

# Auto **Italia**

Issue 232 June 2015 £4.70 US\$10.50



**Lancia Fulvia F&M Special**

## **ALFETTA GT** **ALFA ROMEO CLASSIC REVIEWED**



**ALSO**

**Ferrari F355 Buyers Guide**  
**'Carrozzeria' Italdesign**  
**Fiat 500S v Panda 100HP**  
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**Printed in England**

Warners Midlands PLC; Tel: 01778 391000

**Worldwide Retail Distribution**

Seymour Distribution Ltd, 2 East Poultry Avenue, London, EC1A 9PT



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

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# WELCOME



Our 20th anniversary March issue seems to have hit the spot and for the first time ever we have had a sell out issue. Quite clearly the extra 48 pages with the Alfa Romeo buyers guide proved to be very popular, unfortunately we can't run a bumper edition every month but we are planning another one later in the year.

While the printed version of the March issue is out of stock, it can still be viewed on-line. We have just launched our new turn page edition which can be downloaded to your computer. This is a very convenient way of viewing the magazine and works especially well for overseas readers who won't have to wait for the post. Readers can view the issue as soon as it is released and we are also building up a back issues stock in case a particular magazine has been missed. Single issue, six months or 12 month packages are available at very reasonable costs. Access is via a dedicated password unique to each reader. If you want to see how it works you can access a trial free sample via our website. Seeing is believing.

Another new idea debuting in this issue is a page dedicated to readers' own cars. We know that not everyone is a great writer or photographer so the format of the page takes these factors into account. If you want to see your car in the magazine we need around 200 words of description, which we will edit if necessary. The pictures need to be high resolution (ideally saved at 300 dpi). Remember the better the picture the bigger we can run it.

While mentioning personal cars, the editorial fleet is undergoing a change. MD Josie Ward has acquired a Panda 100HP, having been convinced of the Fiat's capabilities by our contributors Chris Rees and Richard Heseltine who both own examples. This means that the Fiat Coupe has to go. The Sprint Blue 20V Turbo is a very fine example with all the right service history and exceptionally low mileage. Enquiries are invited!

**Phil Ward**  
Editor

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# NEWS & VIEWS

## Fiat 500 Vintage '57

### THE LEGEND CONTINUES

**P**resented in world preview at the Geneva Motor Show, the new 500 Vintage '57 was revealed at the Centro Storico Fiat in Turin last month. Paying homage to the iconic Fiat introduced in Turin on 4 July 1957, the 500 Vintage '57 special series has a retro look which picks up some of the key features of its classic precursor, like the pastel blue body – now in combination with white roof, spoiler, aerial and mirrors – and the tobacco or alternatively Brown Terra di Siena Poltrona Frau leather upholstery. The car is embellished by vintage style Fiat badges on the outside and on the steering wheel, a white dashboard fascia and 16-inch alloy white and chrome-plated rims which are reminiscent of the tyres of yesteryear.

The original Cinquecento introduced back in 1957 was a huge success and when production ended in 1975 nearly 3.9 million had been sold. The little car mobilised the nation and made a major contribution to Fiat's prosperity. Fifty years later, in 2007, Fiat started driving into the future with the new 500. The fully updated concept repeated the success of the original both in terms of meeting customer requirement and re-establishing Fiat's USP as a key small car manufacturer.

Made since 2007 in Poland and since 2010 also in Toluca (Mexico), the Fiat 500 is sold in over 100 countries worldwide today and marked Fiat's comeback to the United States. It is a truly global model of which over 1.5 million have already been registered. One of

the secrets of its success is certainly the capacity of evolving and being interpreted in new ways – like the 500 Abarth (2008) and the exclusive 500 'Ron Arad Edition', which is the most recent launched in 2014 – and also of exploring new territories, leading to the creation of a family of likeable, affordable cars for a wide range of uses to choose from – like the 500L (2012), the 500L Trekking, the 500L Living (2013) and now the new 500X (2014).

Marketed throughout Europe and available in 12 body colours, the new 500 Vintage '57 will be available with various engines and different standard and optional equipment to satisfy the needs of customers in each country. Customers in the EMEA area can choose the 1.2-litre 69hp, 0.9 Twin Air 65hp, 0.9 Twin Air 85hp or the 0.9 Twin Air 105hp petrol engines, or alternatively the 1.3 Multijet 95hp diesel. Just 3500 examples will be produced ensuring that the model will be a truly exclusive special edition.

Readers might wonder why the 500 Vintage '57 deserved such an exclusive launch to selected members of the European press. The model is, after all, another special edition dressed up with additional retro features. There was speculation at the launch as to why this commemorative model was being released two years before the 60th anniversary in 2017 of the original Cinquecento and before 10 years of the current model since 2007. Reading between the lines, the current 500 could well be retired before it becomes a







pensioner. Is the 500 Vintage '57 actually the Grand Finale? Fiat official's, of course, were non-committal about future models but the big question is if the 500

other cars he had designed and one of them was the Multipla in 1998. He was very proud of his achievement and admitted that he had been given a free hand in the

## “That was nothing to do with me!”

is due to be retired what will Fiat replace it with?

To replace an icon that replaced an icon with another icon is a very clever trick if you can pull it off. Another new 500 would have to look different but retain some retro styling cues. An entirely new car based on the 600 might be an option, but a very brave one. Remember what happened when the 1991 version of the Cinquecento was replaced by the Seicento in 1998, which completely changed the car's character.

As a postscript, I had the privilege to talk to Roberto Giolito, Fiat's Head of Design. Giolito (above) designed the current 500 and while we were discussing its merits he was casually sketching away on his notepad. Sadly his subject was the 500 and not the new Fiat Spider that he is also responsible for. I asked him which

concept. I asked him to comment on Fiat's controversial decision to facelift the 'ugly' front end in 2004, he replied: “That was nothing to do with me!”



Centro Storico's 'new' 124 bodyshell



The original 1957 Fiat 500



Mephistopheles - pride of Centro Storico



# DESIGN

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

## Lamborghini Aventador LP 750-4 SV



### CHRIS HRABALEK

**Age:** 37

**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



This year's Geneva Motorshow was all about super, hyper and megacars, not just from the 'traditional three', but also from more recent and the most unexpected of brands. It could have been taken as a given that Lamborghini was certain to touch-down with a world debut, and so it did, in the form of the Lamborghini Aventador LP 750-4 Superveloce – or 'SV' to its friends.

Launched with the subtitle 'reactive engineering', the mission was clear even before the covers were taken off: frontal assault, flank and no quarter given. The result? Brutal! The new Lamborghini Aventador 'SV' may (at first) look like an OEM-improved 'Mansory body-kit', but behind every new 'add-on' is an engineering necessity. The aim was to both add and remove parts – the former, to increase downforce and the later, to decrease weight.

Next to the obvious

increase in power – the original Aventador was launched with 700PS, which in this latest iteration this has now evolved to 750PS. Overall weight was decreased by a significant 50kg. Considering the 'SV' still features a heavy 4WD drivetrain and V12 power unit this is a respectable achievement. Weight savings were accomplished with extensive application of traditional carbonfibre both outside and inside and the introduction of a new flexible carbon material, patented by Lamborghini, branded 'carbonskin'.

Significant weight savings also meant the introduction of forged rims and the move from active aerodynamics (fins and spoiler) to more conventional race-car-like, static devices. The significant increase of rear-downforce, achieved through the aforementioned mechanical spoiler, as well as a mighty new gas-exhaust-linked rear-diffusor, lead Lamborghini's engineers

to also focus on the Superveloce's front-end in order to both maintain balance and improve the Aventador's already magnificent handling characteristics.

Lamborghini's design team, lead by Filippo Perini, must have been confronted with quite a challenge. It is not an easy task to visually camouflage some of the aerodynamic necessities, yet refrain from turning the 'SV' into a visual 'Veneno Light'. Creating a

visual division with a bright body colour and demoting the rear, rocker and front-panels to black, is an 'oldie but a goldie'. Inside, the decision to show more 'real material' such as exposing the carbonfibre of the monocoque in various parts, and the styling of the new monoshell sports-seats, was a very good move.

Designwise, the jury is still out. It can certainly not be said that the Aventador LP 750-4

Superveloce is anything but Lamborghini. If anything, it is maybe a bit too Lamborghini; '80s Lamborghini, that is. The Aventador SV feels less like the grandchild of the original Miura SV and more like the son of the Countach 25 Anniversary. Both are Lamborghini icons – and the Aventador SV certainly will be – with one being the ultimate from a design point of view and the other being the ultimate from a technical point of view.





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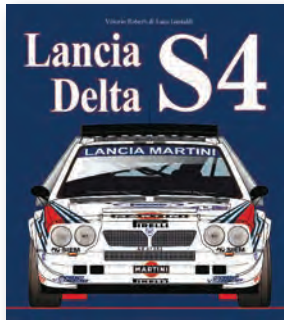
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**Lancia Delta S4**  
by Vittorio Roberti and Luca Gastaldi  
Publisher: Luca Gastaldi  
Italian and English text  
€48.00

It is now exactly 30 years since 1985 when the Group B Lancia Delta S4 rose to World rallying prominence. To coincide with this anniversary the first comprehensive book has been published on this sensational, if notorious car.

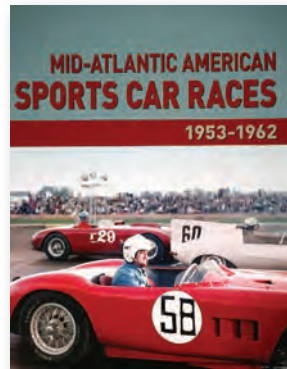
The information is provided by Vittorio Roberti and Luca Gastaldi. Roberti was an engineer who worked at Abarth's racing department from 1979 to 1994, operating on the development of the SE 038 Delta S4 project. Gastaldi is a journalist specialising in automotive history and is a regular *Auto Italia* contributor. He collaborated with Ing. Sergio Limone on his book 'The Abarth Projects after Carlo Abarth'.

The 400 pages is presented in both Italian and English text with over 1000 photographs and technical illustrations, many of which are previously unpublished.



There are testimonies from Cesare Fiorio, Miki Biasion and many other names less known but very important in the birth of S4. To complete this long awaited important book there is also a detailed history of each individual chassis.

The book can be purchased on-line at [www.deltas4book.com](http://www.deltas4book.com)



**Mid-Atlantic American Sports Car Races: 1953-1962**  
by Terry O'Neil  
Publisher: Dalton & Watson  
\$155

The growth of sports car racing in the Mid-Atlantic States of America was not a painless affair. Tragedy, mystery, intrigue and conflicting interests between motor clubs all played their part in the 1950s and early 1960s.

Thanks to the help the Washington DC Region of the SCCA, and many of its individual members and enthusiasts, the author has, over the past three years, managed to uncover an amount of documented and photographic material –

all of which is superbly reproduced, as you would expect from a publisher of high quality books.



**Sports Car Racing in the South: Texas to Florida 1961-62.**  
by Willem Oosthoek  
Publisher: Dalton & Watson  
\$155

This book is a successor volume to the Cugnot Prize award winning Sports Car Racing in the South, 1957-1958 and Sports Car Racing in the South, 1959-1960.

The history of sports car racing in the southern United States featuring the top echelon of European sports cars has long been unexplored territory. With the exception of the Sebring 12 Hours, the meets were largely ignored by the national press, and no comprehensive research material is available for the numerous events organized between Texas and Florida, when amateur competition surged in the late 1950s.

Many of the events were hosted on airport courses with late-model Ferraris, Maseratis, Jaguars, Listers, Porsches and OSCAs.

The author has scoured local newspapers of the period for race reports and results and interviewed many of the drivers, mechanics and

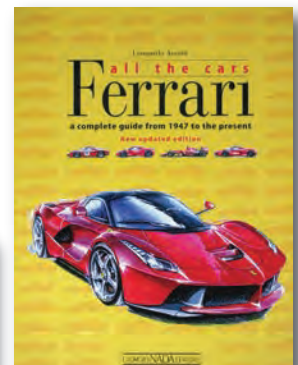
owners that were involved in the competitions. He provides an exhaustive report of the time, vividly illustrated by period photographs, many from the archives of Bob Jackson, the acclaimed press photographer. If you already have the first two books, you will really need this one.



**Alfa Romeo All the Cars**  
by Lorenzo Ardizio  
Publisher: Giorgio Nada Editore  
English text  
€25.00 (€21.25 on-line)

The story of Alfa Romeo, the prestigious Italian marque which has created some of the most memorable cars of all time during its 100 year-plus history, is told by specification after specification in a 'virtual gallery' of many of the models produced by the company, both roadcars and racers. The 1750 GS of the 1930s, the 8C 2900 B, the Giulietta, the Giulia, the 33s, the Alfettas right up to the most modern 8C Competizione are just some of the cars that find a place in this long catalogue in which the illustrations of Michele Leonello, the

authoritative car designer, come together with the words of Lorenzo Ardizio, the expert on the history of Alfa Romeo.



**Ferrari All the Cars**  
by Leonardo Acerbi  
Publisher: Giorgio Nada Editore  
English text  
€20.00 (€17.00 on-line)

Now in its fourth edition, 'Tutto Ferrari' brings together over 200 designs created by the talented and prestigious hand of Giorgio Alisi, which retrace the great and fascinating history of the Prancing Horse model by model. From 1940 and the birth of the 815 Auto Avio Costruzioni, to the brand new 488 GTB. In this 'virtual gallery' the entire production of Ferrari appears in chronological order, sub-divided into grand tourers, sports racers and Formula 1 single-seaters. Each car is individually illustrated and has its own technical specification, plus a short description of its main technical sporting aspects. The work is completed by a role of honour that lists all the principal successes achieved by Maranello in almost 70 years of racing.

This handy-sized series of books (16 x 21cm) is charming and refreshingly concise, ideal for readers new to the marque or as a ready reference guide.





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# SPETTACOLO 2014

The Alfa Romeo Owners' Club Australia's annual Italian car event

Report by Greg Briggs



Blessed with fantastic weather and a magnificent venue for the cars, Spettacolo 2014 was the Club's biggest and best show ever. With over 300 Alfa Romeo cars on display, the Wesley College oval turned into a sea of colour that dazzled the eye.

The Club celebrated 10 years of the 932 GT, 60 years of the Giulietta and presented a special showcase of 'Zagato Cars'.

The owners of the GT's put on a great display of a model that was not a high volume seller but the owners of these cars enjoy their charms and the great driving pleasure derived from them.

60 years ago the Giulietta represented a landmark for Alfa Romeo. These cars introduced new engineering and some of the characteristics that were to take them from low volume prestige to higher volume cars that a broader cross section of people could afford and enjoy.

Looking at examples of the 750 and 101 series it is hard not to be seduced by their

delicate lines and good looks from every direction. Driving these cars does not disappoint with a tactile experienced unmatched by today's cars.

The 'Zagato Showcase' was stunning. It comprised four examples of the fearsome 'il mostro' SZ, two Zagato Juniors, a Lancia Fulvia Zagato, a Fiat Zagato 8V, Zagato 4R, 6C 2300 MM Spider and a Giulia TZ. But for illness of a couple of members there would have been more Zagato's on display. Looking at these cars, it is interesting to identify the design cues that all say Zagato.

As usual there was a strong representation from the 105 series with every colour and engine combination on show. These cars are now appreciated every year as more people recognise their value as a driver's car as well as a collectable.

116 series cars were strongly represented with dozens of great GTV's and Alfettas. The Alfetta sedan is another model whose numbers have declined considerably but the remaining cars seemed

to have found owners that will cherish them for some time. The GTV V6 is still well represented at the Club's competition days and the winner of the Racing Car category in the show and shine was a great example.

Alfa 156 numbers were a little down this year but there was a great display of 156 and 147 GTA's. It will not be long before these models start to increase in value as they provide a great drive and look the part. The number of 159s is increasing and with the Brera's and Brera Spiders provided a good representation of recent models. It is unfortunate that Alfa Romeo does not have its core models in the range anymore with no GTV, Spider or sedan.

Once again Club

stalwart member Peter Shepard brought his stunning RL along. Peter's family have owned RLs through three generations. The RL gets plenty of work throughout the year as it is a regular at all Club displays and on Sunday drives. We also had a 1938 6C 2300 Mille

Miglia and Trevor Montgomery's 'Little Alfa' a 1928 6C 1500.

Each year the event has grown and the Club's special features have become more exciting so it's a challenge to better this event this year. With the world expo in Milan in 2015 it could be a Montreal Showcase?







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## LANCIA DELTA HF 4WD

I first came across D57GAS in the early 1990s when I was in my 20s. I used to spectate at local stage rally events, and at that time there were a few Lancias competing. But this was my favourite as it was a rare HF4WD and was used by a couple of fellows from our local club, the Sporting Car Club of Norfolk. In due course the Delta stopped appearing.

Then in 2011 I saw an article about the car in *Track Driver* magazine where the owner's son wrote about the car coming out of storage. It had been in storage since 1996, but in 2011 was sent to the Essen Show for the '100 years of the Monte Carlo Rally' exhibit.

The owner had his mostly Italian car collection maintained by Omicron Engineering where a good friend of mine works. He decided

to sell on his collection and my friend called me up to say the Delta had to be mine. I sold the Escort I had and bought the Delta, I have spent the last couple of years re-preparing the car for stage rallying.

**Mike Smith**

## ALFA BRERA SPIDER

Alfa Romeo Brera Spiders are generally considered to have the wrong engines, to be built on the wrong platform and to handle terribly (too heavy). Which is why I decided it was a challenge.

I love the look of them and after a long succession of GTVs, found this nice black 2008, V6, Q4. It came to me with more than the quoted 260bhp, estimated closer to 285bhp, and I've modified it quite a bit from there to

try and create the car I thought it should have been at the outset. Well at least AutoDelta, Autolusso, DTL and Motor-Mech have done the work for me.

Autodelta provided the adjustable, coil over suspension kit and took it to the lowest sensible setting. It now handles very nicely for such a heavy car. Autolusso fitted the Powerflex bushes and red Alfa Romeo calipers. The bushes were changed twice as the kit evolved and the sharpness of handling really improved. Motor-Mech supplied the Tarox grooved and cross drilled brakes/pads which has resulted in a much nicer sense of control as well as great efficiency when trying to slow down such a heavy car. Motor-Mech also fitted the Longlife mid-sports

exhaust system (which seems to have improved torque . . .) but mainly has made it sound much more Italian. Tino at DTL sorted out the wheels so they look new and sorted out the bonnet that had been badly re-touched at some point.

In addition to these mods I've changed the lights with whiter bulbs (so now Audi drivers cannot embarrass me) and the sat nav. The sound system has the best head unit Pioneer could offer and I've even fixed the persistent hood failure that dogs so many of these Spiders. I did this by using a much thicker grease on the joints and fitting new hood motors.

I use the Spider a lot so it's not just sitting around being pretty. It carries the minor scratches and scuffs of a car that once or twice a week helps me do my job as a design and brand consultant.

**Stephen Page**

## FAMILY GATHERING

Here is a photograph of my family's car collection. Among them are an Alfa 155 2.0TS wide body, Fiat Coupe 20v, Alfa 156 1.6Ti, Fiat Doblo 1.3 MultiJet, Alfa 159Ti, Alfa 159 SW,



Fiat Bravo 150T, Fiat Grande Punto Sporting and an Alfa Mito 155TB. All cars except for the 155 and Coupé are enjoyed daily.

As a family we have inherited our mild obsession from our mother and father. Our father Pat first fell in love with the Fiat brand in a slightly different setting when he became besotted by a Fiat 411R tractor at the age of 16 when working on a local farm. So much so that he still has a 411R to this day.

Dad's first car was a Fiat 1100R followed by two 127s, the second of which was bought from the Fiat garage where our mother was working. Our parents lost their way for a short time but returned to the Italian brand with a Fiat Regatta which was a loyal servant for many years before being replaced by a Tipo, Tempra, two Puntos and an Alfa 147, and that brings us to the present day.

As we are avid readers of Auto Italia we hope this story may be of some interest to you.

**The Mundy Clan  
Ireland**







## CHESHIRE CLASSIC CARS



### 1983 Lamborghini LP500S

This stunning 1980's icon is a one-off. Only 23 RHD LP500S Countachs were built, and this is the only one factory delivered in yellow. The car has recently been totally restored to show condition in Italy, with a full photographic record. It is currently fitted with an "ANSA" sports exhaust which sounds awesome, but comes with an original factory system as well. Only 35,000 kms from new.

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Photo: Frank Cunningham



## LANCIA APRILIA RIVA

*We managed to run an incorrect caption in the Carrozzeria Riva feature in issue 228. The car on page 48 was not a Fiat 1100 Sport but the Lancia Aprilia Beretta Pagani. Historian Francesco Gandolfi kindly sent us the full story of this unique car.*

In an undefined moment near the end or immediately after the end of World War II Luigi Beretta, a Lancia dealer with his Garage Centrale in the wealthy town of Lecco, on the Eastern branch of the Lake Como, became the owner of the Aprilia with chassis number 438-21979. It had been built by Lancia as a standard saloon at the end of April 1942.

Mr Beretta, unknown as a racing driver until then, had the standard body removed, the platform shortened and strengthened and fitted with custom aluminium coachwork built by Carrozzeria Riva, who were located in the nearby village of Merate.

The coachwork built for Luigi Beretta was most handsome in light grey with red leather interior. While the body was being hand built Mr Beretta had introduced himself to Luigi Pagani, the best tuner for Aprilia engines in Northern Italy. Mr Pagani had been 'assisted' in reaching this prominent status by the fact that his shop was located at Piazza Castello 6 in Milan, next door from what today we would call the show room of the Minetti brothers. Minetti were Lancia dealers for Milan and were part of the excellent sales organisation so important in making Lancia the renowned manufacturer that they were from their foundation until the mid-'50s. One of the Minettis, Eugenio, was racing another Aprilia barchetta in that time with a Pagani tuned engine.

Luigi Pagani had developed a special light alloy twin carburettor head for the Aprilia, with two inlet ports on each side, so that all the cylinders were fed

through ports of the same length. Years later, the same system was used by Angelo Dagrada for the Appia-engined Formula Junior single seaters.

Mr Beretta raced the Aprilia in four races, one in 1946, the Circuito di Luino, with a DNF, then the following year third in class at the Maloja. He was first in class and third overall in the Aprica and ended his short racing career in 1948 with sixth at the Como-Lieto Colle hillclimb.

The Aprilia was then sold and nothing was known of its whereabouts until the late 1970s when Franco and Roberto Beretta, Luigi's sons and still owners of the Lancia dealership in Lecco, were offered a sportscar "like your father's". It wasn't just like it, it was the very same car! Badly battered, modified and repainted but the same car, as proved also by the license plate and the documents.

The Berettas were long-time customers and friends of one Giancarlo Cappa, who had started

saving Aurelias from the scrapyard in the late 1960s and had become one of the first full time professional car restorers in Italy. The Aprilia was given to Cappa's KCA company to bring the car back to the condition they had seen as children.

The restoration lasted quite a long time, the car was basically complete but the interior had been completely remade and the seat frames had to be built from scratch. The body was also completely redone using the original as a pattern. The grille had been very substantially altered, so too the headlights and other details of the nose. Fortunately there was a rare period picture available for reference, taken at the start of the 1948 Como-Lieto Colle hillclimb (below) it provided all the details needed. This was probably the most difficult job performed by Cappa's KCA until then, and it became the subject of a booklet used by the restoration company to promote their skills.

The Berettas entered the Aprilia in the 1989 Mille Miglia but they did not make it to the finish. That year the event was run under almost

continuous pouring rain, a tradition of the great majority of the 'real' Mille Miglias. They joined around one third of the entrants who decided to withdraw before the end.

In the meantime business had not been easy for the Lancia dealership owned by the Beretta brothers following the decline caused by poor sales of the rust-prone Beta. In the early '90s the dealership closed and its historic collection was sold, including the Aprilia.

The car found two or three new owners in Italy and in February 2006 it was exported. It is unknown if the first destination was the United States, however it is probable since in August 2006 it was exhibited at the Greenwich Concours d'Elegance in Connecticut. In 2008 it appeared at Pebble Beach where it was placed 2nd in the Post-war Lancia Class, coincidentally behind an Aurelia woody by Viotti, one of the two known to still exist that had been restored, some ten years later, by the same KCA company that had restored the Aprilia for the Beretta brothers.



1948 Como- Lieto Colle hillclimb



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The event has proved to be popular with car clubs that put on complementary displays for members and also take part in the Test Hill runs. Owners of supercars are invited to contact the organisers for information on free entry.



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\*Above rental based on Alfa Romeo MiTo 875cc TB Twinair 105 bhp Junior on Personal Contract Hire, with an initial rental of £2,068, followed by 47 monthly rentals of £188. Rentals shown above include VAT and exclude maintenance, and are based on 6,000 miles per annum. Excess mileage charges apply. Vehicles must be registered by 30th June 2015. Promotion subject to status. A guarantee may be required. Alfa Romeo Contract Hire, PO BOX 4590, Slough, SL1 0WU.



# Ice Warriors

Test driving the Fiat 500X and Jeep Renegade in extreme winter conditions

Story by Phil Ward  
Photography by FCA





There's no better way to test the effectiveness of four-wheel drive vehicles than in real world weather conditions. It's OK playing on a manufacturer's assault course but ice and snow are the real levellers. It would be impossible to set up a test on UK roads, especially anywhere south of the Scottish border, because English winter weather is highly unpredictable and that one day of chaos cannot be planned in advance. Most people north of the border should know how to drive in winter anyway so they are less likely to be caught out by hazardous road conditions. The Scandinavians know how to drive on snow and ice because their roads stay covered for prolonged periods. Car manufacturers have spotted this and several companies, including Fiat Chrysler Automobiles (FCA), undertake their winter testing at the Colmis Proving Ground in the Swedish section of Lapland. Colmis is pretty inaccessible, which suits the manufacturers that enjoy the privacy and Auto Italia was invited to test drive the new Fiat 500X and Jeep Renegade at the facility.

While the 500X is obviously Italian, some readers might not realise that the Renegade is basically an uprated 500X with a different body. It is also built alongside the 500X at the Melfi plant near Potenza in the Southern Italian region of Basilicata.







From London we flew to Stockholm where we transferred to a prop aircraft that took us further north to Arvidsjaur. On approach to the airport it became evident that Sweden is mostly empty and majors on pine trees and snow. Being on a Fiat press launch often entails sitting for hours on a small coach, and this was no exception, however it did give us an insight into how Swedish drivers cope with winter roads and the answer is extremely well. There's little wonder that the Scandinavians make good rally drivers.

The single carriageway road to Colmis, located near the romantically named town of Arjeplog (1977 inhabitants and Colmis employs 2000 staff!), was covered with hard packed snow. Should you encounter road conditions like this in the UK then treading carefully would be the order of the day, but not in Sweden. Our bus driver was moving at an apparently reckless speed and the oncoming HGV

traffic appeared to be moving just as fast, the trailing snow clouds slamming into the bus windscreen was proof. The reason the vehicles are able to make such rapid progress is, of course, down to the special winter tyres. Close inspection reveals the bristle like tread pattern that is super grippy on the snow. The complete absence of two-wheeled transport is easy to understand and, from a motorist's point of view, quite refreshing. Anyway, motorcyclist's can still get their adrenalin rush by swapping to a snowmobile in winter – 150bhp and 0-60 in three seconds does the trick.

Our test drive involved driving the Fiat 500X on a frozen lake and the Jeep Renegade on a hilly assault course in deep snow. The choice of vehicles for each activity is pretty obvious when you compare the ground clearances of each vehicle. The Fiat is not a serious off roader, but the Jeep is definitely up to the job.







*ABOVE: The interior design and trim quality of the 500X puts Fiat firmly in the upmarket bracket*

### FIAT 500X ON ICE

The frozen lake location had two exercises, the first one was a fast 'circuit' laid out with markers comprising a series of slalom type bends and some double apex corners. The second exercise was a huge, continuous handling circle. The circuit could be driven at surprising speed and the four-wheel driven system would save you beyond the traction limit. More fun was to be had on the handling circle where high speed drifts were quickly corrected by the car's determined electronics. That's not to say we weren't trying. If really pushed the 500X would slip into the beginnings of a 'tank slapper' but easing off the accelerator would quickly bring the car back into line. Reassuringly none of us went into a full spin, which proves how competent the Fiat system is. In fact, the drive train and suspension on the 500X is excellent having the benefit of MacPherson struts all round and a seamless progression through the gears.

The build quality of the 500X is excellent and the

standard of interior trim and design makes it equal to more expensive, so called top end products. The corporate front end with 500 references makes this car instantly recognisable among the plethora of anonymous competitors. It has character. There is no doubt that Fiat have created a superb vehicle and, importantly, it suits all pockets and applications. If you started driving with a 500, then the 500X is a natural progression.

### JEEP IN THE WOODS

There is no mistaking the heritage of the Renegade and if you are a Jeep fan then the Renegade Trail Hawk will not disappoint. Despite being built in Italy it has no 'Italianess' about it. The USA 'can do' ethic is all over it, right down to the Jerrican crosses in the rear lights and the tiny Willys Jeep profile graphic in the edge of the windscreen.

The off road course was laid out in a hilly forested area. It was quite tricky and some inclines were so

*BELOW: Jeep Renegade has a higher ground clearance than the Fiat that enhances its off road capability*





## TECHNICAL SPECIFICATIONS

### JEEP RENEGADE TRAILHAWK

ENGINE:	4-cylinder 16v MultiJet II
CAPACITY:	1956cc
BORE X STROKE:	83mm x 90.4mm
COMPRESSION RATIO:	16.5:1
FUEL SYSTEM:	1.6 bar common rail
POWER:	140hp (138bhp) @ 3750rpm
TORQUE:	350Nm (258lb ft) @ 1750rpm
TRANSMISSION:	C635. 6-speed, all-wheel drive
BRAKES:	305mm 28mm (f), 278mm x 12mm (r)
DIMENSIONS:	4236 (l), 1805 (w), 1697 (h)
KERB WEIGHT:	1430kg
GROUND CLEARANCE:	198mm
APPROACH ANGLE:	21°
DEPARTURE ANGLE:	32.1°
RAMP ANGLE:	23.5°
FUEL CONSUMPTION:	43mpg
TOP SPEED:	114mph
0-62MPH:	9.5sec

## TECHNICAL SPECIFICATIONS

### FIAT 500X


ENGINE:	4-cylinder 16v MultiJet II
CAPACITY:	1956cc
BORE X STROKE:	83mm x 90.4mm
COMPRESSION RATIO:	16.5:1
FUEL SYSTEM:	1.6 bar common rail
POWER:	140hp (138bhp) @ 3750rpm
TORQUE:	350Nm (258lb ft) @ 1750rpm
TRANSMISSION:	948TE. 9-speed auto, all-wheel drive
BRAKES:	305mm 28mm (f), 278mm x 12mm (r)
DIMENSIONS:	4248 (l), 1796 (w), 1608 (h)
KERB WEIGHT:	1495kg
GROUND CLEARANCE:	179mm
APPROACH ANGLE:	21.3°
DEPARTURE ANGLE:	30.1°
RAMP ANGLE:	22.3°
FUEL CONSUMPTION:	51mpg
TOP SPEED:	119mph
0-62MPH:	9.8sec

steep that it was easy for the unwary to stall and were required to reverse down the gradient for another attempt. There are numerous, easily switchable traction settings on the transmission to cater for, snow, sand, mud or rock. However, the driver does need to employ some standard off road driving skills like keeping the front wheels as straight as possible to avoid 'snow ploughing' on full lock and keeping your foot pressed hard on the accelerator to maintain progress. We found that the high bonnet did affect forward vision when cresting an incline, which could leave the route unsighted to the driver.

Another useful function, also found on the 500X, is the down hill braking system. This is one function that really does have an application for the UK's one day of winter. Down hill descents on slippery surfaces can easily turn to disaster, even at low speed, by locking up the wheels under braking, losing control and hitting assorted stationary objects. The 500X and

Renegade system prevents this from happening and instills the driver with confidence and avoids all that noise from screaming passengers.

Our off road excursion over, next it was a gokm drive up to the Arctic Circle for lunch, as you do. Mind you if there hadn't been a sign to confirm this significant geographical feature you wouldn't have noticed. However, we were presented with an Adventurers Club certificate to record the achievement.

Having survived our expedition we discussed our activities later over a nice piece of elk fillet (it's like beef with a liver after taste) and agreed that both the Fiat and Jeep were very fine vehicles. While the Jeep is a more competent off-roader it is also a cool vehicle. I invited the opinion of one of my fellow journalists, a young woman, who reported that the Jeep would be good for her to be seen in, although she was inspired by the Fiat's retro 'five-hundred' character. The Fiat Chrysler Automobiles marketing people will be pleased. 



ABOVE: Renegade has novel design features in the most unexpected places, it's a Jeep thing apparently



Photo: Luc Lacey





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# Brief Encounter

In 1963 Ferrari was experimenting with new models to replace the fabulous but outclassed 250 GTO, the 330 LMB was one of the contenders

Story by Roberto Giordanelli  
Photography by Michael Ward





**B**uilt in 1963, the Ferrari 330 LMB is the bigger sister of the legendary 250 GTO. While the family resemblance is strong, few components are common and, unless they are fervent Ferraristi, not many people know the story.

Ballet is a combination of four arts: dancing, music, drama and painting. Only a few cars can claim similar capabilities. The 250 GTO has been cleverly described as a ballet dancer on wheels. While the little sister 250 GTO has all the poise, balance and finesse of Margot Fonteyn, its big sister – the 330 LMB – if it were a ballet dancer, would be Rudolf Nureyev at his greatest.

### TECHNICAL DEVELOPMENT

The major improvement over the 250 GTO is in the power unit. Gone the highly strung 3-litre V12, and in the butch 4-litre V12. The 330 LMB's gearbox is a 4-speed racing type dog-box (non-synchro) with a reverse lock-out. The rear axle is a good old live axle with an 'all-or-nothing' locking ZF differential with no internal clutches – lovely, more of this later.

Suspension is that of its little sister. At the front by double wishbone with a stiffly bushed anti-roll bar. Rear is live axle with four forward links and a Watt linkage for lateral location. The 250's and the 330 LMB's springing is very unusual. At the front there are two sets of coil springs. One set is positioned in the wishbones. A second set is in the coil-over damper units. These secondary springs can be relatively easily changed and shimmed to tune the suspension. At the rear there are semi-elliptic springs plus similar coil-overs useful for adjustment. Nosing around under the car I notice that the steering arms have been spaced to reduce bump-steer – somebody's trying . . .

The brakes were no good in 1963 and, surprise, surprise, are still no good today. If used mercilessly, the four non-vented discs with Dunlop type calipers are just not big enough to repeatedly haul up this 1121kg racing GT. The twin circuit arrangement has servo-

assistance to the front only. If the rear were servoed, you would only have to reduce its pressure to prevent rear wheel lock-up. The LMB's weight distribution is approximately 60/40. Each caliper carries a little sticker visible through the beautiful Borrani wire wheels which shows the temperature of the brakes.

### BIG 4.0-LITRE POWER UNIT

Doubtless, the 4-litre V12 motor is what this car is all about. Power is up by 100bhp and torque by 100lb ft. If you describe the old 3-litre V12 GTO engine as a jewel, the savage 4-litre is a rough diamond. Dry-sumped and producing 400bhp at 7500rpm. When used in anger, it sucks fuel from its 120 litre bag tank and pumps it through the six twin-choke Webers at a rate of 5-6mpg.

Powerful as the engine is at the top end, it is the torque characteristics that impress most. The maximum torque figure of 300lb ft plus at 6000rpm does not mean much without knowing what happens lower down. From just below 4000rpm up to 7000rpm, the torque curve is nearly flat. Even at 4500rpm there is over 280lb ft of track-wrinkling torque. Where its little sister could dance gracefully, the big sister can haul itself round a track as dramatically and as effortlessly as Nureyev could lift Fonteyn. This Ferrari is a ballistic ballet dancer on wheels.

### SILVERSTONE TEST

When historic car preparer Tim Samways and driver Peter Hardman first showed this car a race track, its pirouettes were below par. After several months of development, it performs beautifully. With track time on the Silverstone Grand Prix Circuit helpfully supplied by the prestigious 96 Club, I strapped myself into this truly historic racer just before it was due to be transported to Sicily for an historic GT race. That makes the team much braver than the tester.

Every switch is labelled. Starting is by switching on the main feed, the ignition, the fuel pumps and finally the starter push-button. The motor responds and revs instantly – a sign of power. Only when it has settled into



A rare meeting between 330 LMBs. 4381 SA and 4725 SA





slow idle can you push the lever into first gear. You can feel the teeth climbing over each other as it goes in with a bang and a jolt. You have to explore the twin-plate racing clutch carefully to manoeuvre the car. With only four gears, first is too high for really quick starts even though it is fitted with a shortish, 4.57:1, final drive.

Blasting out of the pit lane the noise from the twelve open trumpets and four stainless steel megaphone exhausts is worth however much this car is worth – don't ask . . . You have to be cruel to be kind when using a dog-box. It relies on the driver getting the revs right, hesitating momentarily and then slamming the gears together. Trying to be gentle with the lever brings on face-wincing grating noises.

Silverstone's long straights become short straights, before the uncommunicative brake pedal does its stuff. All the instrument needles stay in the 'happy sector' on the dials. The LMB feels bomb-proof. The longer 330

chassis feels slightly less taut than the 250's. The steering is lively and communicative on the straights, but on turn-in loads up the 15in leather rim massively. Understeer on turn-in means you have to be careful not to miss an apex. The LMB is quite happy kerb-hopping so better to under-estimate its turn-in potential than over-estimate. On Silverstone's flat surfaces, the live axle is in its element. Power can be applied very early and, in this case, is useful to kill understeer. From just before the apex to the corner's exit, the throttle can be used progressively to steer the car. Mid-corner, you can feel roll and the back-end wallowing as the car yaws on to the straight. Roll, however, does not feel 'linear', maybe the harmonics and frequency of the dual springing are in dispute. Time spent playing with the infinite combinations of spring and damper rates would improve the cornering. Reliable 'constants' like the massive torque, the well-

*ABOVE: Roberto Giordanelli behind the wheel in 1998. Three of the four 330 LMBs found new owners via Talacrest's services*











located live axle and the locking diff give the car exceptional power sliding capabilities, as anyone not immersed in corporate hospitality at Coys/Silverstone can testify.

### FERRARI 330 LMB HISTORY

The 330 LMB was the product of the determination and driving force of Mike Parkes, an Englishman who was held in high regard by Enzo Ferrari. Parkes had considerable experience in racing Ferraris in England for Maranello Concessionaires and was fortunate to be multi-talented, in that he was both an engineer and a racing driver. Colonel Ronnie Hoare who ran the UK Ferrari sales operation understood the benefits of a close association with the factory and introduced

Parkes to Enzo Ferrari. The Commendatore was so impressed that he offered Parkes the opportunity to be a production development engineer and also a place in the SEFAC-Ferrari works team. Mike Parkes was, therefore, in the enviable position of being able to design, build and race a car to his own specifications.

Brilliant as it was in 1962, the high revving 'little' 3-litre 250 GTO lacked the torque of its rival – the 3.8 Jaguar E-Type. Mike Parkes recognised that a 4-litre engine could be the answer and he ran a 250 GTO (3765 LM) as a prototype fitted with the bigger engine at Le Mans in 1962. For his 1963 challenger he built the car on the longer Superamerica chassis and kept the GTO front end but with a 250 Lusso-style rear end. The 330 LMB was born.

*RIGHT: The Maranello Concessionaires car that didn't get a blue stripe. Today RHD 4725 SA is painted yellow!*







Despite the 330 LMB 'muletto' Ch. 4619 showing great promise during the pre-season Le Mans trials in 1962 by becoming the first car to reach 300km/h on the Mulsanne Straight, the gremlins got into the cars during the actual 1963 race. The SEFAC-Ferrari car, Ch. 4381, survived for eight hours and was in 26th place until it lost its oil due to a loose filter. Ch. 4453 was the NART entry and went out shortly afterwards when, in the ninth hour after running a commendable third place, it retired with a damaged rear axle. Maranello Concessionaires managed to bring home the remaining LMB after a consistent, if not untroubled run, when Ch. 4725 distinguished itself with fifth place overall.

With just one season completed the 330 LMB immediately became obsolete both in terms of engine and chassis development. Instead Enzo Ferrari diverted

his attention to the 250 LM, which was unveiled at the Paris Show in October 1963. However, attempts to homologate the rear engine 250 LM failed and Ferrari reverted to a development of the famous 250 GTO, to become known as the '64 GTO'. This final GTO development was powered by the 3-litre engine and incorporated styling elements from the 250 LM.

After the 1963 Le Mans Ch. 4381 was sold to an Italian film producer who fitted it with a spider body by Fantuzzi. The original berlinetta body was subsequently replaced and the car passed to Fabrizio Violati for his Maranello Rosso collection. Talacrest traded a 500 Superfast with Violati for the LMB which went to a prominent UK collector who raced it extensively until 2010. Talacrest then sold the car on to a German buyer. 🇮🇹

## Ferrari 330 LMB Car by Car

**4381 SA** 1963 (March) Sebring 12 hours. Parkes and Bandini. Retired with split fuel tank after spin. Monza press conference car. 1963 (June) Le Mans 24 hours. Race number 9. Entered by Pierre Noblet-SEFAC-Ferrari. Driven by Noblet and Guichet. Retired with oil loss due to loose oil filter.

**4619 SA** Not raced. Pre-1963 Le Mans trials car. Parkes. First car ever to reach 300km/h on the Mulsanne.

**4453 SA** 1963 Le Mans 24 hours. Race number 11. Entered by NART. Driven by Gurney and Hall. Retired with damaged transmission.

**4725 SA** 1963 Le Mans 24 hours. Race number 12. Entered by Maranello Concessionaires. Driven by Sears and Salmon. Finished 5th place overall.





# IL PRIMO GRANDE FERRARI

A much campaigned historic Ferrari comes up for auction

Story by Peter Collins

Photography by Darin Schnabel for RM Sothebys







**T**his is numerically the first Ferrari to utilise one of Aurelio Lampredi's long-block V12 motors and this significant car in the history of the Prancing Horse will be sold by prestigious auctioneers RM Sothebys at their August West Coast USA sale at Monterey this year but, who was Aurelio Lampredi?

Born in Livorno in 1917, he was attracted to engineering and studied it with the University of Freiburg gaining a degree. In the run up to the great conflict of 1939-45 and, indeed, during it, he concentrated mainly on aircraft engine design. Probably because of the fundamental safety aspects of the requirement for an aeroplane to actually stay in the sky, his mantras became simplicity and reliability above all else. In later years he was to be responsible for the myriad of twin-cam engines utilised by Fiat in so many of their cars, not to mention the units employed in early Ladas and the V6 powerplants of Fiat's 130 series cars.

In 1946 Ferrari had placed all his hopes in the hands of Gioachino Colombo as his Chief Engineer and, in accordance with the regulations of the day, the latter had striven to design a Grand Prix engine within the new, post-war, 1500cc supercharged maximum capacity rules framework. Despite being far from unsuccessful, by the time 1950 came around there was considerable hostility being displayed in the top echelons of the Prancing Horse's engineer's offices as consistent success was far from being achieved.

Lampredi had rejoined Ferrari in 1948, having been with the company two years previously, only to leave to become Chief Engineer for what was to turn out to be a wholly unsuccessful new Isotta Fraschini road car project. His views on reliability and simplicity led him naturally to view the regulations then current in Grand

Prix racing from an alternative viewpoint. Colombo was trying to produce a world-beating car powered by the 1500cc supercharged rules option, but the alternative available was a normally-aspirated unit of up to 4500cc. Virtually the only team which had taken up this option was Talbot-Lago, as it suited them to utilise their sports/racing 4 litre straight-six.

Amidst growing resentment between the two engineers, hardly cooled by Enzo's constant entreaties to succeed, they each developed their own ideas in isolation. The continued general failure of the Colombo-powered Grand Prix cars to get the better of the immortal Alfettas was slowly encouraging Enzo to favour the ideas of Lampredi to the extent that eventually Colombo walked out, back to Alfa Romeo.

As well as the attraction of potential Grand Prix wins with a normally-aspirated, large capacity engine, there was another reason why Enzo considered it might be worth developing the project. As early as 1946, Luigi Chinetti, who had left Alfa Romeo before the war and ended up in the USA, revisited Modena and, during a desultory meeting with Enzo, tried to persuade him that there was, potentially, money to be made building cars for export to North America. Yes, Enzo thought, he might make a few cars for customers but, his main aim then and for all time afterwards, was to build and race cars that would beat the world. The concept of having to deal with customers was unattractive.

But the idea rattled around, constantly urged on by Chinetti from the USA and so Maranello turned to wondering if the big-engined Grand Prix car policy Lampredi was following worked, why not utilise the units in a sports car? And more than that, why not offer it for export?

As initially said, numerically the first incarnation of a car displaying Lampredi's big-engine policy handiwork





was chassis 0030 as seen here. Two cars were built, the other being 0032 and they were entered for the April 1950 Mille Miglia.

Basically, in true Ferrari tradition of the period, they were mix and match confections with longer chassis, as utilised by the 225 2.7-litre cars, clothed in similar Barchetta style as the Touring bodied 166s, into which had been fitted the new Lampredi units of 3322cc each. These were of 72mm x 68mm and produced about 220bhp. In Ferrari lore therefore, using the capacity of a single cylinder as its designation, they were officially Tipo 275S.

The two cars were to be driven in the prestigious Italian road-race by Alberto Ascari and Senesio Nicolis in 0030 and Gigi Villoresi in 0032. With the extra power of the big engines, tyre troubles intervened along with overworked transmissions and, while Villoresi led at Pescara, Ascari was down in fourth. Both cars retired soon after with failed transmissions, our 0030 on the Pescara to Rome section. Undeterred, two months later, Giovanni Bracco took the car to the fabulous road circuit of Vila Real in northern Portugal in June and, with Enzo urging on his beloved Grand Prix car development, Lampredi's first big engined GP car appeared at Spa for the Belgian Grand Prix with one of these 275 units during the same month.

The export road car idea was still extant and, by late summer, the capacity of the big V12 in GP racing had risen. Engine number 01 of the 340 series of these

units is recorded as being fitted to 0030 for the October 1950 Paris Salon. By this time, Touring had rebodied the car as befits a motor show appearance and it was finished in black with green interior.

340 indicated that the motor had grown to 4101cc and with three Weber 40 DCF twin-choke carburetors it developed a catalogued 220bhp and had a potential top speed of 137mph. Period pictures suggest it looked like a 166 Barchetta stretched to cover the increased dimensions of the new chassis.

It was possibly also shown at the April 1951 Turin Show, but definitely was back in Mille Miglia use that same month with Vittorio Marzotto at the wheel, partnered by Otello Marchetto. The car did not finish, but better times were ahead with Marzotto taking second place overall in the June Coppa della Toscana, following that up with a similar position in the Portugal GP before Mille Miglia hero Giovanni Bracco took the car, again to second place, at the Bolzano Mendola hillclimb in July.

0030 was now under fairly intensive competition use as it was run, only a week later, in the gruelling Coppa D'Oro Dolomiti by the Marzotto/Marchetto combo but failed to finish this rough, tough event but, incredibly, it was out again over the next two weekends running at the Susa Moncenisio hillclimb with Marzotto taking fourth overall. Bracco then took it to second at the nearby Aosta San Bernardo hillclimb. Intensive competition indeed!

*TOP: This car is credited with being the first Lampredi-engined Ferrari  
ABOVE: Drivers who sat here included Ascari, Bracco and Marzotto*





ABOVE: Originally fitted with a 3322cc '275' unit the car later received this 4101cc '340' engine

The pressure didn't stop there as the next weekend – how did they get the preparation done? – it was right down at the bottom of Italy, again with Bracco, failing to finish in the Giro della Calabria. This was followed up the next weekend, across the other side of Italy up near Rimini, with another of the Marzottos, Giannino, crashing the car on the sixth lap of the Coppa Adriatica at the Circuito Senigallia. In two months, 0030 had taken part in eight road races or hillclimbs, a remarkable achievement.

Less than a month later, repaired, 0030 was down in Sicily for the Targa Florio with Bracco at the wheel, but retirement ensued thanks to a faulty shock absorber. Not surprisingly, the car must have been getting a little tired by now and over the winter of 1951/2 it was rebodied again, this time by Fontana in Padua. The result was still a Barchetta but somewhat 'Vignaleish' in looks. Registered VI 22135 and part of Scuderia Marzotto it didn't start the early April Giro di Sicilia for which it had been entered, but ran in the following

month's Mille Miglia of '52. The crew were Gianfranco Comotti and Oreste Ronchi but a DNF was recorded.

On June 2nd 0030 took part in the Monaco Grand Prix that was run for sportscars in 1952 but mechanical problems stopped Piero Carini from finishing and three days later the car was back at Ferrari's factory for engine repairs. All must have been well as, once again, Marzotto G tried the Coppa d'Oro Dolomiti and achieved a second overall. The Crosaras then scored another DNF in the Giro della Calabria in August and a week later Carini tried his hand at the Circuito Senigallia.

0030 was back to being involved in an intensive competition calendar as five days later it was in the Pescara 12 Hours with Carini and six weeks later, its team owners having possibly taken a holiday meanwhile, it was further down the Adriatic coast in the Bari Grand Prix meeting scoring another DNF in the hands of Fabrizio Serena di Lapigio and Giovanni Bracco.

In May 1953, Angelo Bacchini della Palme di Venice acquired the car and entered it in the next year's Mille








Miglia registered VE 24261, but 0030 must have been getting a little war-weary by then and over the winter of 1954/5, it was sent to Scaglietti for another rebody before being taken over by one Franco Marzola of Milan registered MI 276191. Marzola was possibly a dealer as, a week later, 0030 passed on to Aurelio Cordara, also resident in Milan. The latter only kept the car until March 1957 before he returned it to Marzola.

The end of June that year saw the first of Two Races of Two Worlds when Monza authorities organised an America versus the rest-of-the-world 'Monzanapolis' race around their newly finished banked track, intending to attract the roadster racers then in use at the Indianapolis 500. Several of these made the trip but the 'Rest of the World' was half-hearted. Maserati put a 3.5-litre V12 into a 250F and three D Type Jaguars were entered but it was to be 1958 before any serious efforts were made by the European establishment. Meanwhile, for the 1957 event, anybody who felt they might have a chance turned up and 0030 was out being campaigned in qualifying. However good the car was, at seven years old it was never going to set the world alight and

Denis Jenkinson, in his *Motor Sport* report of August 1957, stated that 'Borniggia did a great number of laps with an old and tired 4.1-litre sports Ferrari but failed to qualify.' The car had been entered by Scuderia Cotrona of Rome to be driven by Mario Borniggia and Jean Lucas.

By 1958 0030 was in Naples with Vincenzo Sorrentino before crossing the Atlantic to Carrol Mills, VT, USA. Then, in 1961, it was acquired by Peter Markowski, also in the US, and he kept it for 38 years before it moved on to a William Jacobs of Joliet, Illinois in 1999. Finally it returned to Europe in 2003 into the capable hands of Michael Willms who continued its competition career, but by now in historic. Finally, the current vendor, Alexander Rittweger took over ownership in May 2009 and 0030 will return, once again, to the USA to be sold by the prestigious RM Sothebys combo at the August Monterey historic festival.

The combination of a car with such a long, remarkable and well-documented competition career and the fact that it is numerically the first-ever Ferrari to utilise one of Aurelio Lampredi's 'long-block' V12 makes this a very significant event indeed. 

**ABOVE:** Chassis 0030 has carried bodywork by both Touring and Scaglietti. The car was raced extensively during the 1950s





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# Alfetta Gt

An in-depth review of the fast appreciating and highly revered classic Alfa Romeo coupe

Story Ruoteclassiche and Maurizio Schifano  
Photography Archive Quattroruote and Auto Italia





The success of the 105 series Giulia GT had reached its peak when Arese's engineers started thinking about a replacement. The 1750 GT Veloce was launched in 1967, and its mechanics provided the basis for an all new Alfa Romeo coupe, specifically designed for the 1970s.

The project was actually launched back in 1968 and Giorgetto Giugiaro, who had just started his own Italdesign business, was entrusted with the task of studying the lines of the new car's body. On the verge of the 1970s, it was clear that the traditional coupe concept, (a low two-seat sportscar) was outdated and needed a serious re-think. New, smart compact saloons, such as the BMW 2002, had just appeared on the market. They performed just as well as sportscars but their higher comfort and better luggage capacity were quickly capturing the market for sporting drivers. Giugiaro received a very clear brief: he was given freedom of design provided the new Alfa coupe comfortably accommodated four people and allowed plenty of space for luggage.

Taking inspiration from the Giulia GT, Giugiaro retained its wheelbase and expanded the roof to the maximum length and moved the balance of the shape to the rear. The sharply inclined windscreen and the hint of a spoiler on the cut off tail gave the car an agile and lean look.

The first sketches of the new GT indicated that Giugiaro clearly knew what he needed to do. Some early details, such as the retractable headlights and the doors stretched out towards the tail, would be subsequently replaced by more conventional designs.

However, among the many ideas, the intended bonnet overlapping the lower windscreen frame to form a fairing for the wipers, an innovation particularly dear to Giugiaro, was severely criticised by the Alfa Romeo technicians. They were incapable of grasping the aesthetic modernity and aerodynamic functionality of the feature. Giugiaro's work competed with Alfa Romeo's in house design department, but eventually he got the better of the design team which was disbanded at the beginning of 1969.

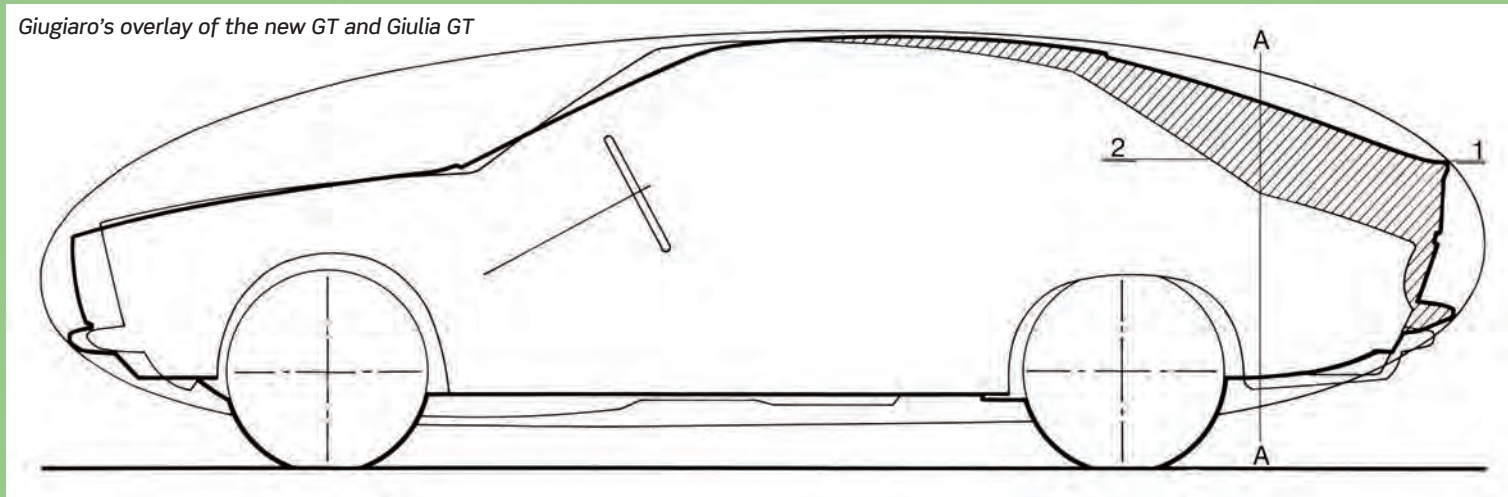
Giugiaro completed the task and delivered his design to Alfa Romeo, but it took a long five years before the car would see the light of day. One of the many reasons for the Alfetta's delay was certainly the requirement for new mechanics. The engineers decided that the new coupe would be an Alfetta GT, featuring mechanics derived directly from the new Alfetta saloon which introduced some changes to Giorgetto's original sketches. The body design was one of the first to be fully developed with computer aided design.

The first prototype was ready in April 1970. The windscreen was less inclined and the bonnet did not overlap the windscreen. The interior design was completed in January 1971, while the final prototype was signed off in July of the same year, followed by a long series of fine tuning operations. Due to the protruding details of the car's body and the bluff shape of the nose, the wind tunnel tests recorded a 0.391 CX, which was unacceptable. The road tests proved the need for two additional front half spoilers and finer suspension calibration. The Alfetta GT was officially presented in June 1974.

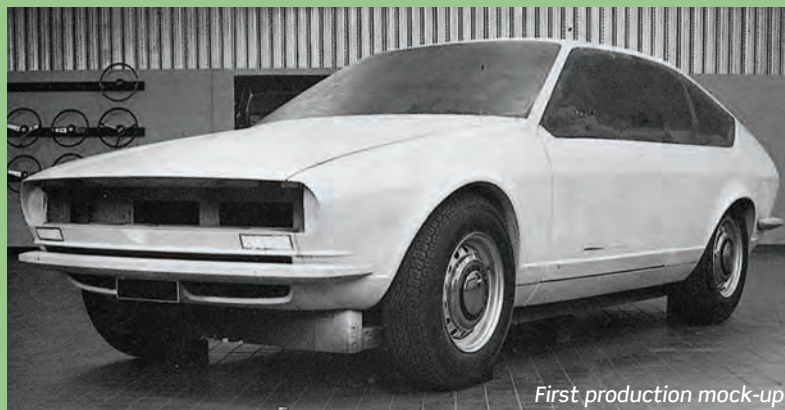




Giugiaro's overlay of the new GT and Giulia GT



Montreal-style headlight idea



First production mock-up

The prototype used for the wind gallery tests at the Stuttgart Polytechnic school, shows Montreal-style hooded headlights, abandoned later on in the final prototype. The white mock-up was used for the first Alfa Romeo prototype. The sketch compares the profile of the Giulia GT with the lines of the Alfetta GT.

#### ORIGINAL SKETCHES BY GIUGIARO



#### RETRACTABLE HEAD LIGHTS

Giugiaro's first design previewed the lines of the final car. The refined aerodynamics featured a lower nose, retractable head lights and a bonnet which overlapped the windscreen and protected the wipers. Note the extensive glass surfaces.



#### ELONGATED DOORS

The second design shows a more traditional front, although personalised by a twin-blade bumper. Doors are elongated to enable easier access to the rear seats. The side windows stretch out towards the tail and already show the final look.

#### CLOSE TO THE FINAL DESIGN

In the last design the doors look more standard. The roof, the headlights and the air vents are very close to the final shape. The engine compartment air vents disappear in the final version, as considered unnecessary, whereas the bonnet protecting the wind shield wipers remains.







ABOVE: First series 1974 cars. Giugiaro's intention was that the windscreen wipers would be covered by the bonnet but this was vetoed by Alfa Romeo

### 1974 ALFA ROMEO ALFETTA GT

The launch of what may be arguably defined as the last real Alfa Romeo Coupe unfortunately coincided with the first Italian economic and World oil crises of the 1970s. The car appeared on a market that had lost interest in coupes. In subsequent years, the new two-volume fast and powerful hatchback models, which were at the same time comfortable and fuel efficient, ruled the market in this car segment. However, a few customers still believed in the future of coupes, so Alfa Romeo's top management remained strongly committed to adding a coupe version to its model range, driven also by the need to deliver to the market the product of six years of research and design effort. The Alfetta GT was finally ready in 1974, in the same year that Orazio Satta Puliga, director of Projects and Testing since 1946, passed away. No further really innovative projects were ever attempted thereafter, and this remains one of the reasons why the Alfa Romeo company eventually ended up in the hands of Fiat. In the light of this, the importance of the Alfetta GT was even greater.

Unfortunately the new GT did not meet its targets, as it was strongly hoped even though it had a lot to offer. The engines – the same as in the sedan launched in 1972 – were sophisticated and innovative and the wheelbase was made shorter by 11cm. The big difference was the transaxle gearbox and de Dion rear suspension. The exact weight distribution between the two axles (50/50) translated into an almost perfect balance with safe and enjoyable road behaviour. The car had a natural tendency to oversteer and this was reduced by adjusting the suspension setup, which made the car slightly understeer and more manageable when lifting the foot from the accelerator pedal. The extensive testing sessions on prototypes improved the mechanics significantly. However, poor gear change operation, an inherent fault common to the entire Alfetta range due to the transaxle transmission, persisted.

It should be noted that the Alfetta GT was one of the first Alfa Romeos to have a progressively deformable body shell, designed to meet increasingly stringent safety regulations, and for this reason it met all the USA crash test requirements. A total of 21,947 examples were manufactured up to 1976, plus one further model in 1979. Today, it is not easy to find



specimens of the 1800 engine series that remain in good condition and they are not highly valued.

### 1976 ALFETTA GT & GTV

The disappearance of the old 105 series Giulia GT from Alfa Romeo's price list in 1976, which in the final series was available with 1300, 1600 and 2000 engine options, made space for a range expansion for the new coupe. Manufacture of the 1.8 Alfetta GT began alongside the Giulia in 1974 but also ended at the same time in 1976. Two new versions replaced it, the 1.6 Alfetta GT and 2.0 Alfetta GTV. The name 'Alfetta' officially remained in the price list, although it disappeared from the written identification on the cars. The external and internal changes were very modest and were mainly driven by small aesthetic and functional fine tuning, as well as the need to distinguish the two versions visually. From a technical point of view, the differences compared to the 1800 were of course the performance; moreover, the GTV (Veloce) also featured further stiffened suspension. From 1978 onwards the latter version, under its new name GTV 2.0 L, was equipped with a more powerful engine, 130hp instead of the 122hp of the previous series. The 2.0 L featured even stiffer rear shock absorbers, resulting in more neutral cornering behaviour, while the braking system was now completely exempt from the so called 'fading' effect. The luggage compartment and the glove box were now fully lined. New cloth upholstery for the seats and the door panels was also available. Also, from 1978 onwards, the windscreen and the rear windows had improved weather protection being attached by conventional rubber seals rather than being bonded to the bodyshell.





The 1.6 GTs were not performing well enough and did not appeal to the target Alfisti. Only 16,923 examples were manufactured up to 1980. Rarer, but not as sought after as the 1800, this version has a similar value today. The GTV and GTV 2.0 L instead, are certainly the most successful Alfetta coupes, thanks to an excellent balance between performance and running costs. The former was produced with 31,267 examples until 1978; the latter in 26,108 units until 1980.

#### 1980 ALFETTA GTV 2.0 & GTV6 2.5

At the end of the 1970s Arese's coupe reached maturity and top sales. However, Alfa's management realised that its survival was linked to the ability to stack up against the competition that, in this specific car segment, relied on higher displacements and consequently on higher performance. Customers were now ready to tolerate the relative discomfort of a coupe only if rewarded in return with powerful acceleration, and maybe accompanied by the music of a six-cylinder engine. The oil crisis had become history and optimism for the new decade made the idea of a higher bill at the filling station more acceptable.

Alfa Romeo decided to eliminate the GT 1.6 from the

range and added the new GTV6 equipped with the six-cylinder engine from the Alfa 6 saloon, but with the benefit of Bosch injection. From an aesthetic point of view the car underwent only a slight revamp. The new bumpers were made from plastic and chrome details were no longer present, the rear mirrors were rectangular and wider, the air vents were newly shaped and in plastic, and the optional alloy wheels were a new design. The interiors were different, especially the dashboard, which appeared more conventional. In effect this was a second series version.

Ultimately, the GTV was ready to face the new decade head-on. The behaviour of the so called 2.0 basic version differed little from the previous series. The torque was slightly greater, the power delivery smoother and the acceleration brisker – to the detriment of fuel consumption. The GTV 2.5, with its powerful 160hp V6, reinforced gearbox, twin-plate clutch, ventilated front brake discs, 15-inch wheels with large section tires and sportier calibrated suspension, featured incredible acceleration and exciting performance. It succeeded in challenging even the Porsche 911 SC and the Ferrari 208 GTB. The consumption, obviously, depended on the displacement and the performance.

*ABOVE: Detail differences between the 1976 1.6 with rear air vents and the 2.0 sporting the 'GTV' logo*

*BELOW: External differences between the 1980 GTV 2.0 and GTV 2.5 V6 were mainly confined to the bonnet*







This second series Alfetta was produced until 1986 and underwent a slight facelift in 1983. In all, 10,352 examples of the 2.0 were manufactured until 1983, 7296 from 1983 to 1986. 11,468 units of the 2.5 were produced until 1983 and 10,912 from 1983 to 1986. Today it is not so easy to find cars in good order and especially in original condition, since many of them have been modified – often in bad taste. The 2.0 is more widespread in Italy and has a relatively lower value. The 2.5, on the other hand, is more widespread outside of Italy, and its value is rising steadily.

### 1983: THE FINAL FACELIFT

The light restyling undertaken on the GTV in 1983 with the official loss of the name 'Alfetta', was aimed to better harmonise the bodywork with the external detail finishes. Two rubber bumper profiles were added to the sideline, and the lower part of the flanks was painted dark grey to link up visually with the bumpers. The window frames were now dark grey and rear view mirrors painted to match the bodywork. A tinted heated rear window became part of the standard equipment. Among the standard equipment of the GTV6 2.5 there are headlight washers, electrically powered windows and alloy wheels, while the metallic



paint could be ordered at no extra charge. The colour range included Alfa Red, Metal Black, Metal Cloud Gray, Metal Light Grey.

*BELOW: The idiosyncrasies of the GTV were finally ironed out specialists like Alex Jupe Motorsport*





## ALFETTA GTV SPECIALS



South African GTV 3.0 V6



GTV 2.0 Turbodelta

Much appreciated outside of Italy since introduction, the Alfetta GT and GTV were produced in a variety of special versions. The 'America' version was equipped from launch with a 2.0-litre engine and Spica injection system in order to meet the US emission requirements.

The GTS (1600) and the GTV Strada (2000) versions for the UK market featured particularly attractive packages, including additional accessories and chrome details. The mechanics were the same as the models with the same capacity that were available for sale in Italy.

In 1977 Autodelta, in response to a request from the German Alfa Romeo distributor, manufactured the GTV 2.6 V8 equipped with the engine from the Montreal. Produced in about 20 specimens, this car boasted real supercar features of 200bhp, acceleration from 0-100km/h in 7.5 seconds and a 230km/h top speed.

In 1979, in order to obtain Group 4 homologation in the World Rally Championship, Autodelta prepared a special version equipped with a special KKK turbocharger, customized pistons, rods and camshaft and a high pressure electric fuel pump. Under the name of GTV 2.0 Turbodelta, this version had a power output of 150hp and a top speed of 215km/h. With a rather showy livery, this special was produced in around 440 units until 1980. However, despite the effort the racing version proved unreliable and failed to produce significant racing results.

The GTV Grand Prix was presented in 1981 and based on the standard production GTV 2.0. Around 650 examples were produced, all in Alfa Red to commemorate participation of the marque brand in the F1 world championship. The livery and interior were new, including seats upholstered in striped black and grey velvet, red floor carpeting, leather steering wheel



### 1974 ALFETTA GT

The rectangular mesh grille in black plastics is recessed with respect to the front. There are no slits below the grille; the rear lights are chrome framed. The 'Alfetta GT' logo is on the rear door. The air outlets are finned and in metal sheet.



### 1976 ALFETTA GTV

The horizontal grille features two chrome strips. The central part of the grille squares up with the front. The slits are below the grille. Bumpers are equipped with rubber overriders. The wheel rims feature square holes. The lights are not chrome framed. The plates bear the GTV sign.



### 1980 ALFETTA GTV 2.0

The shield on the grille is simplified and smaller. The newly shaped bumpers are in grey plastic. Chrome strips are matt black. The wheel hubcaps are dark grey. The lights are in one piece. New design for the model identification plates.



### 1980 ALFETTA GTV6 2.5


The bonnet bulge covers a larger engine. The front bumper has headlight wipers. The newly designed alloy rims are the same as the 2.0 but they are 15 inch wide and fixed by five bolts instead of four. The exhaust pipe is on the left-hand side and straight.

and a serial number tag on the dashboard. The mechanics, however, was strictly standard.

Finally came the GTV 3.0 V6 produced from 1984 to 1985. Developed solely for the South African market it sported a Naca outlet on the bonnet bulge. The engine displacement was increased to 3.0 litres with a power output of 186hp. Around 200 examples were manufactured in order to obtain Group 1 homologation. Among all these versions the only one with a relatively high value today is the Turbodelta. The Grand Prix version is much sought after, mainly due to its rarity, and is valued accordingly

## AUTODELTA ALFETTAS

The racing qualities of the Alfetta GT were exploited with an official return by Alfa Romeo to the racing world. Powered by the 2.0-litre engine designed for the US market, but not yet available in Europe, it was efficiently prepared by Autodelta. The car raced in Group 2 of the 1975 Italian Rally Championship and achieved important results in the 8th Elba Rally, with first place for Amilcare Ballestrieri and fourth place with Jean Claude Andruet. No more results were achieved until 1978 when the Alfetta was victorious in the Italian Championship and in 1979 it took fourth place in the European Championship.

The only important result for the GTV 2.0 Turbodelta version, which was registered in Group 4, was a victory in the Danube Rally in 1980 driven by Pregliasco and Reisoli. The GTV6 2.5 was registered in Group A by private teams and won the Italian Rally Championship again in 1982 and was outstanding in the Tourism European Touring Car Championship with first places in 1982, 1983 and 1984 respectively. 





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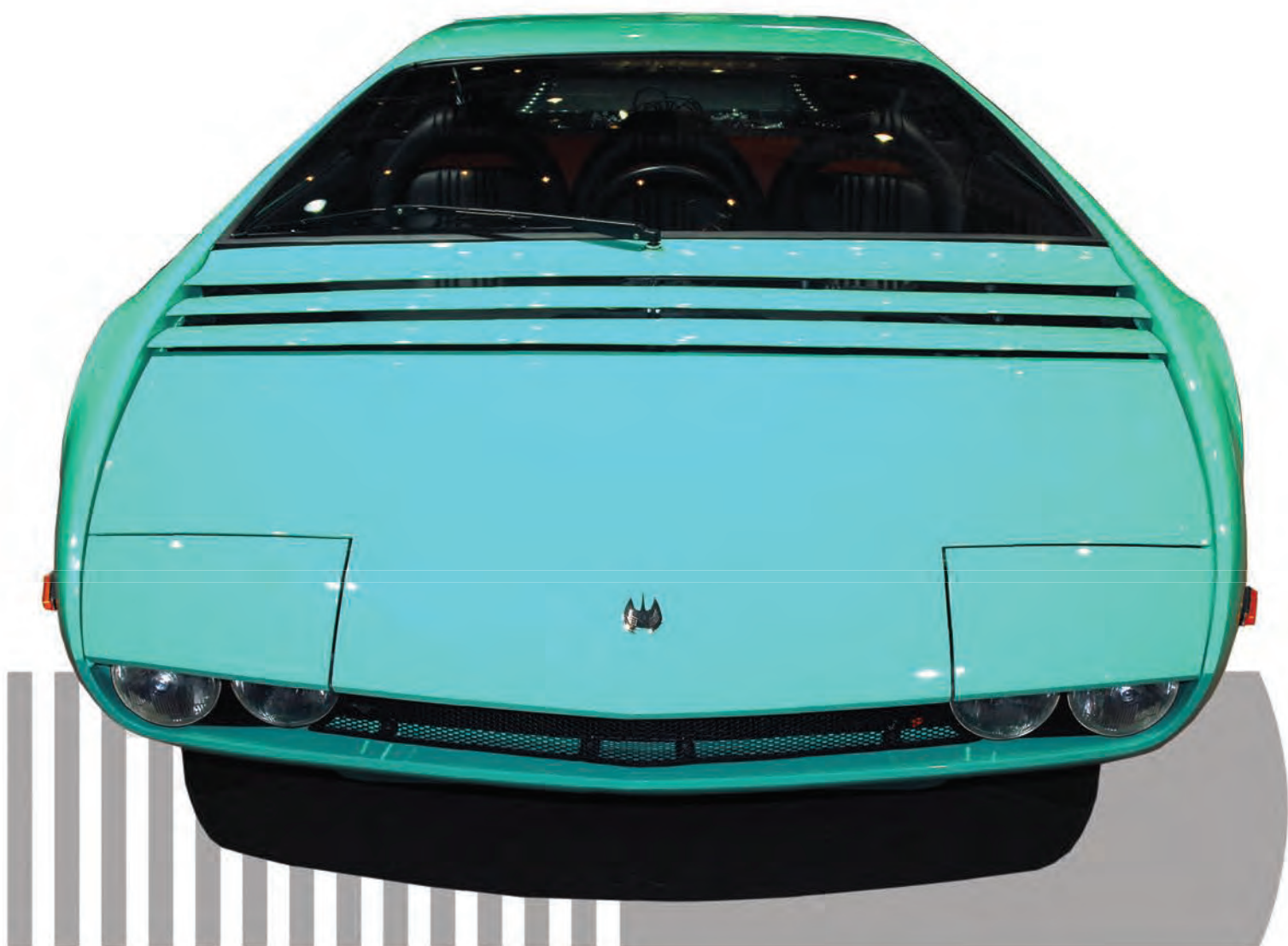
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# ‘Carrozzeria’ Italdesign

Giorgetto Giugiaro was responsible for hundreds of car designs and show cars and as such qualifies as an evolution of the traditional Italian coachbuilder

Story by Elvio Deganello  
Photography by Archivi Deganello and Auto Italia



# GIUGIARO





1968 Bizzarrini Manta

**G**iorgetto Giugiaro was born August 14th 1938 into a family of painters in Garessio (Cuneo). His vocation was as an artist, but he completed his art studies with technical drawing. In June 1955, Dante Giacosa, the head of design at Fiat, noted the student's car designs in the end-of-year school exhibition. He realised that Giorgetto Giugiaro had talent and offered him a position at Fiat. The seventeen year-old boy entered the Ufficio Pubblicazioni Tecniche (Office of Technical Publications), then moved on to Studi Stilistici Vetture Speciali (Research department for styling special automobiles) directed by Ing. Fabio Luigi Rapi. Giorgetto amazed the head office management and his colleagues by using the 'chiaro scuro' technique of drawing (strong contrasting light to give an almost three-dimensional effect). Ing. Rapi invited other designers to draw in the same way. Giugiaro was gratified by Rapi's words, but the bureaucratic structure of the company stifled his creativity.

In 1959 a friend of Giorgetto Giugiaro showed Nuccio Bertone a sketch by the young designer. Bertone was impressed by Giugiaro, who was about to leave for conscripted military service. A soldier's pay was not enough to buy Giorgetto a new pair of skis, so he agreed to do some work for Bertone in a room that the coachbuilder rented near the military barracks. In that room Giugiaro designed the Alfa Romeo 2000 Sprint that the Portello management wanted to build in series, so when Giugiaro's military service ended Bertone hired him as a draftsman.

From expert coachbuilder Nuccio Bertone, the young designer learnt every technical, industrial and commercial detail about creating cars. In 1965, feeling secure with this new knowledge, he went direct to Ghia Centro Stile. Giugiaro subsequently left Ghia when its new owner, Alejandro De Tomaso, wanted to control everything, even the design.

On February 7th 1968 Giugiaro became a freelancer and founded Ital Style. He was also a consultant to develop the Ghia series production of the Isuzu 117, which was designed by himself in 1966. There was much work to do so Giorgetto met Aldo Mantovani of UTIVV (Ufficio Tecnico Industriale

Vetture), a service company with a combination of skills. Mantovani was an expert in engineering, Luciano Bosio dealt with management and methods, and Gino Boaretti with equipment.

The meeting of minds was explosive, Ital Style by Giugiaro and UTIVV directed by Mantovani would have huge potential if they joined forces. From design to production they could develop 'turn-key' prototypes. Suzuki and Alfa Romeo were eager to see the work of Giugiaro and Mantovani as a team. But to sign the contracts they needed to rapidly form a new company. Giugiaro and Mantovani were quick to submit documents before a notary but did not know what name to give the company that they had created, so they invented the company name Studi Industriali Realizzazione Prototipi SpA, which was recorded on February 13th 1968 with its headquarters in Via Tepice 16 in Turin. Shortly after Giorgetto launched the brand Italdesign, a title that would revolutionise the design world because it catered not only to individuals who wanted to stand out with an exclusive car, but also to additional industries to give aesthetic quality to their products. Famous examples are the Nikon F1 camera and the glass 'bubbles' on bottles of fizzy water.

The combination of Giugiaro and Mantovani was successful, their work increased and as a result the premises at Via Tepice 16 were no longer big enough and work began to build the building of 27,000sqm in Moncalieri (since expanded to 50,000sqm).

Italdesign influenced the aesthetic taste of recent times with millions of cars being built in series to Giugiaro's design, but in the best tradition of Italian coachbuilders Italdesign also created some unique specimens. The novelty is that the individual pieces created more customers, but less users. Most of the prototypes remain in the company and serve to demonstrate Italdesign's capabilities.

This feature concentrates on the one-offs by Giugiaro that best express the art of the Italian master designer. It is impractical to describe them all on these pages, but we can mention some of the most representative. The first is the Bizzarrini Manta. It was the calling card of the newly formed Italdesign at the 1968 Turin Motor Show. A continuous line from the





1969 Alfa Romeo 33 Iguana



1969 Fiat Abarth 1600



1972 Maserati Boomerang

front to the tail defines the side, which is highlighted by the eleven holes on the sills below the doors and two groups of five slots on the roof. Under the windshield three thin slits emphasize the width and the bonnet is slightly hollowed out in the centre. The tail is cut high to give the feeling of stability and power and the bumper repeats the graphic motif of the headlights. The windshield of the Manta is tilted by 15°, which caused some scandal. "Below 30", said the experts, "you do not see anything." But Giugiaro knew that the recent reduction of thickness made possible by using plastic laminated safety glass opened up new perspectives.

In 1969 Italdesign presented the Alfa Romeo Iguana, which had its entire bodywork finished in brushed steel. In this way the material forming the structure became an aesthetic element. In the same year Giugiaro presented the Fiat Abarth 1600, with its high square tail evoking strength and the short, sharp nose, suggesting agility. The VW Porsche Tapiro of 1970 continued the wedge theme with its sharp edges, tight lines and angular glass, which anticipated the geometric wedge shape of the Alfa Romeo Caimano (1971) and Maserati Boomerang (1972).

The wedge concept was less pronounced on the Audi Asso di Picche (1973) and the Maserati Medici (1974), while Giugiaro surprised observers with his Alfa Romeo Taxi created for the MoMA (Museum of Modern Art in New York). The Taxi was designed purely as a service vehicle, so did not need to be noticed. It was a practical design based on the requirement to be small in traffic yet provide comfort for passengers who must be able get in and out easily. Therefore, Giugiaro concentrated on the interior design and provided a completely flat space by running the sills under the floor. Recesses were dropped into the floor for correct passenger posture and the roof was raised to allow a more upright sitting position.

Developments for the MoMA Alfa Romeo Taxi inspired the Lancia Megagamma of 1978, where the functionality was placed in the foreground without compromising the low, flat and slender styling of a beautiful concept. The Megagamma was built and ready for production, but the Fiat Group missed the





LEFT: 1971 *Alfasud Caimano*, note the steep rake on the windscreen  
ABOVE: 1974 *Maserati Medici* 1 six seater hatchback



1976 *Alfa Romeo New York Taxi*

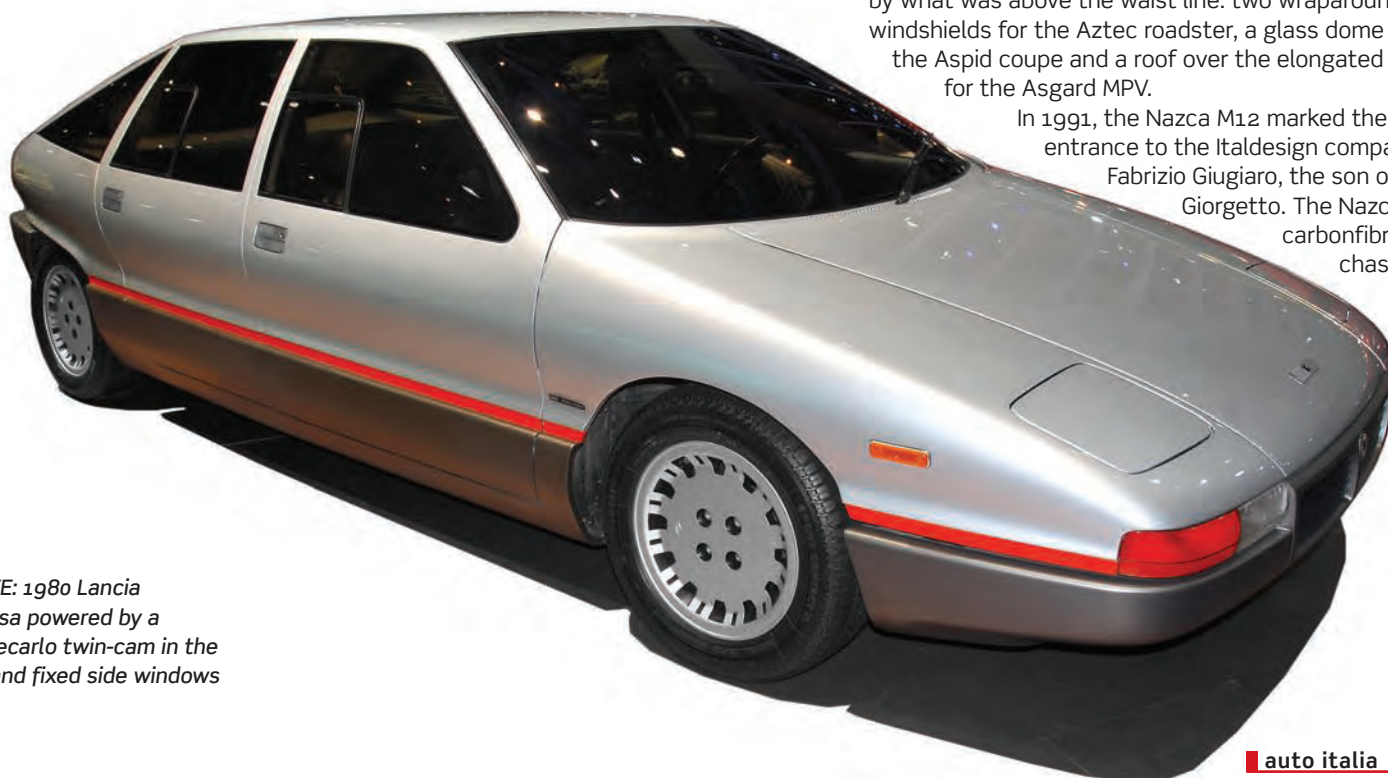
opportunity to open a dialogue with the customer audience that would appreciate a more advanced car to service their requirements. As a result, six years later, the Renault Espace became the first vehicle to capitalise on the new MPV market.

The Italdesign M8 of 1978, in contrast to the Megagamma, was low and long to reconcile maximum space with minimum drag. In 1980, the guidelines of the M8 were transferred to the Medusa, it had a rear engine sourced from the Lancia Montecarlo, which allowed a very sharp front and a very broad cockpit. In the quest for maximising interior space the Medusa had windows that were glued to the doors to reduce thickness eliminating the need to raise and lower glass. Communication was through apertures let into the glass.

The Panda debuted in 1980. Designed by Giugiaro for Fiat, Italdesign offered two custom-built versions with a 4x4 drive system developed by themselves to demonstrate the technical capabilities of the company.

Sometimes Italdesign went to great lengths to research possibilities that bordered on fantasy, this was the case of the Capsula of 1982. It was a car that appeared to be made from Lego bricks but was, in fact, the union of a platform equipped with multifarious superstructures to be embedded at will to transform into a sedan, barchetta, tow truck, and other permutations. The Capsula appeared to be quite rational when compared to the extravagance of the Machimoto of 1986. With six long motorcycle-style saddles to ride in the open air, the Machimoto was a fun alternative to the more traditional vehicle concepts. This leisure theme was extended in 1988 to the trio of Aspid, Aztec and Asgard concepts that celebrated the 20th anniversary of Italdesign. Below the waist line the three cars shared a common stylistic element that reflected the appearance of a military helicopter, with windows in the bottom of the doors and service panels on the rear wings. The individual identities of the Aspid, Aztec and Asgard are defined by what was above the waist line: two wraparound windshields for the Aztec roadster, a glass dome for the Aspid coupe and a roof over the elongated nose for the Asgard MPV.

In 1991, the Nazca M12 marked the entrance to the Italdesign company by Fabrizio Giugiaro, the son of Giorgetto. The Nazca's carbonfibre chassis, the



ABOVE: 1980 *Lancia Medusa* powered by a Montecarlo twin-cam in the rear and fixed side windows





1978 Lancia Megagamma



1978 Italdesign M8 had a CX of 0.24



1980 Lancia Medusa



1980 Fiat Panda 4x4 Strip



1986 Machimoto with six in-line seats



mid-mounted engine and rear opening bodywork were inspired from Group C racing cars. The glass hinged doors attached to the steel structure of the roof were removable to change the configuration to a spider. The engine was the powerful BMW V12, the same engine that equipped the 1992 Columbus, a vehicle which celebrated the 500th anniversary of the journey to America by Christopher Columbus. Columbus was an MPV of considerable proportions, unusual shapes and brimming with technology. It had a carbon body, four-wheel drive and four-wheel steering. The cockpit had an elevated section like a Jumbo Jet with passengers occupying comfortable 'first class' armchairs in a clearly separated living room. Very comfortable, but very expensive.

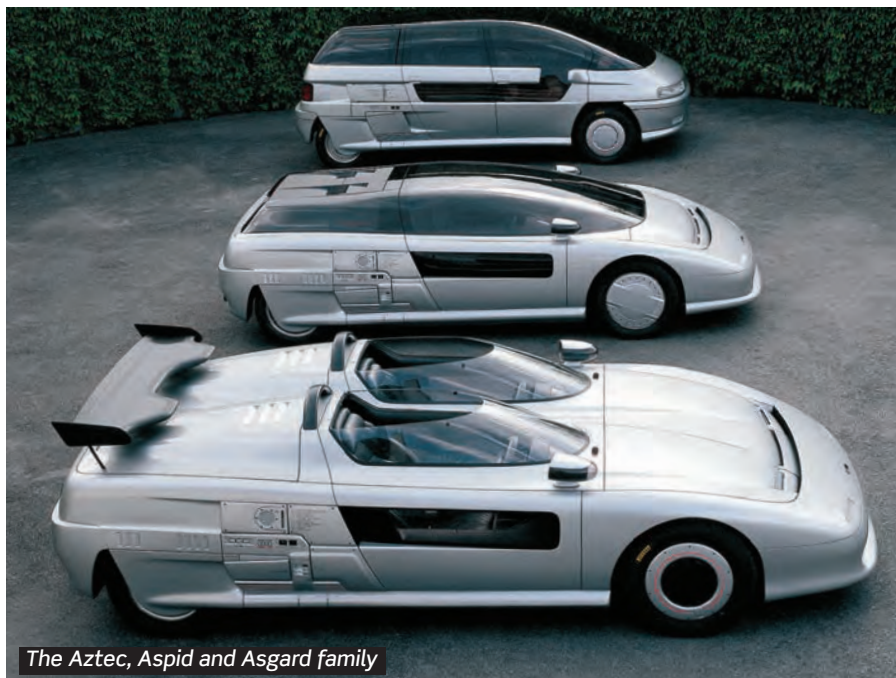
At the other end of the spectrum came the Giugiaro Lucciola in 1992, a small economy car based on the Fiat Cinquecento platform. The forward windshield design helped create the appearance of a mini MPV. The Lucciola 500 was a creative, practical concept that could be put into mass-production in a very short time. But again Fiat lost another great opportunity and, after it rejected Italdesign's proposal, Giugiaro turned the Lucciola design into the Daewoo Matiz, which achieved great international success.

In 1994 Fiat invited eight coachbuilders to build a series of custom-built cars to promote its all-new Punto. Italdesign offered the Firepoint with its aerodynamic shape dominated by the transparent domed roof that recalled the cockpit of a fighter plane. For access Giugiaro repeated the solution adopted in the 1991 Nazca: the doors opened conventionally, while the windows were raised gullwings and were removable to switch the coupe into a spider configuration.

The Firepoint's two stage passenger access function was passed on to the 1995 Daewoo Buhrane. Its elegant, soft and sensuous shape was as smooth as a sculpture by Henry Moore. The Buhrane was a four-seater coupe with 1960s styling references with a long bonnet, long wings and the rear body blending into a hatchback. If desired, the Buhrane could also be converted into a spider.

*ABOVE: 1978 Capsula had a common base powered by a flat four engine allowing numerous upper body permutations*





The Aztec, Aspid and Asgard family



1981 BMW Nazca



The Fiat that became a Daewoo

Also in 1995 the Calà was created and attributed to Fabrizio Giugiaro. The car arose from the careful study of the 'Spirito Lamborghini'. The headlights were recessed in the bonnet as they were on the iconic Miura and the engine air vents were projected from the rear wings in modern Lamborghini tradition. The Calà was well designed and built from lightweight materials as a practical 2+2. Three examples were built in anticipation of production, but regrettably the Calà was cancelled in 1999 when the Lamborghini became part of the Volkswagen Group.

**BELOW:** The Calà was commissioned by Lamborghini just before the VW takeover and sadly did not make it to production

In 1999 the company name was changed to Italdesign Giugiaro, which is a convenient point to close the first part of this story and continue in a future edition of *Auto Italia*. 🇮🇹









# Lancia Legends

A detective story concerning the true identities of the Lancia Fulvia F&M Specials

Story by Ruoteclassiche/Emanuele Sanfront  
Photography by Ruoteclassiche/Wolfango and Auto Italia

In 2004 Auto Italia published a feature on the F&M Specials. Simon Park went to see Claudio Maglioli, the instigator of the project, at his home in Biella. Maglioli still owns F&M No 1 Muso Nero (black nose) and he related the story of how the cars came about and confirmed their identities. In the meantime F&M No 2 Muso Bianco (white nose) appeared at the Silver Flag hillclimb in 2014 being driven by its new owner Federico Buratti. This feature records the restoration of Muso Bianco and Simon Park brings the complete F&M story up to date.

## BACKGROUND STORY

The story behind the development of the F&M Special begins with the Daytona 24-Hours and Sebring 12-Hours in which Lancia participated with a Sport Zagato prototype. The car performed well, but the drivers suffered great discomfort from inhaling petrol fumes inside the small cockpit and the high cabin temperature. On the flight back to Italy, test driver Claudio Maglioli jokingly suggested to Cesare Fiorio that Lancia should produce a spider prototype to compete in the upcoming Targa Florio. Running in an open car, drivers would breathe and perform better, especially from a physical point of view. Fiorio agreed that it was a great idea. However, the only cars on hand were the Fulvia Sport Zagato and the Fulvia Coupé HF. There was no other option. So Maglioli offered to turn the Fulvia Coupé HF into a spider, to make the car lighter without losing its typical Lancia lines. Fiorio embraced the idea and when he returned to his office, he made some calculations and delivered to Maglioli an old Fulvia Coupé Rallye 1.3 HF (registered in October 1967) and set a customising budget of one million lire. Maglioli did the job to the best of his abilities, and spent 850,000 lire on the first example.



F&M Special 'Muso Nero'



F&M Special 'Muso Bianco'





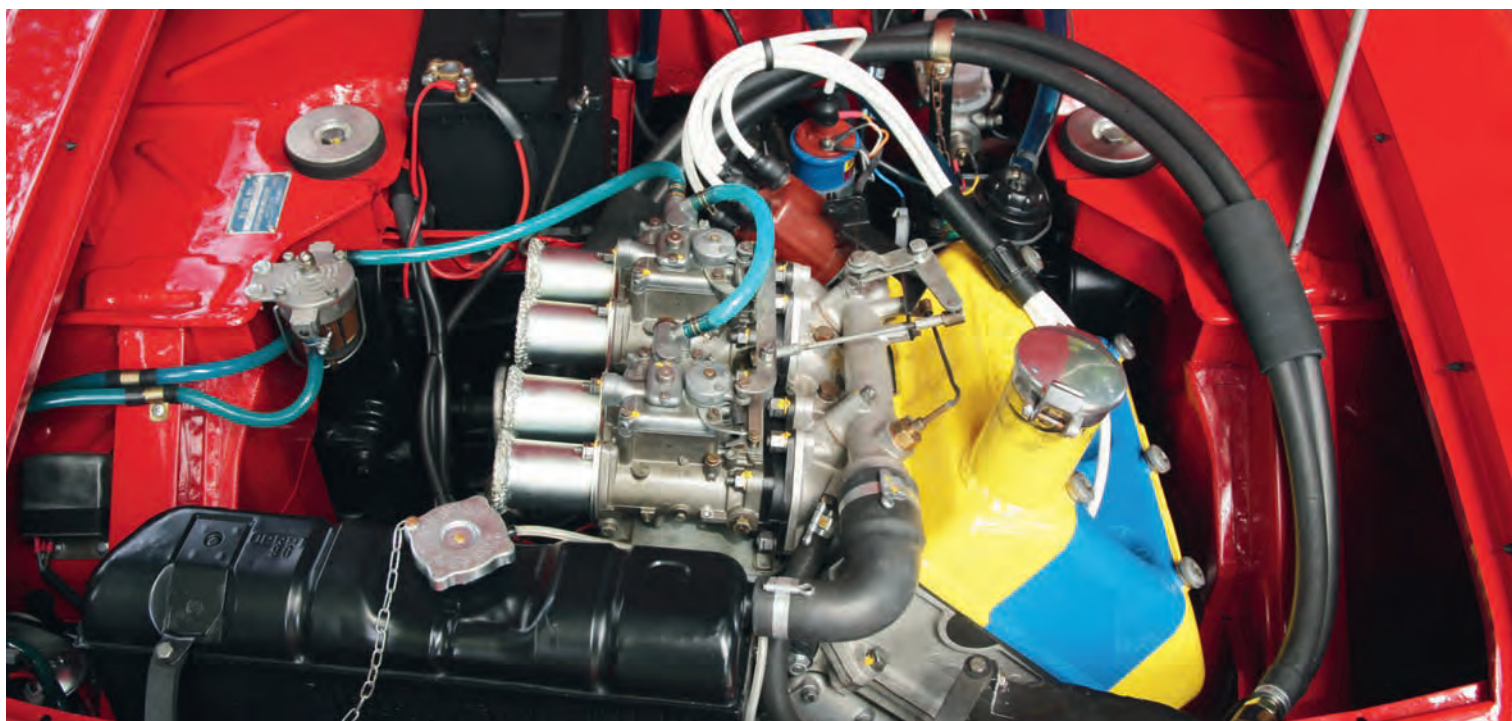
From the day the chassis was delivered to Maglioli's workshop, to the first tests on the roads surrounding Biella, only 40-50 days had elapsed, a record time. The rear and the front right passenger seats were removed, the front side of the windscreen was reduced and all the unnecessary parts were eliminated (such as the inside coverings and the windows). After removal of the roof, the chassis had to be significantly reinforced to keep the car firmly on its wheels. As a result, the car was about 200kg lighter than the coupé it was derived from. It was decided to fit a 1.6-litre engine. The suspension was altered, improved, made lighter and adjusted to match the weight reduction. A front leaf spring with fewer leaves was fitted, the shock absorbers were recalibrated and adjustments made to improve the car's stability.

When compared to the Fulvia Coupé HF, not only was the F&M Special lighter, easier to handle and faster, the acceleration and braking were also improved. However, it was not easier to drive. Although keeping the car well placed through the bends was not as hard on the driver's arms, the car required experience because of the fierce limited slip differential.

As often happens with unique and rare cars, there is much speculation surrounding the F&M Special, especially about the number of specimens actually manufactured. The truth is that, aided by Luigino Foradini and Piero Spriano, Claudio Maglioli manufactured three specimens in Biella's workshop in 1969. The first one was made by modifying the Fulvia Coupé Rallye 1.3 HF (license plate TO 953012 and chassis number 818.340-001238). This car competed in road races such as the Targa Florio, the Nürburgring 1000km, the G.P. of Mugello and in hillclimbs (Occhieppo-Graglia). At the end of 1969 it was converted into a rally version. The team Munari/Makinen raced it at the tests for the Rally de Corse. The car ended its career as a back-up car at the G.P. of Mugello, before being retired.

In January 1969 the Rally of the Mediterranean was won by Källström-Häggbom in a Fulvia Coupé 1.3 HF fitted with a 1.6 engine, one of four such prototypes. This later version (which is owned by Buratti) carries the license plate TO A63484 and chassis number 818.340-002001, also took part in the Targa Florio, the Nürburgring 1000km and the G.P. of Mugello. Converted

*RIGHT: Restored to its former glory 'Muso Bianco' negotiates a hairpin on the Silver Flag hillclimb*











Maglioli 'Muso Nero' - Nürburgring 1969



Munari 'Muso Bianco' - Nürburgring 1969







ABOVE: Unrestored F&M Special 'Muso Bianco' was sold at the 2014 Coys NEC auction for £231k



into a rally version, it raced in the Rally de Corse in November 1969 by the team Makinen-Easter and ended its sports career on Corsica.

The third F&M Special barchetta was manufactured by modifying the Fulvia Coupé 1.3 HF with the license plate TO B49177 and chassis number 818.340-002053. Conceived as a rally barchetta, it was given to the team Munari-Davenport who competed in the 1969 edition of the Rally de Corse. At the beginning of 1970 it was sent back again to Claudio Maglioli's workshop, who converted it into an aggressive looking prototype: the F&M2. This car with its swooping nose was made entirely of aluminium and the overall weight came down to around 640kg. But it had lost most of whatever 'Fulvia identity' the earlier cars had retained, and along with it went a corresponding degree of interest and support from Lancia.

## MUSO BIANCO'S NEW OWNER

Federico Buratti owns an enviable collection of competition cars among which are a Lancia Stratos, a Delta S4, an 037 Rally and Maserati 250F CM6, to name just a few. The latest addition to his garage is F&M Special No 2. It was a dream come true for Federico Buratti, who wanted to bring the Lancia back to Biella, where it was made. The mechanical restoration work was carried out by the expert staff at Powermotorsport in Candelo, the electrical system by Piero Spriano and the bodywork by Crestani in Vallemosso. The restoration of the F&M Special seemed simple enough at first glance, but turned out to be more complicated than expected. The mechanics were completely overhauled, while the hardest part of the work was to bring the car back to its original condition, as it raced in the 1969 Targa Florio. The work involved replacing the roll bar, reconstructing the dashboard and the central part of the bodywork.

## THE F&MS IN DETAIL by Simon Park

Signore Buratti is a lucky man. He is now the proud owner of one of the set of three Lancia prototypes that constitute a small but significant chapter in the company's illustrious competition history. He acquired the second of the three Fulvia 'barchettas' built by

Claudio Maglioli in 1969 in exchange for an eye-popping £231K at Coys' Autosport International sale at the NEC in January 2014, making it, by some considerable margin, the world's most expensive Fulvia.

The first two F&M Specials are most easily distinguished by the contrasting colours of their grille-less front panels – black for No.1, white for No.2, giving rise to their nicknames, 'muso nero' and 'muso bianco' (meaning black/white muzzle, or snout). Newly restored, 'muso bianco' is now back in Biella, where it was 're-born' 45 years ago. Prior to that, like its sister car, it had been a works 1.3 HF coupe, one of four fitted experimentally with the new 1584cc engine which would go on to power the legendary 1.6 HF. In that form, crewed by Källström/Haggböm, it had won the 1969 Mediterranean Rally and come second in the Monte Carlo, so it had winning in its genes.

Happily, those genes survived Maglioli's butchery, and in the heat of competition this second car became the most successful of the three, boasting several other star drivers on its CV. Its finest hour was undoubtedly the 1969 Targa Florio, where Sandro Munari and Rauno Aaltonen drove it to a fine ninth place overall, and second in the 2.0-litre prototype class (behind an Alfa Romeo T33/2 – so no shame there) despite being delayed by a puncture. Less than a month later, the same two drivers did manage a win in the rather more congenial 1.6-litre prototype class at the 1000km of the Nürburgring, finishing 27th overall; and in July, Munari, driving alone after Aaltonen's abrupt departure to Ford, posted a heroic fifth overall at the 12-hour Mugello Grand Prix. Finally, a pretty satisfactory year ended with Timo Makinen and Paul Easter coming home a creditable 11th in the Tour de Corse, despite having to cope with a clumsy makeshift roof and windscreen, both fitted to counter torrential rain, which did nothing for the performance of either car or crew.

Meanwhile, the first car built, 'muso nero', seemed destined to be forever the bridesmaid. In its first life, again as a 1.3 HF but fitted in this case with one of Reparto Corse's experimental 1401cc, 128bhp engines, it's best result had been 19th place in the 1968 Targa Florio, driven by Pat Moss. As an F&M, and upgraded to



Rare period colour picture of 'Muso Nero'



1.6-litres, it was usually driven by Maglioli himself, with Raffaele Pinto alongside. Now, Claudio was no mean pedaller (having sat alongside him in a Stratos, I can vouch for that...), but he was no Munari, either; and having Sandro as a team mate was a daunting prospect for anyone. After its major surgery, 'muso nero' returned to Sicily in 1969 for another crack at the Circuito delle Madonie, but an errant sheet of newspaper spreadeagled itself over Maglioli's radiator causing terminal overheating, and preventing a possible top 10 double with Munari. Three weeks later, Claudio had more luck on his local hillclimb, the Occhieppo-Graglia, where the heavy rain this time worked in his favour, helping him to beat an Abarth 2000 sports-racer into 2nd place. At the Nürburgring, he finished 29th – two places behind Munari, and second in the class despite a self-opening passenger door; but a 15th overall at Mugello, ten places adrift of his team-mate, was his final outing.

The following year, the third barchetta, the radically different and wild F&M2, was up and running; but it never fulfilled its considerable promise. Despite being 10 seconds faster than the previous year up the Occhieppo-Graglia hill, Maglioli could only manage third overall. Munari had the car at Mugello, but was also unable to match his 1969 result, coming home ninth. It was left to 'Lele' Pinto to salvage something from a disappointing season, when he drove F&M2 to a second place and then a win – on its very last appearance – in two relatively minor hillclimbs, in September 1970.

Quit while you're ahead, they say – and they did. That

was it. So, the three 'little boats' from Biella didn't set the world on fire, or even come close to dominating any of the disciplines in which they competed. But they did start something of a smoulder, at least, in the mind of one of their two creators. Cesare Fiorio, the driving force behind Lancia's spectacular success in international rallying for more than two decades, was already thinking ahead; and the F&Ms opened his eyes to the potential of a radical, purpose-built road-racer. It would be called Stratos.

#### THE F&M PRETENDERS

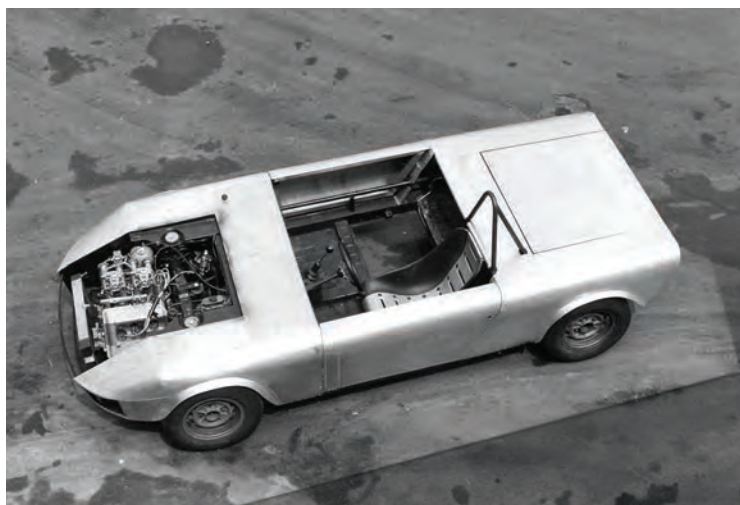
Just three cars were built in 1969. The first two are F&M '1s', number three the sole F&M '2'. So there were two '1s' and one '2' until – hang on – the fourth car was built. That, too, is a '1'. It's also a pretty well-kept secret. In 1982 Lancia, which knew that Maglioli retained a large number of F&M 'parts', asked him to build another car as a favour for a Lancia dealer in Udine, who was a devout fan of the originals. The whys and wherefores are somewhat opaque, and today Maglioli recalls being less than thrilled by the prospect, but he complied. The donor car this time was a 1.6 HF 'fanalone'. With no competition history, and being essentially a replica, some dispute its right to be called a true F&M. Maglioli has no such qualms, though. Unlike some other 'replicas' it was built in the right place, by the right person, at the... well, what's 13 years between friends? All four cars remain in Italy.

There are, according to Maglioli, at least six other 'F&Ms' in Italy, including a couple in Sicily. 🇮🇹

**ABOVE:** Maglioli retired from the 1969 Targa Florio when the car overheated caused by a newspaper



**BELOW:** F&M2 had a new lightweight body but the car did not achieve the expected results







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# Chuckable Brothers

Could the latest 105HP TwinAir-powered Fiat 500S really be the spiritual successor to the late, great, fun-packed Panda 100HP?

Words by Chris Rees  
Photography by Michael Ward



I do love my Fiat Panda 100HP. Now I've got a real dilemma, though. Having owned it for five fabulous years, I quite fancy a change – but I just can't think of anything that could possibly succeed it.

Tragically, Fiat never produced a direct successor to the 100HP. Don't try and convince me that the Abarth 500 is it – I have several issues with any such contention. In fact, in my view no manufacturer has come up with anything that does what the 100HP can do. Its magic mix of compactness, practicality, near-zero running costs and sheer joy on the road is utterly unique. I'm not alone, either: the Panda 100HP enjoys a growing cult following.

I chanced to communicate this dilemma to Fiat, and

the suggestion came back that the latest 105bhp Twin Air 500S was indeed the spiritual successor to the 100HP. As I haven't yet driven the high-output TwinAir 105 in a 500, what better way to find out than pitch these two micro-machines back to back?

On paper, there are a lot of similarities. They're both based on basically the same platform; they're virtually the same size and weight; and they both have around 100bhp to play with. They're also eminently affordable and cheap to insure (the 100HP is group 11, the 500S group 15).

The contrasts are manifold, too: the Panda has five doors, the 500 three; the TwinAir engine has only two cylinders and a turbo, the Panda's Fire powerplant has





a turbo-free four; and arguably the way they look gives them very different target audiences.

The 100HP is mini-macho: low, square-set and boxy, with little nods to the spirit of hot hatchdom, like the rear diffuser, roof spoiler and chunky alloys. The 500S has the sportiest spec of any 500 this side of an Abarth, but it's still cute and cuddly rather than overtly sporty – despite the unique bumpers, side skirts, rear spoiler, chrome exhaust, tinted glass and sporty alloys. Inside, the 500 feels much more modern and up-market than the Panda, featuring a leather-trimmed, flat-bottomed Abarth wheel, 500S seat logos, a great-looking gearknob and a seven-inch LCD instrument cluster. It looks pretty natty on its 16in wheels, too, an

upgrade that's fitted to our test car.

OK, let's get down to it. How do these micro-minxes compare on the road? The Panda 100HP is genuinely a tough act to follow: one of last of the old-school, no-nonsense hot hatches, a car honed for fun.

### HOOF & HOOT

Most modern hot hatches require you to drive stupidly fast just to feel like you're doing anything on the edge. The 100HP delivers belly laughs at any speed, and is supremely chuckable on almost any road.

Weighing only 975kg, its modest 100bhp output makes it surprisingly lively. The official 0-62mph time of 9.5 seconds feels much faster, thanks to Fiat's





fabulous 1.4-litre Fire engine and close-ratio six-speed gearbox.

Since almost every new car I drive these days seems to have a turbo in it – even city cars like the 500 – it's always an absolute joy to reconnect with the 100HP's fabulous naturally aspirated 'Fire' engine. It's super-smooth, begs to be revved and revels in an instantaneous throttle response – at least it does in 'Sport' mode, which is always 'on' in my car, firming up the steering feel and sharpening the throttle response below 3000rpm.

The 500 also has a Sport button, which adds 7bhp and 17lb ft to the mix over to the enervating 'Eco' mode. That means the TwinAir's output is 105bhp, while torque peaks at 107lb ft (no more than the regular 85bhp version of the TwinAir engine). Pressing the Sport button also brings the LCD dashboard to life and gives you the option of calling up an F1-style g-meter graphic – rather a fab thing to have in front of you, if ultimately pretty pointless.

The TwinAir feels utterly different to the Fire. First, the sound: a phuttery Moulinex mixer at tickover and a buzzy wasp's nest at speed. Relying on a turbocharger to deliver its power creates huge differences. Once spooled up, the turbo's punch gives the 500 a much quicker feel than its 10sec 0-62mph stat would imply – but it's still not as quick as the Panda 100HP (9.5 sec) and is also notably less rapid through the gears. That's because, before you know it, the rev limiter cuts in (at 6000rpm in third, less in first and second) and you find yourself battling turbo lag as you put the power back on.

Torque is very impressive, as long as you're in the right zone of the rev curve. In fact it drives rather like a diesel in this respect, making progress very easy as long as you short-shift and keep the engine between 2000 and 4000rpm.

The 500S has a six-speed gearbox, in contrast to the five-speeders in the rest of the 500 range. Hurrah! But hang on, the Panda 100HP was there

**ABOVE:** The twin-pot MultiAir engine fits the retro brief perfectly in the well-specified 500S







*ABOVE: The Panda 100HP was a clear case of Fiat getting it right and is a tough act to follow*

eight years ago, with an absolutely pin-sharp gem of a six-speed 'box; in fact I think the 100HP's gearchange feel has never been bettered in any FWD hatchback. The gearing is ultra-low in the 100HP, meaning it's pretty noisy at 80mph, and while the six-speed unit in the 500 does mollify the TwinAir's propensity to drone, it's still a noisy animal.

## TWIST & SHOUT

Now to the magic that really defines these cars' fun factor: their handling. The 100HP is a true hero around the twisties: its ultra-firm springing and fat rubber give it the feel of a grown-up go-kart. It's so chuckable that it's always easy to forgive the slightly over-assisted steering (even in Sport mode) and occasional mid-corner bump excitements. It will understeer in extremis as the inner front wheel loses traction, but the rings it will run around more mundane machinery is a constant source of joy.

For me, no 500 I've driven has ever had this kind of

sharpness. Sad to say, my view hasn't changed after driving the 500S. It's got grip and poise, but doesn't come close to matching the pointiness of the 100HP's hardcore set-up. The 500's standard ASR traction control (a seldom-selected option on the 100HP) also intrudes more than you'd like. It's possible to turn it off to boost the fun factor and make the chassis feel more alive, but overall the 'S' feels like a well-sorted 500 rather than something truly special.

One area where the newer car does score is ride quality. This is the 100HP's bugbear, with a punishingly low ride height and unforgiving spring rates. The 500S plies a great compromise on its suspension settings: it has the best ride of any 500, and steers clear of the harshness that afflicts Abarth 500s.

One word on brakes. Unlike the rear drums of lesser 500s, you get discs on 105bhp versions: the same size as the Panda 100HP, as it turns out (257mm vented discs up front and 240mm solids to the rear), and they're very effective. The ABS seems over-active on





the 500S, and you find the hazard flashers lighting up with seemingly very little lock-up.

LIFE WITH THE LITTLE 'UNS

The Panda is a star in another area: it's unbelievably practical. You can carry two mountain bikes in the back of a Panda, which you certainly can't in a 500.

The 100HP is also way more economical, which seems odd given the official stats (67.3mpg for the 500, 43.5mpg for the Panda). In the real world, the 34.7mpg I averaged over four weeks in the 500S seems representative of most owners' experiences. In fact, one London-based TwinAir owner I know averaged just 27mpg over two years, which is utterly shocking. My Panda has never done less than 38mpg and is currently averaging 41mpg. At least the nominal 99g/km CO2 figure means zero car tax for the 500; the Panda's 154g/km means you're stiffed £180 a year. Hmmm, why is it that modern cars get tax breaks when they're more polluting than old ones in the real world?

The 500S TwinAir 105 costs £13,710, which is competitive in the current supermini-market. So highly

regarded are Panda 100HPs that they're keeping their value extremely well: decent examples start at £2500 (I doubt they'll ever go lower than this) and the best can still command as much as £5000.

VERDICT

So what can we say about the 500S TwinAir 105? Here's one definite conclusion: it's comfortably the best version of the 500 that Fiat has yet built – and I include Abarths in that sweep. However, the spiritual successor to the Panda 100HP it is not.

These cars may share a similar platform, but they do feel very different. Whereas the 500S is entertaining, it simply doesn't have the same focus on fun that the 100HP does. The Panda is a hoot – a true petrolhead's delight – and I've always said that the 100HP should really have worn Abarth badges. Ultimately that's not something you could say of the 500S.

So while the 500S will probably never enjoy the same legendary status as the 100HP, for now it is the closest model that Fiat offers to that chuckable, lovable, feisty piece of perfection that is the Panda 100HP. 🇮🇹

TECHNICAL SPECIFICATIONS		
	FIAT PANDA 100HP	FIAT 500S TWINAIR 105
ENGINE:	1368cc in-line 4-cylinder	875cc in-line 2-cylinder turbo
BORE X STROKE:	72mm x 84mm	80.5mm x 86mm
COMPRESSION RATIO:	10.8:1	10.0:1
POWER:	100hp (98.6bhp) @ 6000rpm	105hp (103.5bhp) @ 5500rpm
TORQUE:	97lb ft @ 4250rpm	107lb ft @ 2000rpm
TRANSMISSION:	6-speed manual, front-wheel drive	6-speed manual, front-wheel drive
BRAKES:	257mm vented discs (front), 240mm discs (rear)	257mm vented discs (front), 240mm discs (rear)
TYRES:	195/45 R15	195/45 R16
DIMENSIONS:	3578mm (L), 1606mm (W), 1522mm (H)	3546mm (L), 1627mm (W), 1488mm (H)
FUEL CONSUMPTION:	43.5mpg	68.7mpg
KERB WEIGHT:	975kg	940kg
TOP SPEED:	115mph (claimed)	117mph (claimed)
0-62MPH:	9.5 seconds (claimed)	10.0 seconds (claimed)
PRICE:	£9,999 (2007)	£13,710 (new)







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# CLUB ITALIA

PREVIEWS AND REPORTS ON INTERNATIONAL  
EVENTS AND ITALIAN CAR CLUBS

## Paris Holiday

Retromobile show and RM auction report

Story and pictures by Peter Collins



Maserati A6G2000 Ch. 2140





Ex-F1 driver Eric Comas

The new European carfest centre for the winter is Paris in early February, where, in addition to the Retromobile Show, there are three auctions to grab a petrol head's attention and plenty of Italian content at all four fixtures.

First of all the Show. Retromobile has been established for many years and I remember taking a Fiat five-cylinder Turbo Coupe at unspeakable speeds to Paris for the day once, blimey, almost 20 years ago, in order to make my first visit to this eccentric and bizarre, as it was then, exhibition. I was so impressed I have tried never to miss it since.

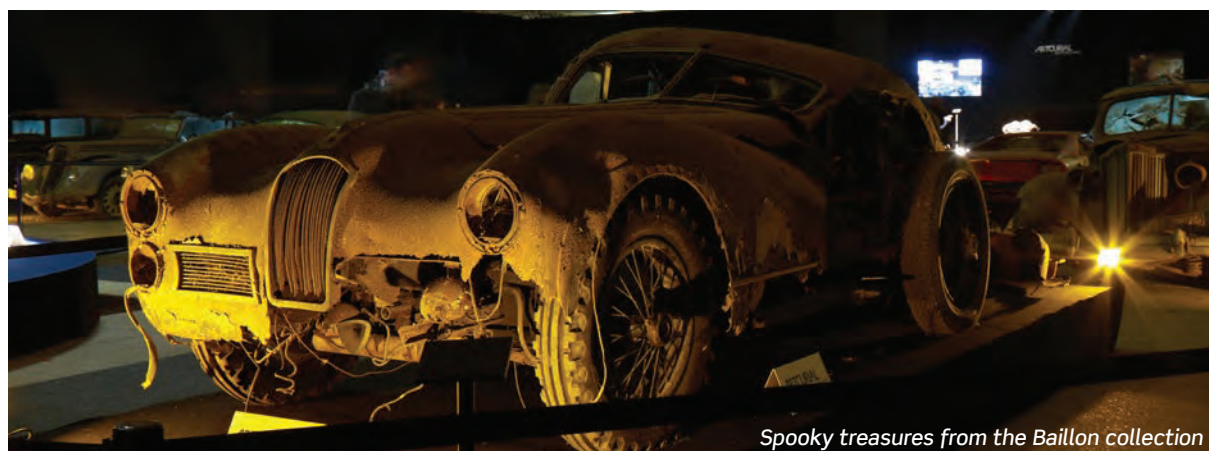
At first it was very compact filling only one small hall at the Porte de Versailles but now, while still being under one roof, it has migrated to being under another one that is very much bigger. Make no mistake though, it is first and foremost a French show. Gradually, over the years, there have been an ever-increasing number of non-dom exhibitors and features, but it is still obvious that you are in a French exhibition and why not, this is Paris. In fact, many of those who love Italian cars also have a soft spot for French. After all, Simca was a result of Fiat and Lancia and Alfa Romeo cars were assembled near Paris.

So, along with Delahaye, Delage, Talbot, Panhard and Bugatti there are plenty of oddities to see and it's one of those shows where you will exit exhausted at the

end of your visit, having seen more 'never-seen-one-of-those before' and 'when was the last time I saw one of those' than at pretty well any other European salon.

This year the number of dealers seemed to be greater than ever, but all put on superb displays such as the Pre-war monoposto Maserati and the Ferrari 212 from the film *The Racers* with Kirk Douglas. This and others were on the Gregor Fisker stand, which numbered as one of the heavy-hitters, compared with the Galerie des Damiens which brought along its usual, compact, off the wall eclectic mix including at least one etceterini, which this year turned out to be an early post-war Stanguellini Fiat. For many, a popular model at the moment seems to be the Maserati 3500 Vignale Spider, several of which resided on both sales and auction stands. At random, it would have been possible to come away with an F40 Prototype, an Alfa Romeo Tipo 33/2 long-tail, or the Ferrari 312B Spazzaneve. Towards the less staggering and more affordable end of the market were Lancia Fulvia and Flaminia Zagatos to give some idea of the cross-section available.

Ex-Grand Prix and current historic rally driver Eric Comas was also selling, but this time it was books about the Lancia Stratos, having moved away from Alpines. He was surrounded by a Group 4 example of the former and examples of his new tome which, at the moment, is only available in French.



Spooky treasures from the Baillon collection





It wasn't all salesmen though, for the organisers always manage to present at least a couple of special feature exhibitions and this year was no exception as one was a number of cars from the redoubtable Corrado Lopresto collection and another was the largest gathering of Pegasos in living memory.

You may question the inclusion here of the Spanish Pegaso sportsters but in fact they all had one connection with Italian cars and many had two. Firstly, their chief designer was Wifredo Ricart, who worked under Enzo Ferrari at Alfa Romeo and about whom the future Maranello boss had little good to say, suggesting there was something doubtful about him because he wore thick crepe-soled shoes which were fashionable at the time. Secondly, many of these Catalan sportscars were bodied by Carrozzeria Touring, so there was much for the Italophile to indulge in. Incidentally, am I alone in thinking that some Pegasos have too short a wheelbase to look right? Or is it too long bodywork? Especially the Saoutchik coupes.

The Lopresto cars pressed all the right buttons though and such was the fabulous cross-section of Italian carrozzeria and manufacturers there was something for everyone from the daft, in retrospect, Bertone Sibilo based on Lancia Stratos running gear, to the sublime early '40s Alfa Romeo 6C 2500 with a stunning sweeping rear bodyline. The cheeky Osca was great too and it was good to see the Tom Tjaarda designed, elegant, Lancia Flaminia.

A must-see section of Retromobile, courtesy of Artcurial auctions, was the preview of the Roger Baillon collection of, erm, cars. The Ferrari California Spider and Frua Maserati were relatively complete, but the majority of the sixty-odd vehicles were semi-derelict. At first the public were not admitted, but soon Artcurial relented and it was a feature of the trip as the

vehicles were exhibited in a darkened hall with only spotlights to pick each one out. Meanwhile French classical piano music played. Bravo, Artcurial!

The burgeoning aspect of the February Paris carfest today is the proliferation of auctions. For many years, Bonhams occupied part of the show hall with theirs, but a deal was done with Artcurial instead and Bonhams have now relocated to the magnificent art-nouveau of the Grand Palais, location of Paris motor shows of yesteryear.

Not to be outdone, last year RM decided to grab a slice of the action and set up shop just outside Les Invalides meaning that to cover all events in the three days available meant considerable criss-crossing of Central Paris in short order.

Each of the auction houses has their own character and RM is most definitely the most glamorous. They also achieved some pretty good prices with a staggering €336k being spent on a Lancia 037 Stradale and an Iso A3/C going for the first time for a seven figure sum.

On past the Eiffel Tower and across the Seine, the Grand Palais housed Bonhams more traditionally presented lots and the location is superb. Their feature ex-Brooklands Double 12 Alfa Romeo, now wearing touring coachwork, took €1.184m and there were more ex-Violati San Marino Abarths with one of the best being a 750 Spider with hardtop that sailed to 30% over top estimate at €42.55k. And you can forget ever coming across a nice, affordable Fiat Dino Spider any more as their 2.0-litre example, still with Torino plates, shot up to €143.75k.

So, get the dates for next year in your diary asap and book hotels early for a good price, carfest Paris in February is a great break from UK winter tedium and the NEC.

ABOVE: Alfa Romeo 6C 2500SS Bertone from the Lopresto Collection  
ABOVE LEFT: Gathering of Touring-bodied Pegasos



BELOW LEFT: Lancia 037 Stradale fetched €336k  
BELOW: Lost and found Frua-bodied Maserati A6G2000 Ch. 2140



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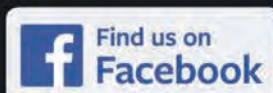
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Classic Car



Modern Car



Classic Bike



Multi-vehicle



Military





# Cavallino Classic

The annual Concorso d'Eleganza at Palm Beach, Florida

Story and pictures by Keith Bluemel







Evolving classic Ferraris



Ferrari 250 TR Ch. 0748 and 290MM Ch. 0616

The 2015 Cavallino Classic was held at Palm Beach, Florida, in January and once again attracted a wide range of stunning classic Ferraris. The 24th Concorso d'Eleganza was held at the exclusive and opulent The Breakers Hotel with its magnificent Oceanside location on Palm Beach Shores. This venue again hosted the spectacular gathering of some of the world's finest and rarest Ferrari models on its lawns.

Each year the event covers a broad spectrum of activities, aimed mainly at the Ferrari enthusiast. It begins with a private test day at the Palm Beach International Raceway on the Wednesday, with classic and modern groups alternating each 30 minutes. This is followed by the Welcome Reception and Galleria d'Arte Preview at The Breakers Hotel in the evening. Thursday and Friday provide two further general track days offering more of the same, together with races for classic Ferrari and Maserati competition cars plus a separate race for pre-war cars like Bugattis and Alfa

Romeos. The Pre-war race win was taken by Peter Greenfield in his Alfa Romeo 8C/35 from the similar car of Peter Giddings, the drum brake race was won by Chris Cox in his 250 Testa Rossa, with the disc brake race win going to Jim Fuchs in his 512 BB/LM. The presentation of the competition awards took place at The Breakers Beach Club, very conveniently located adjacent to the host hotel.

Also on the Thursday there was the Tour de Palm Beach, offering those who are not race track orientated the Grand Driving Tour. This is a touring rally through the palm lined byways of the Palm Beach coastal area, starting from the main drive of The Breakers, taking in stops at various locations en route to the first major social gathering of the meeting, the Jet Reception at the Jet Aviation facility at Palm Beach International Airport. The People's Choice award here went to the 250 GT California Spider, chassis 4121 GT, shown by Tom Hartley Jr. from England.

As always, Saturday is the big day for the grand

**BELOW: Peoples' Choice award went to the Ferrari 250 GT California Spider shown by Tom Harley**



Ferrari 375 MM PF Spider Ch. 0382 AM





Ferrari FF daring to be different



ABOVE: Andreas Mohringer's Dino 206 SP Ch. 0834 was Best of Show adding to its increasing list of concours awards

Concorso d'Eleganza held on the croquet lawn and adjacent golf green fronting The Breakers Hotel, where there was an eclectic display of 150 rare and elegant Ferraris gracing the verdant setting. The special feature for 2015 was the 375 series of models, with a great array ranging from road-going 375 Americas to sports racing 375 MMs. They included a number of unique examples, like the ex-Gianni Agnelli 375 America PF Coupe Speciale (chassis 0355 AL) of Jack and Debbie Thomas, the 375 MM PF Berlinetta Speciale (chassis 0490 AM) of Les Wexner, and the 2014 Pebble Beach winning 375 MM Coupe Scaglietti (chassis 0402 AM) of Jon Shirley. There were also a number of other rare and interesting models on display, including a pair of 212 Inter Vignale Coupes, 250 Testa Rossas, a 250 GTO, a 412 MI, 250 Europa GTs, 250 GT Boanos, 250 GT LWB and SWB Berlinettas and California Spiders, and that's just a selection of the earlier cars. The winners were kept a closely guarded secret until the Gala Awards Victory Party and presentations at The Breakers Hotel during the evening. The Best of Show Competition Car award went to a 1965 Dino 166P/206P

sports racing car owned by Andreas Mohringer from Austria, with the Best of Show Road Car award going to the 1954 250 Europa GT Vignale Coupe of Jaime and Cecilia Muldoon from Mexico.

The gathering concluded with the very popular multi-marque concours, called Classic Car Sunday, at Donald Trump's exclusive and palatial Mar-A-Lago Club on Palm Beach Shores. This is the icing on the cake for the Ferrari owners, and it integrates owners of other prestigious marques, with the featured one being Bugatti for 2015. There were some beautiful pre-war examples and a spectacular line-up of five examples of the Veyron supercar.

The rolling golf greens to the rear of the residence, which run into the area around its inviting swimming pool, once again played host to the gathering, with the prize giving and a farewell lunch in the ballroom, bringing the 'long weekend' to its conclusion.

All the major awards at this event are People's Choice, and the 'Best of Show' award here went to the elegant deep blue and yellow 1938 Talbot Lago T150-C of J.W. (Bill) and Donna Marriott Jr. 🇮🇹



Ferrari 250 GT Europa Ch. 0359 GT



Ferrari 375 MM 0402 AM



Ferrari 275 GTB/C Speciale 06701 restored to its red livery



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### Alfaowner.com Club

Web based Alfa Romeo club  
[www.alfaowner.com](http://www.alfaowner.com)

### Alfa Romeo Association of California

[www.alfaromeoassociation.org](http://www.alfaromeoassociation.org)

### Alfa Romeo Club Quadrifoglio Belgium

[www.clubquadrifoglio.be](http://www.clubquadrifoglio.be)

### Alfa Romeo Owners' Club of Canada

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[www.fiatboo.co.uk](http://www.fiatboo.co.uk)

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[www.multiploowners.co.uk](http://www.multiploowners.co.uk)

### Fiat Cinquecento & Seicento

[www.clubcento.co.uk](http://www.clubcento.co.uk)

### Fiat X1/9 Owners' Club

[www.x1-gownersclub.org.uk](http://www.x1-gownersclub.org.uk)

### Fiat 127 Forum

[www.fiat127.com](http://www.fiat127.com)

### Fiat 131 Mirafiori Forum

[www.131mirafiori.com](http://www.131mirafiori.com)



### The Fiat Coupe Club UK

[www.fccuk.org](http://www.fccuk.org)

### Fiat Punto Forum

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[membership@lanciamc.co.uk](mailto:membership@lanciamc.co.uk)

### Lancia Montecarlo Consortium

[www.montecarlo.org.uk](http://www.montecarlo.org.uk)

### International Association of Lancia Clubs

[www.viva-lancia.com](http://www.viva-lancia.com)

### Club LanciaSport

[www.lanciasport.com](http://www.lanciasport.com)

### Stratos Enthusiasts Club

[www.stratosec.com](http://www.stratosec.com)

### Maserati Club

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### Italian AutoMoto Club

[www.italianAutoMotoClub.co.uk](http://www.italianAutoMotoClub.co.uk)

### Yorkshire Italia

[www.facebook.com/YorkshireItalia](http://www.facebook.com/YorkshireItalia)

### Scuderia Italian Car Club

South Australia

[www.scuderiaitaliancarclub.asn.au](http://www.scuderiaitaliancarclub.asn.au)

## DIARY DATES

### May 9-10

#### Piacenza 'Grand Prix'

Recreation of 1947 race on

Piacenza town circuit

[www.acipiacenza.it](http://www.acipiacenza.it)

### May 29 to June 1

#### Sliding Pillar Rally

Molsheim, France

[www.lanciamotorclub.co.uk](http://www.lanciamotorclub.co.uk)

### May 22-24

#### Villa d'Este Concours

Lake Como

[concorsodeleganzavilla](http://concorsodeleganzavilla)

[deste.com](http://deste.com)

### May 2

#### 29th Italian Car Day

Brooklands Museum

[www.auto-italia.net](http://www.auto-italia.net)



### May 23-24

#### Concorso d'Eleganza

#### Villa D'Este

Lake Como

### May 30

#### All Ireland Italian

#### Motoring Event

Lagan Valley Island Centre

Lisburn

[www.niimc.net](http://www.niimc.net)

### May 31

#### Bergamo Historic GP

Bergamo

[www.bergamohistoric](http://www.bergamohistoric)

[granprix.com](http://granprix.com)

### June 2-7

#### 15th Modena Cento Ore

Rome to Modena rally

[francesca.azzali@canossa.it](mailto:francesca.azzali@canossa.it)

### June 11-14

#### Parco Valentino

#### Salone & Gran Premio

City of Turin

[www.parcovalentino.com](http://www.parcovalentino.com)

### June 12-14

#### Cholmondeley Pageant

#### of Power

[www.cpop.co.uk](http://www.cpop.co.uk)

### June 14

#### Italian Masters Car Fayre

### (Alfa Book)

Seighford Driving Centre

Stafford

[italianmasters.events](http://italianmasters.events)

[page.org](http://page.org)

### June 19-21

#### 20th Vernasca Silver Flag

Historic hillclimb

[www.vernascasilverflag.it](http://www.vernascasilverflag.it)

### June 21

#### National Alfa Day (AROC)

Gawsworth Park

Cheshire

[www.aroc-uk.com](http://www.aroc-uk.com)

### June 21

#### Classics at Sharnbrook

Sharnbrook Hotel

Bedfordshire

### June 25-28

#### Goodwood Festival of Speed

Goodwood House

[www.goodwood.com](http://www.goodwood.com)

### June 28

#### Summertime Classics

Stanford Hall

[www.auto-italia.net](http://www.auto-italia.net)

### July 5

#### British Grand Prix

Silverstone

[www.silverstone.co.uk](http://www.silverstone.co.uk)

### July 19

#### Supercar Sunday

Brooklands Museum

[www.auto-italia.net](http://www.auto-italia.net)

### August 15

#### Midlands Italian Car Day

Deene Park, Northants

[www.aroc-k.com/eastmids/](http://www.aroc-k.com/eastmids/)

[mitcar15.html](http://mitcar15.html)

### September 6

#### Kent Italian Car & Bike Day

Honnington Country Fair

[www.honnington](http://www.honnington)

[events.com](http://events.com)

### September 26-27

#### Spa Italia

[www.spaitalia.be](http://www.spaitalia.be)

### October 11

#### Motorsport Day

Brooklands Museum

[www.auto-italia.net](http://www.auto-italia.net)

### October 10-11

#### Mercante in Auto

Fiera Di Parma

[www.mercanteinfiera.it](http://www.mercanteinfiera.it)

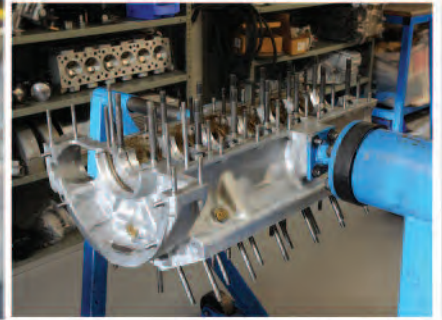


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# BUYERS GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING A TOP END CLASSIC

## Ferrari F355

Report by Chris Rees  
Photography Michael Ward  
Feature sponsored by Superformance



Fantastic to drive, fabulous to look at and finally being appreciated for what it is, the Ferrari F355 is a true modern classic. It's even fairly robust – but what exactly should you be looking for when buying one?

Ferrari doesn't make many duffers, but most Ferrari enthusiasts now accept that the 348 of 1989 to 1994 was a bit of disappointment. The replacement for the classic 328 simply lacked dynamic cohesion. Luca di Montezemolo famously summed it up when declared, recalling the moment he bought his new 348: "With the exception of its good looks I was utterly disappointed. This was clearly the worst product Ferrari had developed for some time."

So it was vital that Maranello got it right with its replacement, the F355. Although based on the 348 structure, the new model was radically reconsidered with the aim of addressing all the weaknesses that afflicted the 348. From the F355's launch in 1994 it was clear that it had succeeded. Arguably this was the first of the truly modern Ferraris: a real driver's car with one of the best-honed mid-engined chassis of all time, and timeless good looks too.

Ed Callow at Ferrari specialist Foskers sums up the

appeal very succinctly:

"The F355 is still regarded by many as the definitive modern Ferrari design, but of far greater significance is that they still feel fantastic to drive. Buy an example with a manual gearbox and you have one of the all-time legendary Ferraris. It begs to be driven and enjoyed."

The magic starts with the engine: an expanded V8 engine with 3496cc and 380bhp: that's 109bhp per litre, the highest specific output of any road car in 1994. The chassis layout was carefully honed at Ferrari's Fiorano test track, which it lapped a full 10 seconds faster than the 328. The F355 is also relatively inexpensive to own by Ferrari standards. The V8 engine is robust and there aren't too many issues with the rest of the car either.

This was a true exotic when it was launched in 1994,





priced at £83,031. Three body styles were made over the production run: coupe (Berlinetta), targa (GTS) and, from 1995, a full convertible (Spider) with an electric soft-top. You could also choose between a classic exposed-gate six-speed manual gearbox, or from 1997, Ferrari's brand new F1 electro-hydraulic semi-automatic (the first road Ferrari to get this transmission). Just a quick note on F355 syntax. Manual cars are all referred to and badged as the F355. More precisely: F355 Berlinetta, F355 GTS and F355 Spider. In contrast, the semi-autos are all called 355 F1 (with no 'F' in front of the name).

All three body styles are pretty much equally common in right-hand drive UK form (496 Berlinettas, 434 GTSs, 454 Spiders), although worldwide Ferrari sold twice as many Berlinettas as GTSs. You could argue therefore that the GTS should be more desirable but in reality, the Berlinetta is more sought-after, and definitely a better car for spirited driving.

There was a upgrade to Bosch's Motronic injection in 1996 – the early 2.7s rev up slightly quicker, whereas the 5.2s are cleaner and more efficient. As for 'specials', the Challenge was a Ferrari-supplied conversion by Maranello Concessionaires in the UK (109 built). With race seats, roll cage and weight savings, it's very much track-orientated but some have been converted for road use – although they're very noisy and uncomfortable, and therefore very much not the F355 equivalent of a 360 Challenge Stradale. Many

have been crashed or abused, and you must check the chassis number with experts – it should have 'Vettura Modificata' recorded in factory documents. Then in 1999 (the year the F355 was replaced by the 360 Modena) came the Fiorano Spider (104 built) with lower suspension, handling pack and remapped ECU.

The F355 was a huge success for Ferrari, selling 11,206 units in total (the first Ferrari to break the 10,000 barrier). That means your choice on the second-hand market is broad and you can afford to be picky – so what should you be looking out for when buying?

### ON THE ROAD

The first thing any F355 driver appreciates is the noise: it's just sensational. Fairly docile below 4000rpm, it unleashes a righteous fury above 6000rpm, feeling super-smooth and begging to be catapulted to its searing redline. With peak power of 380bhp at a screaming 8200rpm, there's never a shortage of performance: 0-62mph comes up in 4.7 seconds and it'll top out at 183mph.

Thanks to a near-perfect mechanical layout, it's got fantastic balance. And it's stable, too: the shape generates more downforce the faster it goes, thanks to its flat underbody and integral diffuser. The







suspension has two modes: Sport and Comfort. The latter mode isn't exactly what you'd call comfortable, but it does soften things on bumpy roads. Switch to Sport mode and the F355 finds its real focus, with a flat cornering attitude and ultra-communicative steering.

This is a car from an era when driving was unadulterated by artificial aids, and the F355 still feels raw. So while ABS is standard, for example, you can switch it off. Indeed, you could even order your 355 without power steering if you wanted.

### ENGINE & TRANSMISSION

By the standards of 1994, the F355's engine spec was highly exotic: five valves per cylinder, an alloy block and heads, Nikasil-coated steel liners, forged pistons, titanium conrods and dry sump lubrication.

Luckily, this V8 is a very robust unit, with just a few potential issues. It's sensitive to oil overfilling,

while coolant leaks from the radiators and the piping in the front luggage compartment are common. Lambda sensors are prone to failure, risking overheated exhausts, distorted manifolds, burnt valves and damaged catalysts (look for white 'smoke' from the tailpipes). Misfires are often caused by water getting into the engine management system. Perhaps the biggest engine problem for owners, however, is cracked manifolds, but modern replacements tend to be tougher.

The standard exhaust system's noise is spectacularly lovely, but aftermarket exhausts are a popular upgrade. Get advice before buying one though: some make the noise even better, but others are just loud for the sake of it.

As for the transmission, around 80% of UK cars are manual, which is a very reliable gearbox. The F1 electro-hydraulic flappy-paddle semi-auto isn't so robust, with rather short clutch life if used in urban







traffic a lot. Budget around £1350 to replace the clutch in a manual car.

### CHASSIS & BODY

The F355's monocoque is mostly steel with some aluminium panelling, plus a bolted-on tubular rear subframe in mild steel that has been known to rust (potentially a serious issue as it's structural). The suspension is by double wishbones, coil springs and dual-mode adjustable Bilstein gas dampers, which is all pretty robust.

Brake discs cost around £100 each, with pads £100 per pair; factor in four hours' labour to change a full set of discs and pads. Disc upgrades aren't necessary unless you plan on going on track, but do consider uprated pads. Ferrari's magnesium wheels

are expensive to replace or refurb, and rear tyre wear can be severe (replacement every 5000 miles isn't uncommon).

Body-wise, the distinctive rear buttresses are notorious for corroding, but it's essentially a cosmetic issue (betrayed by bubbling paintwork at their base). It'll cost around £600 a side to sort out, and don't be surprised if you need to attend to the problem again after five or six years.

Look for signs of previous accident damage, particularly in the nose area. The sills often rust (look for peeling paint) and many have now been replaced with carbon sills. The undertray sits just 100mm off the ground, so look for damage caused by road humps. If the pop-up headlamps refuse to move, it's usually either a faulty diode or a burnt-out motor.



### TECHNICAL SPECIFICATIONS

#### FERRARI 355

ENGINE:	V8
CAPACITY:	3496cc
POWER:	380bhp at 8250rpm
TORQUE:	268lb ft at 6000rpm
TRANSMISSION:	Six-speed manual or six-speed F1 semi-auto
TOP SPEED:	183mph
0-62MPH:	4.7sec
WEIGHT:	1400kg





The GTS's roof often leaks, either because of warping or poor seals. As for the Spider's complex electro-hydraulic roof, it may need resetting if it's malfunctioning, or the fluid level could be low.

Which colour to choose? Red with a cream leather interior is the classic combination, and undoubtedly the most popular. Dark blue with a light interior (beige, cream or tan) is also a handsome option.

### INTERIOR

The very well appointed interior boasts a lot of leather, which needs to be carefully inspected (especially on the dashboard and door cappings where shrinkage occurs from exposure to sunlight). The centre console plastics tend to deteriorate with age, too. Check that the air conditioning and all electrical items work properly.


### RUNNING COSTS

These cars need to be serviced annually, at a cost of around £750, while every 12,500 miles they need a larger service (around £1200). Cambelts must be changed every three years or 30,000 miles at a cost of around £1700. This figure is for an engine-out cambelt replacement, which is the factory-approved method; some specialists advertise a cheaper replacement where they do not remove the engine.

### PRICE GUIDE

The F355 has been caught in the general upswing in Ferrari values, and as one of the great driver's cars it will always be popular. It is still possible to find an F355 for under £50k, but a decent example that drives well will cost around £60,000, and even then it will probably be a car with higher than average mileage, or in need of some cosmetic attention. If you can



afford to, aim for a car at around the £80,000 mark and you should be rewarded with a really great machine. The very best, ultra-low-mileage examples are already just shy of £100,000. Ed Callow of specialist dealer Foskers thinks that an increase in value of around 30% within the next two years is highly likely. 

### SAMPLE PRICES

355 F1 Berlinetta 1998, 60k miles, red, LHD, £45,000  
F355 Spider 1996, 21k miles, red, £59,850  
F355 Berlinetta 1997, 18k miles, yellow, £64,995  
355 F1 GTS 1998, 16k miles, silver, £74,990  
355 F1 Spider 1996, 30k miles, silver, £79,995  
F355 Berlinetta 1997, 16k miles, yellow, £89,995



■ Many thanks to Ed Callow and Alastair Gill at Ferrari specialist Foskers for their help in the preparation of this buyers guide. [www.foskers.com](http://www.foskers.com)





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# AUTO VENDO

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## ALFA ROMEO



**Alfa GT Junior Bertone 1300.** LHD, a rare and very well cared for example, nicely maintained, navy blue (Blu Olandese) with black interior, original Italian log book and some service history, it has also had a full recent service and new MOT. The Alfa Romeo 105 series is an iconic Italian coupe and a continually appreciating classic, this car is original and without modifications, it drives beautifully with a very positive 5 speed gearbox. The mileage shows 25,160km but I assume it to be 125,160km as there are only 5 digits on the clock. More photos on request, £13,000. Tel: 0035 318 484376. Email: garybelcher@eircom.net. A232/019



**1972 Alfa Giulia 2000 Berlina.** Pale green metallic. Fitted with reliable 1750 engine, manual 5-speed gearbox. Had lots of new metalwork, sills were done by the previous owner/MGS Coachworks. Red leather interior, Webasto sunroof, modern CD/radio installation. Campanatura alloys. Large history file. Car known to the 105 Register. Large supply of spares available at extra cost if buyer is interested. Email for further details, £7500. Email: stuart.alfa@virgin.net. A232/021



**1991 Alfa Spider S4.** Black, tan interior, LHD, Californian car for restoration. Last used Feb 2013 been standing since MOT failure sills (£300 welding quoted), body and mechanics in good condition when taken off road. Could be a good project? Car in Brighton, £2000 ono. Please contact Nathan on 07974 017375 or Simon on 07973 868478. A232/020



**1980 Alfa Romeo Spider 2000 Series 2.** Beautiful cond. Last of the series 2, imported into the UK in 1993 (originally sold in France). Has an extensive file of French/UK history and MOTs. Mileage 97K km (approx 60,000 miles). Looks and sounds fantastic. LHD. Was owned and lovingly restored in 2012 by Alfa specialist restorer Nino De Luca of Park Royal, North London. Including: new rear wings, new sills to both sides, floor pans, rear valance and front quarter panels. It was finished off with a fresh coat of paint in Bianco Pininfarina. The interior was recarpeted and replacement seat covers and a new hood fitted. The wheels were refurbished and have good tyres. Mechanically it has had a replacement gearbox and clutch and it has undergone a recent oil/filter service. No leaks from the engine and it runs and drives very well. It has MOT until May this year but it will be sold with a brand new MOT, £12,995 ovno. Email for more info. Email: cirogtv@hotmail.com. Tel: 07956 182455. A232/006



**Alfa Romeo Spider 2.0 S4.** RHD, '91 reg. Rosso Red with crema leather, full service history, 58,000 miles, MOT till Oct, taxed till Feb '16, has been fully restored to a high standard, lots of receipts, £6995 ono. Tel: 01256 840915 or 07775 942601. A232/012



**Alfa Romeo Spider S2.** 1985, 70,000km. Rosso Red, black leather interior, LHD. One owner from new, 1st class condition, full history. Ill health reluctantly forces sale, £7750 ono. Tel: Derek, 0033 2 99 89 94 52. Email: d\_wild@orange.fr. A232/041



**Alfa Romeo Giulia TZ2.** Not a replica but a new car reconstructed on a wrecked TZ1 chassis, documents and plates, running, light blue. Tel: 0039 3342 895914. Email: f.delavigne@yahoo.it (Italy). A232/040



**1991 Alfa 33 Sportwagon 1.7 Boxer 16v.** 44,500 miles. Extremely rare 33 Pininfarina-design Sportwagon with the fabulous Boxer 1.7 16v engine. Champagne silver metallic, unmarked contrasting cloth interior. Very low mileage, AR dealer and specialist history, £2500. Email: stuart.alfa@virgin.net. A232/023



**1991 Alfa 75 2.0 Twin Spark.** Rebuilt 2006, 68,000 miles, white. Engine rebuilt and modified by Bianco Auto Developments. New gearbox synchromesh, new clutch, balanced propshaft, CSC manifold and exhaust. Full RSR rose jointed adjustable suspension, fully polybushed. Spherical centre bearing in DeDion, 330mm front discs, 4 pot Brembos. Grooved rears, new calipers, Aeroquip hoses. Compomotives with custom offsets, Toyos. Excellent bodywork, Dinitrol treated. Full spec available, inspection ramp with prior arrangement, £4000 ono. Tel: Tony, 01342 717764 or 07952 525053 or Paul, 07739 988966 (Gatwick area). A232/024

**2000 Alfa Romeo 145 TS 1750.** Rosso Red, previously owned by Fiat UK as company car. Log book says 2000 first registered. My ownership since April 2002, complete list of services, MOT, reluctant sale, £750. Tel: 01477 500607. A232/025



**1982 Alfa Romeo GTV.** 42,000 miles, red. Owned by one family for most of its life. Waxoyled from new, garaged throughout its life. Serviced with additional work carried out: gearbox overhaul with synchromesh replacements. Clutch bearing replaced, clutch slave cylinder replaced, rear brake calipers replaced. New front tyres. Bodywork and interior are in beautiful condition. Full service history with MOTs to confirm mileage. Low genuine mileage. AROC member, £5700. Email: its\_syd@hotmail.com (Dublin). A232/037



**2008 Alfa Romeo 147 GTA.** 56,700 miles, red. 275bhp remap Monza sports, Selespeed, Q2 differential, induction kit, SS exhaust, Wiechers strut brace, Xenon headlamps, Brembo callipers, professional underseal 5-year guarantee, two tyres 53,000, timing belt/water pump/tensioner/pulleys 54,000, suspension overhaul, new alternator and battery, 2 keys, 4 owners, history file, MOT October, tailored, breathable cover, manufactured 2005 for Malaysia, imported into UK and first registered May 2008, only 4 cars known with Selespeed, £8000 ovno. Email: clive@hardacrehouse.co.uk. A232/034



**1998 Alfa Romeo 156 2.0 TS Lusso.** 63,073 miles, red. Cambelts just done and a new thermostat fitted. Lusso spec includes air con which was serviced about three years ago. New tyres all round, Avon ZT5 205/60. Upgraded brakes and brake hoses, MOT on May 2015, £1350 ono. Tel: 01527 524634. Email: jkquatrebras@outlook.com. A232/027





**2002 Alfa Romeo 156 2.0 T.Spark Veloce.** 155,000 miles, metallic green, tan Momo leather interior in excellent condition. In very good condition overall. Full 12 months' MOT (March 2016). Full main dealer and Alfa specialist service history from new with all receipts and old MOTs. Cambelt changed every 36K miles. Owned by me since 2005 (with 12K miles), one previous owner. Cherished car, meticulously maintained. AROC member, £850. Please call Nick on: 01789 262539 or 07050 234693 (Warwickshire). A232/028



**2006 Alfa Romeo 156 1.9 JTD MultiJet.** 145,000 miles, red, 6-speed gearbox. Comprehensive history. Cambelt changed at 102K. Leather interior, radio/CD, air conditioning, alloy wheels. MOT Sept 2015, straight car, good condition for year, £1395. View in SE Essex, email me for owner's contact details. Email: stuart.alfa@virgin.net. A232/029

**2000 Alfa Romeo 156 Selespeed 1970cc.** 59,800 miles, silver. Owned since new, FSH, serviced and loved last 8 years by Gonnella Bros Catford. Red leather seats, new battery, MOT due 25 Feb 2016, photos upon interest. Tel: James, 07901 528605 (Bromley Kent). A232/031

**Alfa Romeo 156 GTA Sportwagon.** 98,500 miles. A case of too many cars is forcing me to offer my blue 156 GTA Sportwagon on 53 plate for sale. I have owned it since August '07. During my time it has been looked after exclusively by Alfa Aid in Maidenhead. Has had gearbox rebuild with new clutch and Q2 fitted, has Koni FSDs and Supersprint exhaust. Usual stuff has been replaced: oil cooler, water pump, suspension bits. Last cam belt service 2 years ago. I have all receipts to show dates. Open to sensible offers. Email: Graham, g.couchman@steel-sci.com. A232/032



**2002 Alfa Romeo 156 2.5 V6 24V Veloce.** 109,791 miles, red, two owners (friend/myself). History, receipts, MOTs, manuals, codes, two keys. MOT Jan 2016, £2750. Tel: 01883 627387 or 07885 066473. A232/030

**2004 Alfa Romeo 156 1.8TS Berlina.** 96,000 miles, Grigio Lipari. Purchased new by us in Holland and imported to UK 2012. LHD, full red leather interior, full service history, dual zone climate control, cruise control, great condition for age. Original and sound. Lovely looking car which still turns heads. AROC member. All work by Alfa specialists. Will need MOT but no foreseen issues, would prefer it went to an Alfa enthusiast, must sell as need more space, £600 ono. Tel: Warren, 07880 253416 (Norwich). A232/033



**2011 Alfa Romeo 159 Ti Sportwagon 2.0 16v JTDm.** Probably the best 159 SW Ti for sale in the country! Very late 2011 model. Genuine Ti model with optional chrome roof bars and parking sensors. One owner from new. Low mileage only 28.5K with FSH. Just been serviced and MOT'd with new front tyres and rear brakes. Professional valeted every few months with gleaming white paintwork. It's in near mint condition and extremely well looked after by an Alfa enthusiast. Auto Lusso have fitted uprated adjustable suspension bushes and done the steering alignment. This 159 drives beautifully without any running issues at all. I've never had a problem with it and it's been a superb car for me. Very reluctant sale. Remapped by Alfa Tune, now has 200bhp+ and 300lbs+ torque. Massive improvement to the performance and fuel economy, absolutely transformed the driving experience. Now does 37mpg around town and 50mpg on long runs, £13,995. Email: mark@whybee.co.uk to arrange a viewing and for full description and lots more photos (Burnley, Lancs). A232/013



**Very rare Alfa Romeo 159 Ti.** It is one of the last ever made, purchased in March 2012, powered by a 200bhp 1750cc TBI engine, one owner, 33,000 miles, just had a full service and its first MOT, usual high Ti specification, in addition it has a number of options fitted: Bi-Xenon headlights with wash system, front parking sensors, Bose audio upgrade, sumptuous tan leather interior and finished in 8C red is very rare with the tan leather combination. I have taken very good care of this car, serviced when it should be and have always spent time and money on maintenance, cleaning and products etc, this is reflected in the condition and was recently featured on the cover of the AROC magazine *Quadrifoglio*, genuine car, comfortable, nimble, fast enough for most, looks gorgeous and feels great to drive, £14,000 ono, open to serious offers. Email: dandydy@btinternet.com. A232/035



**2005 Alfa Romeo 166 2.0 TS Lusso Ti.** Job loss forces the sale of this car, which has covered 80,000 miles and is MOT'd until December 2015. Together with the usual refinements to be found on a 166, the Ti pack specifications add lowered sports suspension, Ti badges at side and rear, Ti engraved sill kicker plates, exclusive 18" alloy wheels, embossed black leather upholstery with Alfa Romeo logo and red dashboard instrument and switch lighting. The car is generally in very good condition, although the air con may need re-gassing, £2650 ovno. For viewing or further information. Tel: 07510 444024. Email: alfa@virgin.net. A232/036



**Alfa Romeo GT 1.9.** Diesel, 2005 (05). 51,000 miles, £3495. Tel: 07818 220414 (located 4 miles J.23 M1). A232/038



**Alfa Romeo 166 3.0 Ti Lusso Sportronic.** Sept 2004, 105K miles, two owners, metallic silver, full black leather interior both unmarked. Documented history Alfa dealers/specialists. High spec, everything working, MOT end Oct. Extensive maintenance including cambelts, drive shaft, brakes, bearings and tyres. Unfortunately advanced age and ill health forces a very reluctant decision to part with this excellent car, £5500. Tel: 01772 397100. A232/039



**2005 Alfa GT 3.2 V6.** Grey, 44,000 miles, new MOT, service, excellent bodywork and beige leather interior, FSH, well maintained by Rusper Alfa, £8445 ono. Tel: 01444 483116 or 07845 117898 (West Sussex). A232/011





**2008 (October) Alfa Romeo 916 GTV 2.0 TS.** 98,300 miles, Sargassi Green. A great early Phase 2 example in a rare and very beautiful colour. All original apart from full stainless steel exhaust from cat back. CD multi-changer. Full Alfa dealer and specialist service history with cam belt changed at 78K. Bodywork, paintwork and interior in very good condition and tyres have plenty of wear left. MOT'd until March 2016 and just serviced. Only one previous owner and I bought it in Feb 2002 with 6500 miles and have loved driving it ever since, £1,700 ono. Tel: 02380 760043 or 07979 050947 (Southampton). A232/026

## FIAT



**Fiat Panda Turbo.** Basically a 2008 Fiat Panda 100HP 1.4 16v in black but with a Turbo conversion producing 160bhp and 0-60 in 7.5 sec! Huge list of Performance conversion items fitted as part of totally unique conversion. As featured in issue 184 of *Auto Italia*, 5 page spread, will email on request, stunning performance with exhaust note to match, 47,000 miles with FSH, meticulously maintained by its three previous enthusiast owners! Excellent condition, 5 doors, 6 speed box, electric sunroof, discreet Abarth badges. 12 months' MOT, new tyres, battery, fabulous fun car for only £3750. May take Italian car in px, try me. Email: funkyphilip@gmail.com. Tel: 07772 785927 (Kent, UK). A232/046

## FERRARI



**1982 Ferrari Mondial QV.** 78,600 miles, recent major service and MOT, Rosso/Crema, £19,995 ono. Contact Anthony for photos and more info. Tel: 01621 813015 or 07779 726845. Email: prsche@msn.com. A232/008

## LANCIA



**Lancia Delta 2.0 HF Turbo HPE 16 valve.** 1999, 70,000 miles (112,700km). Excellent condition, recently serviced, timing belt, tensioner, water pump, suspension arms and drop links. All parts OE and car drives perfect. MOT'd Dec '15 with full history file from new. Lancia Owner's Club concours winner in 2008. Will be sold with registration 'A2 OHF', £7750. Tel: 07799 473341 for more details. A232/014



**1972 Lancia Fulvia Berlina S2.** 2 previous owners, MOT 30/6/15, 56,800 miles. Good condition no rust. Wife's car last 2 years, engine rebuilt last owner cost £1642. Original working radio, sports wheels, £4250. Tel: 01268 755458. A232/018

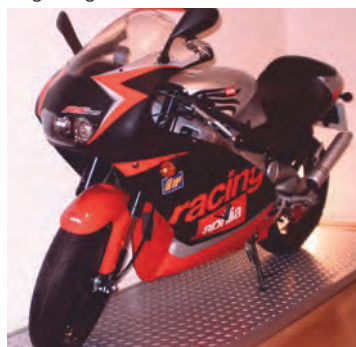
## MASERATI

**1979 Maserati Khamsin RHD.** Red, formerly a well-known club car when owned by my late brother, but has been dry stored since 2003 until emerging earlier this year in order to fettle for its new MOT. Freshly tested and with a mostly new hand built exhaust it gives a rare opportunity to acquire a good original car that has not been messed around with. Inevitably to get it to 100tp condition it will need work, but with 46K miles and a good solid body it won't cost a fortune. A great deal of labour has been expended to make it oil tight (hydraulically speaking of course) as the seals dry up through inactivity. I am basing my asking price on the only other Khamsin to sell (as far as I know) in 2014, which although also needing some work went at auction for £85K I am led to believe. I wish to sell the car relatively quickly if possible so am asking a more sensible £50K ovno. The car is available to view in Torquay. Pictures available on request. In the first instance please contact me, Iain Reynolds on 07866 454085. Email: iainvfr800@gmail.com (Devon). A232/042

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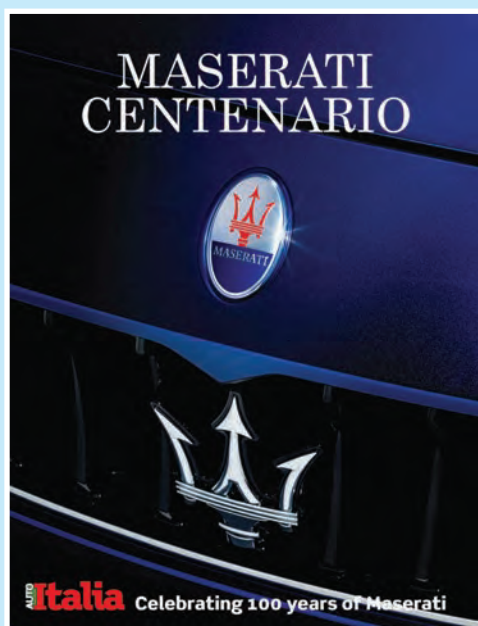
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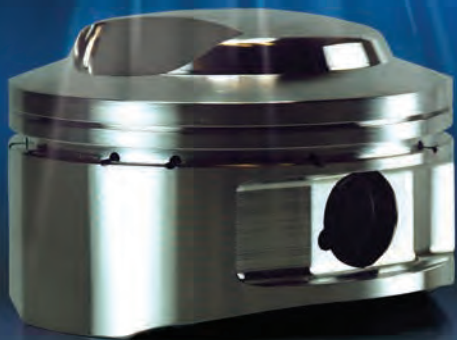
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## Colani Lotec Ferrari Testa d'Oro

Story by Richard Heseltine



**T**ake one Ferrari Testarossa, add a touch of German design eccentricity and sprinkle liberally with salt and you have this oddly-shaped record breaker. Completed in 1991, and based on an '89 donor car, the Testa d'Oro (Golden Head...) was the brainchild of self-styled design legend Luigi Colani. It was built in conjunction with sometime hillclimb racer Kurt Lotterschmid whose Lotec Racing Team concern had form when it came to building small-series or one-off supercars. The firm was also well-versed in turbocharging the Testarossa's Flat 12 engine.

Berlin-born Colani had earlier reworked (some might say ruined) a Ferrari Daytona (not to mention a Bizzarrini 5300GT and a Lamborghini Miura), the Testa d'Oro being positively tame by his out-there standards. The wild man of industrial design created a typically 'biodynamic' shape, which did away with the donor car's body in its entirety although the contact points remained the same. The 'shell was made of 'composite materials' and, in true Colani style, it defied easy categorisation as much as description. It wasn't exactly pretty, but it was certainly noticeable. Colani (né Lutz Colani) created the outline by

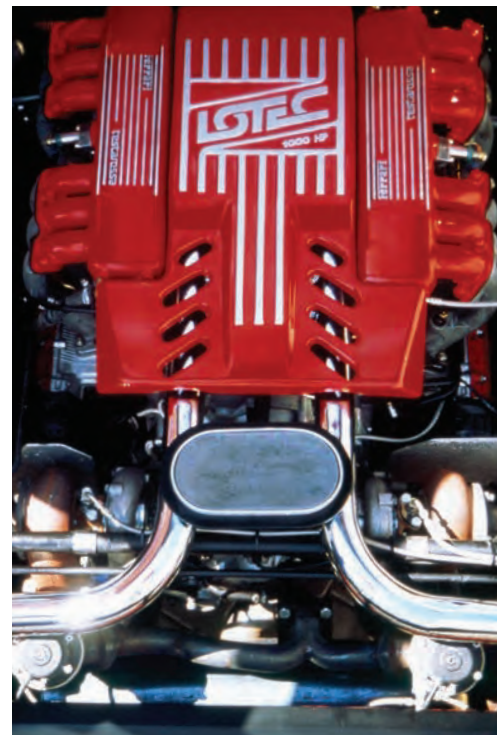
hand and proudly eschewed using computational aids or wind tunnels during the design process which, given that the aim was to break speed records at more than 200mph, may have put off lesser men.

The twin-turbo engine borrowed heavily from Lotec's experience with its TT1000 supercar. This was essentially a Testarossa with slightly wonky-looking F40 style bodywork that packed anywhere between 780bhp and 1000bhp depending on which version you opted for. Unfortunately, (some might say predictably), the TT1000 wasn't a great success because you could have bought three F40s for the

same money, and only three were made. The five-litre Flat 12 in the back of the Testa d'Oro was reworked by Ferdinand Pietz of Lotec's long-time collaborator TTP Automotive to produce 750bhp at 6400rpm. That, and a whopping 663lb ft of torque at 5000rpm. Weighing in at 1650kg (3638lb), the car emerged heavier than a regular 'rossa (1506kg/3320lb).

Nonetheless, the car was super-quick, and the additional weight may have been of some benefit given the car's intended purpose, with traction being at a premium on the Bonneville Salt Flats. Despite the car reputedly suffering from





front-end lift, and the fat tyres skating over the white stuff, second-generation drag racer Mike Strasburg steered it to a world record for a car equipped with a catalytic converter in August 1991. He reached 218mph from a standing start.

Following the record bid, the car was denuded of its decals, and its rear parachute, and offered for

sale. It could have been yours for a cool US \$480,000. There were no takers. And contrary to some Internet reports, only one Testa d'Oro was ever built. The car received a new, even more amorphous outline in time for the 1996 Essen Motor Show. Colani still owns the Testa d'Oro and the Octogenarian isn't above using it on the road.





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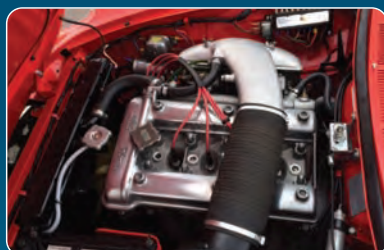
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