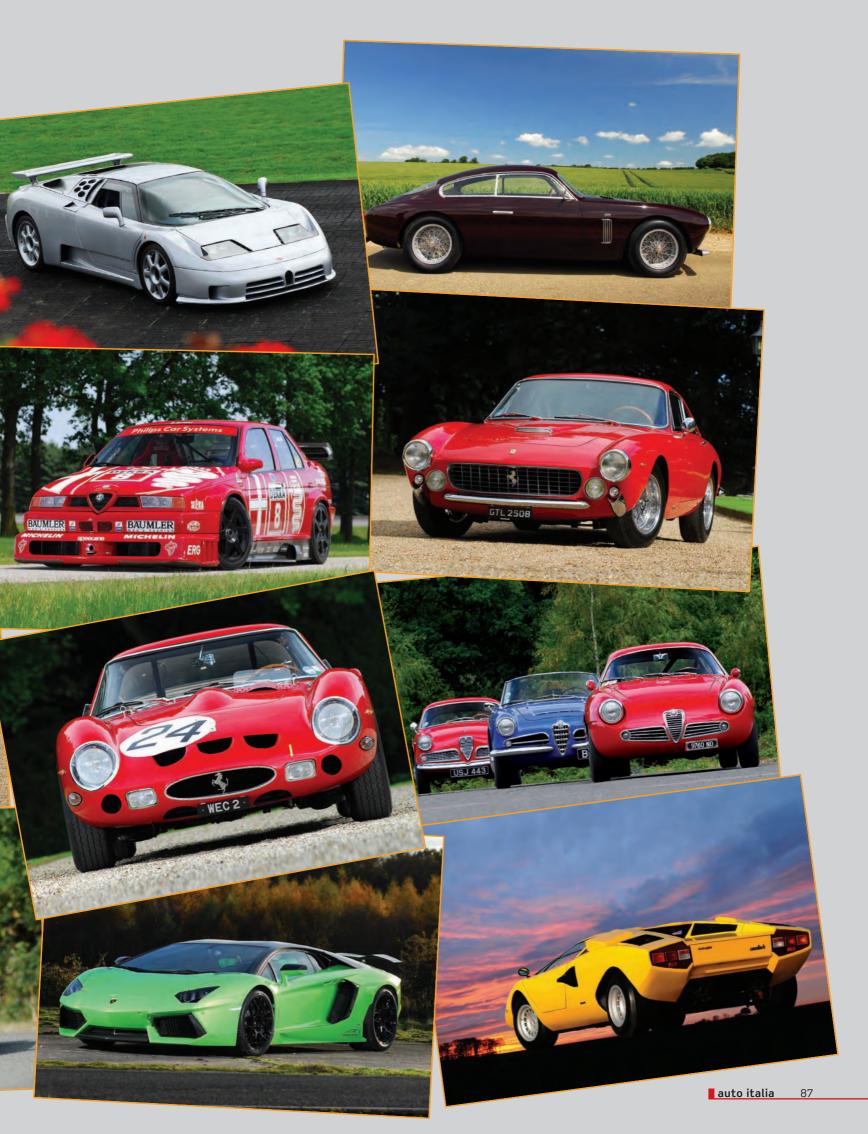


Conveniently located 5 minutes from of the M25 in Coulsdon Surrey 0208 645 5050 **GIFT IDEA !** THIS SUPERB 2015 CALENDAR IS FREE WITH ALL GIFT SUBSCRIPTIONS





dtrsports.com



# AUTO VENDO SELLING YOUR ITALIAN CAR? FREE SERVICE TO READERS.

#### ALFA ROMEO



EMAIL LIZ.SOLO@NTLWORLD.COM

**1975 Alfa Giulia 1600.** GT Red. Full documentation since new with a full set of photos showing its restoration and winning certificates from many Alfa Romeo shows including best at show at a National Alfa Day. The car has been retained as near as possible in its original specification and has been maintained by a leading Alfa service garage in Cornwall. It is the car that is featured on the cover and inside the 'Giulia GT Essential Guidebook'. Many more photos available, valid MoT and taxed, £21,500. Tel: Brian, 01736 333618. A227/027



Alfa Romeo GT 1600 Junior. 1976, red. MoT, tax, 98,000 miles. Work in my ownership includes bare metal respray (needed outer sills, small amount of welding underneath), front Konis, front and rear springs, front spring pans, radiator, reconditioned front brake calipers, braided brake hoses, clutch, carburettor rubber mounts, Blaupunkt Turin FM radio, recoil seatbelts, new carpets, Alfaholics stainless front grille, 4 recent Michelins. Alfa 156 leather seats (very comfortable and easily changed bolt in), £11,000 ono. Tel: 01844 279170. A227/012



Alfa Romeo Alfetta GTV Strada 2.0. 1980, Ruby metallic. This car has been owned by me for 25 years. Much mechanical work has been carried out by me over this time. MoT until September 2015. Guide price of around £3250 for what has now become a rare Alfa model. For further details contact me, Don Lloyd: 0159 278381 (Nottingham) between 6 pm and 8pm if phoning during the week. A227/011



**1991 Alfa 33 1.5 IE.** 27,500 miles, Champagne. A much loved very low mileage 33 in mint condition both inside and out. Factory fitted sunroof. Has full service history and maintained by Rusper Alfa in recent years, taxed and MoT'd. Have never seen a better example of this model, photos available, offers. Tel: Paul, 07917 830842. Email: pmck4y@hotmail.co.uk (Reigate, Surrey). A227/026

**1992 Alfa 75 TS LE.** 111,000 miles, red. Owned by me for over 20 years, bought from Lyles of Newcastle and serviced by them for 16 years, then by Sports Cars Unlimited of Jesmond, Newcastle. Full history, all MoTs etc, Nardi steering wheel, tax till end November, MoT till May, £1000. Email: johncornhill@ hotmail.com. A227/036



**1992 Alfa 75 LE Twin Spark.** Red, no.2497/2500. In my ownership 7 yrs, 132K. Full Recaro interior. Looked after by Tony Favarin 'Road & Race Developments' Witney. Mechanically good with recent clutch, doughnuts, brakes and new quality battery. Daily driver and reliable, strong and smooth engine, faultless gearbox. Good history file. Like many of its colour and period, it has paintwork issues. New MOT and tax till May, £1950 ono. Tel: Tony, 07704 883367. A227/030



**2004 Alfa Romeo 156 Sportwagon 2.0 JTS Veloce.** 82,000 miles, red. 54 plate, black leather interior, CD auto-changer, telephone, boot liner and luggage nets. Sportpack, MoT Oct 2014, 6 mths RFL. 2 keys, 82K miles, belt and tensioners replaced at 65K. Service history by Alfa specialists, lovely example, £1495. For further information please telephone Phill: 07963 367950 (Gloucestershire). A227/025



Alfa Romeo 145 1.6 T Spark. 1999, 76,000 miles, for spares/repair. MoT failure due to rust, I was quoted £700 for repair, new discs and pads fitted all round in September, new clutch April 2013. I haven't the space to break it for spares myself so whole car has to go. Drives fine, dent on N/S/R panel, £250. Tel: Paul, 07909 631542. Email: schiapa@aol.com. A227/029



**2002 Alfa Romeo 147 1.6 Lusso.** 102,000 miles, grey. This is a lovely example of a timeless design 147 TS. It has been sparingly used as a 2 and Alfa in recent times, yet a great deal has been spent on the car. MoT until August 6th 2015. Front suspension overhaul with new wishbones and drop links, new exhaust box, cambelt replacement and many other items replaced. Service at 100,500 miles. A car with very minor bodywork blemishes, £1395. Email: winspa@btinternet.com. A227/031



For more info please email: info@thesharnbrookhotel.com Telephone: 01234 783142 www.thesharnbrookhotel.com A6/Park Lane, Sharnbrook, Beds MK44 1LX

### **AUTO VENDO**



Alfa Romeo 147 GTA with Q2. I have decided to sell my Alfa, as I don't get the chance to drive it so much and I now have a company car. I have owned this car for around 5 years after owning an Alfa 145. It has the 330mm Brembo front brakes, comes with the brilliant Bose stereo system and full black leather interior. I have looked after this car and regularly serviced it. Some of the works I have had done include: cambelt cchange, Q2 differential fitted, clutch, top engine mount, spark plugs, front wiper mechanism, I have all of the receipts and old MoTs. It is in very good condition especially when you consider that it is a 10 year old car. Needs a like minded enthusiast who is going to look after it! I'll even throw in my red carnauba wax that I use. 12 months' MoT and comes with 6 months' road tax, £6950 ono. Tel: Mario, 07747 168224 (Greater Manchester). A227/028



Alfa Romeo 147 1.6 Lusso. 3 door, red. Low mileage 52,300, 2004, FSH (Alfanet), new cambelt, 2 new tyres, leather seats. MoT May 2015. Genuine reason for sale purchase of newer Alfa GT. A very smart, tidy car with immaculate interior, a/c, cruise control, £1650 ono. Further details from: 07976 850618. A227/024 2000 Alfa Romeo 156 1.6 TS

**Sportivo.** 118,000 miles, blue, dealer history, owner's manual, all keys, timing belt done, engine and gearbox good, good condition, some faults, for spares or repair, £220 ono. Tel: 0876 269099 (Eire). A227/037



Alpha 156 GTA Sportswagon. October 2003 registered. 110K miles, silver, new timing belt/clutch/shocks, springs/brake pads, discs, tyres, FSH. Sports exhaust, leather interior, 10 CD

Sports exhaust, leather interior, 10 CD multiplayer, ring for full spec. Tel: 07940 095198. A227/033





A collector's dream: Alfa Romeo 156 Veloce Sportwagon. 275,000 miles, 2001, 1.6 full Alfa Romeo service history. One owner from new. 2.4 dealer stamps. 17" GTA alloys. Full red leather. GTA pedals. Auto Delta facelift grille, Eibach springs. Recent cambelt, variator, water pump, battery, alternator, shock absorbers, tyres, £995 or nearest offer. Email: julian1@tvsound.demon.co.uk. A227/034



**1998 Alfa Rome 156 2.0 TS Lusso 4dr saloon.** 60,857 miles, red. Low mileage of 60,857. Lusso spec includes air con which was serviced about two years ago. New tyres all round, Avon ZT5 205/60. MoT on May 2015. Worth a look for a cheap car at £850. Tel: 01527 524634. A227/032



**1998 Alfa Romeo 166 2.5V6 24V automatic.** One owner. Excellent straight silver metallic paintwork and unmarked black leather interior. All usual extras incl electric/heated seats and electric folding mirrors, sat nav. Lovely smooth quiet drive, tax and MoT March/15. One to put away and save, only £695. Tel: 01723 891981 or 07889 286559. A227/035



Alfa Romeo 156 V6. 1999(V). Red with black leather, MoT to 20th Dec, 138,000 miles, £350. Tel: Chris, 07872 911678. Email: chris.cousins@hotmail.co.uk. A227/000



Alfa Romeo 166 2.5 V6. oo/W-reg, rare early 5 speed manual, Ontario Blue with tan interior, less than 69,000 miles. Cambelt, pulleys, water pump, tensioner and engine top mount replaced less than 1000 miles ago. Full MoT, £1295. Tel: 07872 911678. Email:

chris.cousins@hotmail.co.uk. A227/024



Alfa Spider 916 (Phase 3) 2.0 JTS Lusso. Beautiful black with tan leather, 79K, full Alfa history. Last service @ 77,600, cambelt Oct 2013 @ 70K, MoT 30/06/15. Electric hood, excellent well cared for example, £4300 ono. Tel or text: 07974 187677 for photos/viewing (Kent). A227/007



Alfa Romeo 159 SW 1.9 JTDM Lusso. 2009, 44,000 miles. A beautiful example of this car in dark bronze metallic, Barley leather throughout and full Bose sound system. Very reluctant sale, in excellent condition, only 44,000 miles, registered in 2009. Looked after by Alfa Romeo club member. Two new front tyres Pirelli and new battery Bosch, five year guarantee. Just serviced and MoT and tax. Very good mpg, get 48mpg on run and 40mpg around town. New mats fitted everything electric and full working order. Manual six gears, hi-spec alloys, 17-inch Alfa spoke. CD player and FM radio great sounds. Looks and drives great. A rare car indeed. Time for a true driver's car? Priced at £9500 to sell. Tel: Ray, 07886 002482 (Essex) anytime. A227/013



Alfa Romeo GTV 3.0 V6. 2000, 84,000 miles. Rosso Red, W-reg. Documents, service history, complete with 3 keys. Previously owned and modified by Alfa workshop manager. I've owned for 3 years. V/fast, lovely sound, fab road holding, great fun to drive. 5 months' tax, 11 months' MoT. Excellent example of much sought after and getting rarer enthusiast's car. It will appreciate, hence £4500 ovno. Tel: 07515 396211 (Bucks). A227/008



Alfa Romeo 916 GTV. 2001, 68,000 miles. Nuvola Green/Blue (414). This beautiful compact sports car designed by Pininfarina, one of the great Italian styling studios, is an absolute delight to look at from any angle. The 3ltr V6 engine is also one of the classic Alfa engines and is rated at 218bhp at 6300rpm with a top speed of 238km/hr. So not only does this car have great looks but it also has sparkling performance. It is a rare and excellent example that has been lovingly looked after from day one. This car has won awards every year of its life. In past 12 months it has won Best Everyday Car and been the 916 Class Concours runner up. It has a complete service history. People often comment on how beautiful it looks. Full year's MoT. This car will bring a smile to your face every time you drive it. Unfortunately I have to let it go. The price is £5500. Tel: Dave Taylor: 07905 011884. Email: david.taylor31@virgin.net. A227/010



2008 Alfa Romeo 916 GTV 2.0 TS. 98,000 miles, Sargassi Green. A great early Phase 2 example in a rare and very beautiful colour which will get you noticed. All original apart from full stainless steel exhaust from Cat back. Full Alfa dealer and specialist service history with cam belt changed at 78K. Bodywork, paintwork and cloth interior in very good condition and tyres have plenty of wear left. Taxed and MoT'd until end of February 2015. Only one previous owner and I bought it in Feb 2002 with 6500 miles and have loved driving it ever since, £1700 ono. Tel: 02380 760043 or 07979 050947 (Southampton). A227/047



Alfa Romeo 916 GTV 3.0. Red, a 3.0 GTV with full service history, MoT and tax July '15. Mileage 84,200, serviced at 84,084. Excellent condition, leather, Alfa styling pack, all keys, Alpine stereo (original head/changer inc), 4 exhaust (great sound) and rear diffuser. Ultimate GTV reg included, £4995. Email: kevin.smithishome@yahoo.co.uk. A227/045



**1997 Alfa Romeo 916 Spider 2.0 TS.** 52,500 miles, silver. Excellent bodywork, black leather interior and black hood with only 3 previous owners. Cambelt, balance shaft belt, auxiliary belt, water pump, thermostat, starter motor, aerial and badges replaced in April. Complete with original owner's manuals, spare keys, get-me-home spare wheel, jack, tool kit and spare bulb kit. FSH and many previous invoices. MoT to July 2015, £2995. Tel: 07703 029823. A227/046



**2005 Alfa Romeo 916 Spider 3.2 V6.** 51,000 miles, red. Excellent condition, always garaged and covered. New cambelt, water pump, idlers, radiator, battery, complete clutch, Q2 diff, rear bushes etc. New ECU early this year, serviced by Peak Alfa, £8500. Want more info? Tel: Paul, 07970 903876. A227/051



Alfa Romeo Spider 2.2 JTS. First registered 29 Dec 2009, 40,000 miles, Rosso Red, recent service including brake pads and new cam belt. FSH, dealer maintained, 12 months' MoT, 2 years' mechanical parts and labour warranty. Black leather interior, professionally applied ceramic body work protection. Gun metal grey powder coated 5 hole alloy wheels. Beautiful example of this iconic car, £11,950. Tel: 07941 192818. A227/015



**2012 Alfa Romeo Giulietta Cloverleaf.** 6500 miles. 8C Red. Comprehensive standard spec (inc auto climate control, visibility pack etc, etc), plus electric folding mirrors and 5 hole (proper Alfa) wheels. Gorgeous car, classy and quick. Personalised number to be retained, £15,999. Contact in first instance, Neil at nf145@icloud.com (South Leics). A227/052



Alfa Romeo Brera 2.4 JTDM. 2009, 94,000 miles. Beautifully presented and looked after car, red Pesso Frau upholstery, owner from new, big spec, please contact to discuss, pedal powered, re-mapped and chipped, new cambelt and water pump all by Mangoletsi, probably only Brera with fitted detachable tow bar(for kit car trailer). Reluctant sale as I drive a Discovery too, will let someone else have the joy, £8550. Tel: 07799 264041. A227/014



2009 Alfa Romeo Brera S V6 3.2 Prodrive. 57,000 miles, Alfa Red. Reduced price. Tax till Dec '14, MoT Jul '15, FSH from Proalfa Watford. Limited edition no 376/500. Vehicle has transferable lifetime paint and leather warranty from GardX. a/c, p/s, p/w, elec mirrors, 19-in wheels, 3.2 V6 260bhp. Reluctant sale due to family circumstances, £10,995 ono. Tel: 07900 911528. Email: red\_in\_london@yahoo.com.au. A227/048



#### 2011 MiTo Special Edition

Sprint 1.4 16v in Tornado Blue. The car was bought new and has 14K on the clock. It has the 'Sprint' badges on the tailgate and both rear quarter panels. Not due its first service till 18K but has had two oil changes. It has Blue&Me, air con and cruise control. Alloy wheels with Michelin tyres. The car had Supaguard paint and interior protection applied inside and out when new and also has matching blue trimmed MiTo mats in the footwells. The car is like new, it has never been smoked in and no pets. Valeted on a regular basis. Due to change in circumstances I now require a diesel for longer journeys. Absolutely immaculate throughout, £7900, contact Euan for more details. Tel: 01382 775494 evenings. Email: ecolbron@hotmail.co.uk.

A227/049



Unit 3 Buckmans Ind Est Longdon Heath Upton upon Severn Worcestershire WR8 0RJ

#### FIAT



Fiat 500 Abarth 2011. In Pasodoble Red with black leather interior, mileage 26,000, fuel type petrol, transmission manual. This Abarth 500 has a full service history and has been loved and carefully looked after and driven since new by 2 lady owners. Both the interior and the exterior are in excellent condition. It has 17" alloys with PZero Neros and an MoT until May 2015, a personalised number plate is included in the price, this is a reluctant but genuine private sale, £8955. Email: janebull@hotmail.co.uk. A227/002



Fiat 124 Spider 2000 injection. 1981. Immaculate bodywork and excellent mechanics. Recent KHM Sonneland hood, stainless exhaust, beautiful, practical and reliable classic. Fortune spent, wife forces reluctant sale! Sacrifice at £7750. Tel: 01288 381058 (Cornwall). A227/056

### **AUTO VENDO**



**Fiat Coupé 2.0 Turbo 20v 6sp.** March 2000. Black leather, air con, one of the last sold in the UK. Extensive history, beautifull £6750. Tel: Graeme, 07931 417806 (London). A227/055

#### LANCIA



**Lancia 037 Stradale replica project.** Based on Beta Monte Carlo (1978/T, 42,000 miles). The major parts of the kit have been bonded on. Remaining work is cosmetic finishing, fixing and wiring headlights and possible mods such as rear axle spacers, lowering and bigger wheels. Located in the Scottish Borders. More pics at tiny.cc/037pics, £8999 ono. Tel: 07790 070563. Email: richard@frontdesk.co.uk. A227/001



Lancia Delta Evoluzione Martini 5. Only 128km from new having covered only the distance from the dealership to home, stored for 22 years in garage on 4 jack mounts, still with original Michelin tyres and the cellophane on doors and carpets, recent replacement of all fluids, all belts including distributor, water pumps and gasoline, and is now on sale, located in Alessandria. I speak limited English. Email: mattleega2@gmail.com (Italy). A227/004



Lancia Fulvia Zagato. 1970. Series 1, 1.3S. Superb condition in all respects, please call for details, £24,000. Tel: 01932 953435 or 07710 393864 (Surrey). A227/050

Next issue on sale 2 Jan

### MASERATI



January 1990 Maserati Biturbo Spyder 2.8. Swan White with blue leather interior. All in excellent order. This is an automatic version with up to date air conditioning and Pioneer stereo. Runs very well with full service history. Owner needs garage space, £8500. Tel: Nigel, 01534 743064. Email: sueguenier@hotmail.com. A228/002



**1987 Maserati Biturbo Spyder 2.5.** Manual. Red/beige leather, MoT to December '14, 2 owners, only 28,700 miles, service history, original handbook and invoice, workshop manual, £8950. Tel: Peter Plant, 01283 702245.



#### Maserati 425 Biturbo.

Only 36K miles, grey metallic with Missoni velour interior. 1985, C-reg. Full 12 months' MoT + recent service, LHD. This Maserati must be one of the best Biturbo era cars around. In near concours condition it's certainly the best I've ever seen by far. It looks, drives and sounds great. In fact the performance is phenomenal! The car has exceptional bodywork with no rust or dings, it's spot on underneath and the interior shows no wear. All electrics work and the Missoni velour interior is so snug and comfy, it makes a nice change to leather. Period alloys, full electrics, central locking, radio/cassette, Maserati clock, 5 speed gearbox, 2x keys and is HPI clear. It has great provenance as it started life in Monaco before coming to the UK where it's been owned and maintained by a leading historic race preparation company owner. Genuine, reluctant reason for sale. Must be seen, it comes with all old MoTs and is in time warp condition. Enthusiast owned, this is a reliable genuine appreciating classic supercar for very little money which would make a good show car as well as everyday transport, if desired. Please phone for further details, £5450. Tel: 07702 001409. A227/053



Maserati Quattroporte IV 2.8 Twin Turbo. 1996. True four seater supercar, Deep Blue (Blu Ministeriale), only 48K miles, 13 months' MoT + 6 months' tax, this car has an interesting indepth history with a huge file of receipts etc, from Ferrari/Maserati, plus suede wallet with handbooks etc. Elegant and distinctive this now quite rare Maserati is fast and powerful but is also the height of luxury having full leather, suede + walnut interior, complete with the classic Maserati clock. Refurbed unmarked Mille Miglia original alloys, new stainless steel exhaust, timing belt recently changed along with a service too. Extensively overhauled with numerous new original Maserati parts as I believe a Maserati should drive exactly how it's meant to. 2x keys, full electrics (everything works, including electronic suspension settings). Garaged, very strong mechanically, nicely presented inside and out, nice shiny well kept paint although there are a couple of age related marks and a couple of imperfections as one would expect but these do not detract at all from the overall look of this car. HPI clear. This is a great practical classic supercar that has been well looked after and which should only go up in value. Enthusiast owned, £6450. Please ring for further details: 07702 001409. A227/054

PARTS





Alfa rear brake pad set Marelli, fits 145, 146, 155. Also Fiat Bravo and Bravas, and Lancia Dedras. New and unused, £10 plus carriage. Tel: Richard, 07818 715502 (Bexhill, Sussex). A227/005

**105 Series parts.** Large quantity of 105 Series parts for sale, collected over 40 years. GT, Super, Berlina: engines, gearboxes, carbs, lights, plus many other rare bits and pieces. Prefer to sell as one lot. Tel: Ian, 07796 955148. Email: ducati.rider@hotmail.co.uk. A227/016



**Original Abarth exhausts (NOS).** Also Austin Healey 3000 MkIII BJ8 and all makes A - Z, sixties, seventies. www.abarth-exhausts.com. Email: advanling@hotmail.com (Netherlands). A227/006



**75 exhaust.** Brand new offside front pipe for Alfa 75 3ltr, purchased in error from EB spares. Inclusive cost was £135, will accept £80. Tel: Steve, 07788 905152. A227/018

**Alfa Romeo parts.** Mainly Giulia 105 Series and Alfasud, for sale at www.autotreasures.co.uk. Also books, prints, posters and other memorabilia. A227/019

Alfa Romeo MiTo tyres. Michelin Pilot Sport 3 215/45 ZR17 91W, 2 new, £140 for the pair. Tel: 01252 675256 (Surrey). A227/038 Alfa Romeo GTV 916 Phase 1 gearbox, all gears select, approx 85K miles, £40. Tel: Chris, 07702 598255 (collect from Newbury, Berks). A227/039 Alfa Romeo GTV or Spider 916 Phase 1 6 no. wheels, 4 with tyres, £40. Tel: Chris, 07702 598255 (collect from Newbury, Berks). A227/040 Alfa Romeo GTV or Spider 916 Phase 1 brand new single radiator fan with radiator surround and temp resistor control, never been fitted, £50. Tel: Chris, 07702 598255 (collect from Newbury, Berks).

A227/041

# Sell your Italian car, bike or spares here\* FREE OF CHARGE!

PRIVATE ADS ONLY. FOR TRADE RATES CALL 01732 445325

Colour photographs are free for PRIVATE advertisers! You can include up to 30 words free, too; thereafter it's 30p per word. Advertisements can be submitted by email, or posted using this form. Send your advert together with your remittance if applicable to: *Auto Italia* Private Classifieds, Morningside House, 1 High Avenue, Letchworth SG6 3RL, United Kingdom, (email: liz.solo@ntlworld.com) to arrive no later than 10th December for inclusion in the February issue. March issue deadline: 16th January. All adverts received after the deadline will be inserted in the following issue.

Private adverts cannot be submitted by telephone. For TRADE RATES please email: david@talkmediasales.co.uk or call: 01732 445325.

PLEASE USE BLOCK CA NAME:	PITALS						
ADDRESS:							
ADDITLOU.							
POSTCODE:	POSTCODE: EMAIL:						
TEL NO:							
VISA/MASTERCAR	RD/EUROCARD/DEL	TA No:					
Expiry date:	Issue no:	Remittanc	e enclosed (if applicab	le): £			
WORDING FOR AD	/ERT:						
CLASSIFICATION R	EQUIRED:						
TICK AS APPLICABLE	PICTURE ENC:		TRADE IDENTIFICA	TION:			
	А РНОТО ТО GO		Y ADVERT?				
	e to liz.solo@ntlw		n veturnetie) Dt-t-				
• •	<i>,</i> , , , , , , , , , , , , , , , , , ,	• •	on-returnable). Post to				
YOU CAN			GRAPH WITH ' CHARGE!	YOUR ADVERT			
Adverts rece	vived before 1	Oth Dec	ember will go in	to February issue			
	MARCH DE	ADLIN	E: 16th JANU	ARY			
The publishers accept no to ensure that advertisen	o responsibility for the qua	ality of goods s fide. Advertiser	old through these pages althours should take note of the requ	ugh the greatest care will be taker			



#### Parts for Fiat Coupe 20V Turbo. Steering rack, excellent condition, £80; rear screen, £80; passenger door, Scots Green, £60. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A227/057

### MISCELLANEOUS

#### **Cherished registration number for sale 'S8 FRX'.** On retention certificate and available immediately, £400. Tel/

text: David, 07710 4543576. A227/03 Lamborghini books, classic car mags, USA truck, car books/mags, planes and WW1/2 books/mags etc, will swap 4 anything Lambo inc mags with articles, badges etc. Tel: 01277 200530. Email: dcian@fastemail.us. A227/042

Lancia collection for sale. Owner's club magazines, motoring magazines, photos, brochures, books and more! Please contact me if you are looking for anything on Lancia cars. Tel: 01273 583057. Email: mrmarkyt@hotmail.co.uk (East Sussex). A227/043 **AROC magazines.** Old small format magazines from mid '6g up to change to large format. Most in binders. Free to collector. Tel: Tony, 01582 831837. A227/017

### WANTED

Wanted Alfa GT 1.9 diesel. Under 50K miles with full service history, any colour except white. Tel: 01509 889058 or 07962 810392. A227/020 Wanted by AROC member. 2000 Spider '71-'78. Tel: 01932 953435 or 07710 393864 (Weybridge, Surrey). A227/022 Looking for a Brera Spider 2.4 diesel in white, price range £8000 - £9000. Tel: Paul: 01529 469254 or 461122. A227/023 Wanted Alfa Spider 2000. 1971-78. Tel: 01932 953435 or 07710 393864 (Surrey). A227/024



Wanted: correct seats and runners for my 1969 Alfa Spider 1750 boat tail. Any seats considered, however any looking like this photo would be perfect. I will arrange collection from anywhere in the UK. Tel: Chris Clark, 07797 736076 (Jersey, Channel Islands). A227/021



# **ADVERTISEMENT INDEX**

Alex Jupe Motorsport	43	Radicool - Racing	94
Barkaways	83	R Proietti	95
DTR Sportscars	19	Ross Pistons	95
David Thomas Garages	83	Southwood Car Company	13
DK Engineering	29	Spellbound Cars	02
EBC Brakes UK	99	Superflex	96
Foskers	35	Superformance	04
GTECHNIQ	55	Swissvax	11
Hoyle Fox Classics	09	Talacrest	20/21
Italia Speed	43	Torque Automotive	43
Longstone Tyres	85	Wheel Repair Centre	43
Maserati	81		
McGrath Maserati	75	CLASSIFIEDS	88-92
Monzasport	63	FCSS	
SLN	93	Hobby Shop	
Oakley Design	100	Paxton Garage	
Omicron	95	Yates & Bloomfield	
R M Auctions	07		



 OVER 23 YEARS' EXPERIENCE
 LOAN CARS AVAILABLE
 ALL WORK IS CARRIED OUT USING GENUINE PARTS
 WORK UNDERTAKEN BY FACTORY TRAINED TECHNICIANS

# **ALFA ROMEO & FIAT/ABARTH SERVICE CENTRE**

Fiat 20V/20V Turbo (unbeatable deal) Timing belt and tensioner supplied & fitted £375.00 + VAT

Alfa Romeo Twinspark Timing belt, tensioner & variator supplied & fitted £385.00 + VAT

Alfa Romeo & Fiat JTD Diesels Timing belt & tensioner supplied & fitted from £270.00 + VAT

Alfa 2.5 & 3.0 24V v6 inc. 3.2 GTA Cambelt and tensioner supplied & fitted £475.00 + VAT





"We can service cars still in warranty at a fraction of Main Dealer prices - Does not affect warranty!!"

# REMAPS & BRAKE UPGRADES AVAILABLE



# Tel: 01386 555523 WWW.NJSALFAROMEO.CO.UK

Unit 23b, Pershore Trading Estate, Station Road, Pershore, Worcs WR10 2DD









icron Lancia storations Parts new, reproduction and secondhand Restoration full or partial concours restorations Bodywork panelwork, paintwork and trim Engines standard or higher specification Suspension also gearbox, brakes & steering Competition competition preparation Mail order parts we ship to over 65 countries! Also servicing, inspections and more ... all to the very highest standards

Omicron Engineering Ltd., The Long Barn, Mulbarton, Norwich, Norfolk, NR14 8JS, UK sales@omicron.uk.com • www.omicron.uk.com Tel: +44 (0)1508 570351 • Fax: +44(0)1508 570795

auto italia 95

# SuperFlex Advanced Polyurethane Suspension Bushes a real value long-term benefit to the handling of your car.

LYURETH

Four formulations of resiliency significantly improve location They're easy to fit, tough, durable, and possess exceptional whilst preserving ride quality.

ability to withstand friction. They're self-lubricating, oil-SuperFlex bushes come with a full 3-year road warranty. resistant, and they will not perish.

BEWARE OF IMITATIONS. Futile attempts to copy SuperFlex have already created confusion in the marketplace and potential risk to the unwary motorist. Sadly, look-alikes lack the crucial range of formulations and innovative design details to which SuperFlex owe their unrivalled performance. **RE OF IMITATIONS.** Futile attempts to copy SuperFlex have already created confusion in the marketplace and potential risk to the unwary me Sadly, look-alikes lack the crucial range of formulations and innovative design details to which SuperFlex owe their unrivalled performance. e you aet the oriainal product, pioneered since the early 1980s, obtain from us or our approved stockists - and insist on the brand name: S Sleeves, where used as a bearing surface, are stainless steel. Sadly, look-alikes lack the crucial range of formulations and innovative design details to which SuperFlex owe their unrivalled performance. To ensure you get the original product, pioneered since the early 1980s, obtain from us or our approved stockists - and insist on the brand name: SuperFlex. 

 To ensure you get the original product, pioneered since the early 1980s, obtain from us or our approved stocksts - and insist on the brand and examples and the stock of the stock of

Or fax 01749 671404 (24hrs)

International Tel: (+44) 1749 678152 Email: chris@chriswitor.com Website: www.superflex.co.uk International Fax: (+44) 1749 671404

NEW WEBSITE INCLUDES PRODUCT PHOTOS

No Compromise - Upgrade to SuperFlex

EB Spares, Westbury, Wilts, 01373 823856; Classic Alfa, London SE22, 020 8688 4443; Highwood Alfa, Swansea, 01792 234314; RS-Racing - Eindhoven, Netherlands Tel: 0031 4021 21661; Autosport Distribution - Marseille, France Tel: 0033 4913 10915; AW Delta - Bunde, Germany Tel: 0049 5223 3212; Alfa-Service - Bonen, Germany Tel: 0049 2383 93640

# COMING SOON ISSUE 228 ON SALE JANUARY 2ND 2015



Some features may appear in a later issue



If you are having trouble finding your favourite magazine, call us on 01462 678205. Auto Italia is available at WHSmith If you cannot find the magazine remember that you can reserve your copy under the Just Ask! scheme so, well, just ask!

# OBSCURATI CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

# **Castagna Imperial Landaulet**

Start with one of the pre-eminent names in Italian coachbuilding. Add in the elegant form of a landaulet. What could possibly go wrong?

Story by Chris Rees

astagna means 'chestnut' in Italian, and the Castagna Imperial Landaulet you see before you may well have been one of the biggest nut-jobs in Italian car building history.

You have to go back a long way in time to reach Castagna's glory years. Carrozzeria Castagna at one stage claimed itself to be the biggest coachbuilder in Italy, with staff totalling 400 people in the pre-war years, when Castagna's work included trimming the coaches of the Orient Express and building one-off bodywork on superior chassis such as Daimler, Alfa and Lancia.

By 1954 Castagna had closed its doors. But 41 years later, architect Gioacchino Acampora thought the Castagna name had enough cachet to be revived. His first effort was a controversial rebodied Alfa SZ shown at the Geneva Motor Show in 1995 (featured previously in *Auto Italia*), but Castagna returned to Geneva in 2006 with this... well, I think the word 'monstrosity' isn't overplaying it.

Supposedly inspired by Castagna-bodied Isotta Fraschinis of the 1930s, the so-called Imperial Landaulet was in fact a 21st century abomination of the most extreme order. Castagna described it as having "an elegant sporty appeal" but quite what the sport that inspired it was, or where the appeal lay, remained unanswered questions.

This was an absolutely gigantic machine at almost six metres long. In style, its retro-inspired bodywork was a cross between a



coupe and an SUV. Its four doors opened in a 'claphands' way, a la Rolls-Royce Phantom, with no Bpillar to get in the way. A running board would

appear automatically when the doors opened – and it was needed as the ground clearance was pretty lofty.

Design features of dubious taste included a Bentleyesque front grille, height-adjustable dual xenon headlights, striking LED rear lights and carbon-fibre bumpers (the rear one an F1inspired diffuser).

In the Imperial Landaulet form of classical times, the rear portion of the glassed roof was designed to slide backwards, leaving the back seats open to the elements, and this was echoed in Castagna's modern iteration, although it felt more like a glorified sunroof. To get into the boot, the whole rear end opened up hydraulically (a bit like cargo plane), with additional storage space offered behind the engine, fore of the passenger cell.

What about the mechanical basis? Although the company was coy to admit it, underneath it all lay a modified Porsche Cayenne. That meant fourwheel drive, adjustable ground clearance and a tuned version of Porsche's 4.5-litre V8 engine with two superchargers, pumping out more than 800bhp.

CASTAGNA

Acampora said the car was a 'work in progress' at its 2006 launch, and was indeed unfinished at the time. However, Acampora did announce that he was contemplating a production run, and also threatened to build – although I believe never did actually build – a Porsche Cayenne with a 500mm extended wheelbase.

OK, I've poked a bit of fun at the Imperial Landaulet, but I should credit it with this at least: it anticipated the current furore of luxury SUVs from the likes of Bentley, Jaguar and Maserati. Not, I suspect, that any of these has great prospects to be very much more tasteful.

EBC Brakes pads are now made using the Nucap Canada NRS hook retention backing plate system, guaranteed NEVER to debond

# BEST OF BRITISH 100% UK MADE BRAKES







**BRAKE PADS** Choose from grippy Greenstuff for spirited use, Redstuff for fast street, Yellowstuff for all out grip and track use or Bluestuff for the ultimate street and trackday pad. Latest compound is the Orangestuff full race grade pads.



### WANT A QUALITY DAILY DRIVER PAD?

- Try the new Ultimax 2 premium replacement pad.
- The world's first and only true ECO friendly pad
- Great brake feel for everyday driving and
- A new lower price point

New BSD Series "Blade" rotor range now available

### THREE SPORT DISC CHOICES

GD series slotted and dimpled (gold) for fast street, USR fine slotted (black) or new high carbon BSD series BLADE discs (silver) for fastest street and track day use. For daily driver cars the EBC premium OE replacement discs are a great choice with a superb price point and great value for money.

Whatever you drive ... EBC has the best selection of brakes for you.

EBC BRAKES www.ebcbrakes.com



