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Issue 236 October 2015 £4.70 US\$10.50

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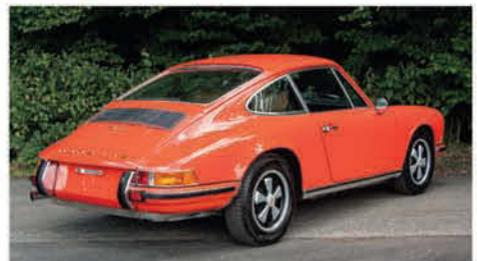
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The need to be green has been progressively changing automotive engineering. There was a time when diesel engines were the flavour of the month and were ahead of petrol engines in terms of economy and power output. But petrol engine development has overtaken the oil burners, so that now they are the bad boys in the emissions world. Part of the petrol engine revival has been due to turbocharging, with impressive power outputs, performance and economy from lower capacity units. A side effect of turbocharging has been the reduction of engine noise, which is less of an issue on domestic cars than it is on the high performance end of the market. But there are occasions where noise is acceptable, even encouraged, notably in motorsport and in particular Formula One. The drone of the current 1.6-litre F1 cars pales into insignificance compared to those fabulous, screaming 3.0-litre V8s and V12s of not so long ago.

With the suppression of F1 it was not going to be long before the manufacturers of top end cars would become influenced. Firstly we have the latest Maserati range fitted with turbochargers and now Ferrari has followed suit. And no matter the claims of harmonic enhancement of the manifolds and pipework all the cars affected have lost some of their magic.

While I admit there really is a need to be green, I can't see that the relatively small group of exotic cars are going to make much difference to the environment, even on the cruise down London's Kings Road where the big red buses surely pose a more significant threat to air quality.

Ferrari 458 Speciales and Maserati GranTurismos are at the peak of naturally aspirated engine development and, due to their fabulous soundtracks, must surely be regarded as instant classics. But wait, there is still one supercar manufacturer that produces uncompromised cars - Lamborghini. It will be interesting to see how the latest Huracán and the new Aventador SV will affect supercar sales. I think Lamborghini has an advantage here, but how long will it last?

**Phil Ward**

Editor

philward@auto-italia.net

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# NEWS & VIEWS

## FERRARI 488 SPIDER



**F**errari has announced that the launch of its 488 Spider will be at the Frankfurt International Motor Show in September. The Spider is Ferrari's most powerful mid-rear-engined V8 car ever to feature the patented retractable hard top along with the highest level of technological innovation and with cutting-edge design.

Ferrari was the first manufacturer to introduce the RHT (Retractable Hard Top) on a car of this particular architecture. Just like all previous spider versions of Ferrari's models, this is a car that is aimed squarely at clients seeking open-air motoring pleasure in a high-performance sports car.

Every area of the car has been designed to set new technological

benchmarks for the sector: from the aluminium spaceframe chassis and bodyshell to the new turbo-charged V8, aerodynamics that reconcile the need for greater downforce with reduced drag along with the specific cabin air flow demands of an open-top car, and vehicle dynamics that render it fast, agile and instantly responsive.

While twin turbos are known to subdue the sound of V8 engines, Ferrari claim that the 488 Spider has its own distinctive soundtrack created using exhaust manifolds with longer, equal-length pipework. Further enhancement was created by an in-depth study of harmonics and tonality at different engine speeds. The volume and clarity is said to increase as the engine instantly responds to the accelerator and revs rise, reinforcing the sensation of massive performance



## RM SOTHEBY'S NEW YORK SALE



An early entry for the RM Sotheby's New York Sale on November 18 includes the 2006 Lamborghini Concept S. Conceived by Lamborghini's then head of design, Luc Donckerwolke, the Concept S was introduced as an extreme interpretation of an open-top Gallardo. First presented as a non-running design study at Geneva in 2005, tremendous public interest in the Concept S prompted the decision to build a functional version of the vehicle in order to further gauge potential customer demand.

The fully operable version was debuted at Concorso Italiano the following year; a proverbial show-stopper, it remained true to its concept yet seemed even more extreme.

While a limited run was originally planned for the Concept S, the high cost and time-consuming production ultimately ended with the first example also being the last, rendering chassis 001 a true, production-ready, one-off Lamborghini. The street-legal car has covered just 180km.



## CHRIS EVANS' CARS FOR SALE

Thirteen of presenter Chris Evans' highly prized motor cars will be offered for sale at Bonhams Goodwood Revival Sale, taking place 12 September. The multi-million-pound selection features six Ferraris, including sale highlight, the 1966 Ferrari 275 GTB/6C Alloy, estimate £2,600,000-2,900,000. While this is a very fine machine, curiously it has been repainted to replicate the UDT Laystall 250 GTO.

Other Italian cars being offered are a Ferrari Daytona Spider, a 250 GT Lusso, 275 GTS Spyder, 250 SWB Replica, 328 GTS, and a Fiat 126 'Abarth'.



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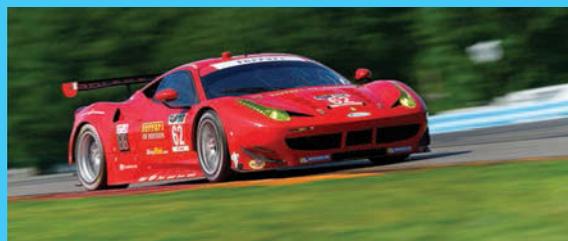
Taking place on Monday 19th October 2015 at the Silverstone GP Circuit, you will drive four laps in either a Ferrari 458 or F430 Challenge Car before experiencing four high speed passenger laps in the Ferrari LaFerrari. Your day will include full hospitality, in-car images and footage and you'll even get to meet the Ferrari team technicians and racing drivers.

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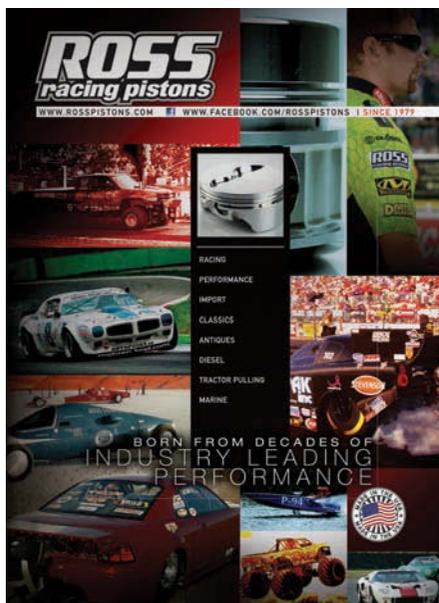
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**REVISED ALFA ROMEO GIULIETTA**

The Alfa Romeo Giulietta engine range has been revised to offer improved economy and emissions across the entire petrol and diesel engine range.

Of key interest to both private buyers and business users, the popular 1.6 JTDM-2 turbo diesel engine not only benefits from a reduction in emissions from 104g/km to 99g/km, thanks to the addition of a variable-geometry turbo charger and low rolling-resistance tyres, it also brings an increase in power from 105hp to 120hp. The drop in emissions results in a one per cent BIK reduction to 17 per cent and the annual Road Fund Licence is now £0.

The uprated engine, which complies with strict EU6 emissions regulations, boosts top speed by 6mph to 121mph, where legally permitted, and improves the 0-62mph by 1.3 seconds to just 10.0 seconds. At the same time, the new Giulietta 1.6 JTDM-2 can now return 74.3 MPG on the official combined fuel economy cycle, a significant improvement over the impressive 70.6 recorded by the current 1.6 JTDM2 105hp engine.





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# DESIGN

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

## Alfa Romeo Giulia

CHRIS HRABALEK

**Age:** 38

**Born:** Vienna, Austria

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

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



**A**lfa Romeo's new Giulia must have been one of the most eagerly awaited and long-overdue brand flagship revivals in recent years; not only as a direct replacement for the discontinued 159 product-line, but also as the spiritual rebirth of the classic Giulia, on the 105th anniversary of this iconic marque.

The original Giulia (1962-1978) was 'the' stylish and sporty limousine of the '60s and '70s, significantly contributing to Alfa Romeo's image as a manufacturer of first class sports-limousines, featuring technical goodies such as two overhead-camshafts, a five-speed gearbox and disc-brakes all as standard.

Fast-forward to 2015 and after a slow-birth and an eleventh hour re-design ordered by Fiat Chrysler Automobiles' (FCA) big cheese Sergio Marchionne, the final result was certainly worth the wait. The latest rebirth is even more a driving machine than an icon reloaded. Featuring the return to rear-wheel drive – a first since the 75 of the late '80s – a 50:50 weight distribution, a rumoured top-speed of 200mph and a 510hp (503bhp) engine developed by non-other than Ferrari, are all goosebump guarantors for petrolheads the world over.

Styled under the direction of Alfa Romeo and Maserati Design Director Marco



Tencone, the stylistic influence behind the gorgeous Alfa Romeo 4C, this new four-door Alfa Romeo is essentially a downsized Maserati. Visually, in its top-spec 'Quadrifoglio' guise the Alfa Romeo will certainly run neck-and-neck with AMG and M-GmbH's finest and cause sleepless nights in both design and engineering offices between Affalterbach and Munich, respectively.

Designwise the sporty four-door features an aggressive front fascia with plenty of mesh-grill inserts

and active aerodynamics, previously only seen on flagship supercars of the prancing horse. It becomes instantly evident that aerodynamics played a key role in the design development, with bonnet and wing vents, aerodynamic side skirts, a boot mounted spoiler and rear diffuser detailing; make no mistake, this car means business.

Official interior images have yet to be released, but Alfa Romeo has already communicated that the Giulia will

feature premium materials in a driver-focused environment, supported by up-to-date touch-screens and infotainment.

The expectations have been high and the very first sneak-peak at the official unveiling has been very promising. If Alfa is able to auto-fire derivatives over the next decade, then the brand has a good chance to re-earn its former laurels and redirect Alfa Romeo to the elevated position of its heydays.





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# Fiat on the Dragon

## EVENT INVADES THE ROADS OF EAST TENNESSEE

By Larry Smith



The highways and back roads of East Tennessee experienced an Italian automotive invasion as over 100 proud Fiat owners descended upon this mountainous region for a weekend of exhilarating drives and unbeatable camaraderie. The 3rd annual Fiat on the Dragon event, founded by longtime enthusiast Brett Melancon, proved to be an overwhelming success with almost triple the participants from its inaugural run in 2013. The reason for this incredible growth is simple: The event caters to Fiat 500 and Abarth

owners, many of whom were introduced to the brand upon its return to the US marketplace four years ago. Of course, all vintage models are welcome as well.

Another big draw is the fact that the weekend is anything but a typical car show, in which prized automobiles are trailered, parked and mutually admired. Instead, the itinerary is structured around exciting, day-long drives, which take full advantage of the area's twisting roads and magnificent scenery.

The Talley Ho Inn in Townsend, a tiny hamlet that serves as a gateway to the Great Smoky Mountains National Park,

was the centralised hub for all activities. Organised drives included spirited runs on the event's namesake, the legendary Tail of the Dragon, which blazes a trail through the Tennessee/North Carolina border with 318 hairpin curves in only 11 miles. Also on tap were the Devil's Triangle, a growing favourite amongst the event's thrill-seeking participants, and scenic drives to Rugby, Big South Fork and Fontana Dam.

With dedicated support from presenting sponsors Fiat Club America and Eurocompulsion/H.P.S.I., Fiat on the Dragon is quickly cementing its status in the Fiat

community as a can't-miss event for both the gearhead crowd and those who simply enjoy getting their beloved 500s out on the open road. And for many, it's the friendships, both established and new, that make the biggest impact

of all. A love and passion for Fiat cars creates an unbreakable bond, on the road and off. For information on the upcoming 2016 Spring event, follow us on Facebook at [www.facebook.com/FiatOnTheDragon](http://www.facebook.com/FiatOnTheDragon)





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FERRARI

# Fiat Barchetta 20th Anniversary

A trip organised by the Barchetta Club of Italy visiting Verona and Turin

Report by Philip Healey



**Day 1** After a two day drive and 850 miles from Calais, we arrived in Modena the night before the meeting.

**Day 2** As soon as we arrived at the restaurant Esse esse in Maranello, we sensed we were in motor country, as we saw the latest Ferrari Provas being tested along the back roads, we knew we were in for a good time! The restaurant had been the pre-arranged place to meet Barchetta Club members who had driven up from Rome and Naples, around 20 cars.

We had a superb lunch followed by a visit to the Ferrari museum followed by a drive in convoy to the hotel on the shores of Lake Garda. Members from the Dutch and German clubs had arrived there so we now numbered around 70 cars. Dinner of unlimited pizza and Czech beer followed before late bedtime.

**Day 3** Up for a 09.00 briefing then a convoy of around 70 cars right into Verona centre, Piazza Bra. What a magnificent sight made even better when the remaining crews from Holland and Germany arrived making a line up of 102 cars. This provided a great photo opportunity for many of the tourists of all nationalities who were very curious about the car and its history. We were the sole Brits but we flew the Union Jack with great pride. Afterwards back to the hotel for another superb evening of pasta and vino.

**Day 4** Another early briefing, then 'make your own way' to Torino, 3.5 hours away down a very fast moving motorway. Joined a small convoy cruising at gomph on the motorway. Then to the old Fiat Lingotto factory, now a hotel, for a drive up onto the famous rooftop test track, sadly no longer used. The drive up, much like that of a

multi story car park, was exhilarating in itself and the view from the top was second to none, but over 100 barchettas made a truly wonderful picture. From there we moved across Turin, in the rush hour and 34° of heat, to hotel Olympic, where it became a work of art to fit us all into the underground car park. The evening meal was outside on the rooftop, great food.

**Day 5** Another early briefing. We followed a small group to the Museo Automobili di Torino. Then

after lunch off to Piazza Vittoria for another exhibition of cars. That evening was a gala dinner in a fabulous restaurant by the river. The guests of honour were three guys who designed the Barchetta and they signed autographs all night like rock stars.

**Day 6** Last day of the trip. A visit to Fiat Centro Storico, a great little Fiat museum, cars, boats, planes. Finally off to Mirafiori Motor Village with a final lunch with our new amici Italiana, followed by two laps of

the test track following a 595 Abarth.

By then it was late afternoon, so after our goodbyes we set off for Susa then a further two days driving through France to the joys of Calais and the port workers strike! But a wonderful trip with a lifetime of memories of the heat, food and mad Italians in their barchettas. A great celebration of the 'little boat' we all love.



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## FUTURE BARNFINDS

Now, unfortunately I have never been lucky enough to find a wonderful barn find and even if I did, I'd have nowhere to put it and no funds to buy it. These slight hindrances have never stopped me thinking about such a treasure though. I am intrigued by the history of them, the stories, how they got there, the previous owners, etc.

These thoughts bring me on to what I consider could be a very modern problem. What about barn finds of the future?

Look at the plethora of electronics now used on cars. In my view it is ridiculous. In years gone by mechanics could change spark plugs, replace a battery, check the engine over and it would fire into life. Everything was physical and practical. Now, it's all computer management and sensors. One of my friend's cars doesn't even have a dipstick. The oil level is checked by a menu in the car's onboard entertainment system. Onboard entertainment used to mean sweets, or looking out of the window. And if he parks on a hill the car goes into alarm meltdown because 'it' doesn't think it has any oil in it.

Metal is malleable, it has character, simplicity, sincerity and can easily be restored, removed and repaired. The problems it presents with a restorer will be no means easy, but metal offers many qualities and as long as it is treated right, longevity can be the watchword. Indeed cars that command a fortune now often have the hand crafted lure of handmade metal panels.

What about modern materials? How will they stand the test of time? Does Carbonfibre go brittle? What is its life cycle? Furthermore, how will modern manufacturing techniques influence the restorers of the future? Look at aluminium bonding for example. How long will the glue last? And in the event of a failure or crash damage how can these complex

bonding techniques be replicated or repaired in years to come?

The manufacturing process of carbon has changed incredibly over the last few years and this has been for good reason. Benefits include improving torsional rigidity and lightness.

Some carbon constructions of air flow pieces look wonderful. However, do you think we will ever be looking at a Carbonfibre monocoque tub in 60 years time with the same relish and wonderment as we peruse an old Pininfarina designed, aluminium classic now?

**Mark Scotchford**

## WAYWARD FIAT 500X 1.4

Firstly, thanks for producing the must have read for Italian car enthusiasts. Secondly, I am enquiring if any of your readers who have purchased the above are experiencing the following. When in sport mode the vehicle just follows the camber of the road which mostly means that it is constantly veering to the left. My local supplying dealer has admitted that the other 500X they sold the owner



returned it to have the steering checked and say that this is a characteristic of the vehicle rather than a fault. I am waiting for a response from Fiat UK. Admittedly I can recall that Alfas I owned, namely a 105 coupe and spider veloce, used to follow the road but not in an unpleasant way unlike the Fiat. Yours and your readers responses will be much appreciated.

**Chris Bolton**

*I have driven various versions of the 500X and have not experienced any unusual behaviour. The next time I drive one I will see if I can reproduce the effect. Ed*

## BALEARICS FIND

What is this? I found it while on holiday at Es Castell in Menorca, it looks like it needs saving.  
**Tony Soper**  
*Looks like a 1920s Fiat*



*509. You would have thought the owner would have made an effort to pass it on. Ed*

## CITROËN SM

I very much enjoy receiving my subscription copy of *Auto Italia* with the wide range of features on our beloved Italian marques.

With SMs very much in the news as a result of the recent Bonham's sale, where Rolling Stone Bill Wyman's SM found a buyer, perhaps it might be time for a feature on this fascinating car with its French underpinnings and glorious Maserati engine. Incidentally, I bet that car would have a few tales to tell if it could talk!

Yes, I do own an SM, in addition to a Maserati.

**Jonathan Ward**

*We are overdue running an SM feature, hopefully something will be coming up in the near future. Ed*

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# Take 500.2

It's spot-the-difference time for Fiat's facelifted 500. Just how much has the refreshed best-seller improved?

Story by Chris Rees  
Photography by Phil Ward





**W**hen is a new car not a new car? Answer: when it's a facelift. 'New' is a word that every manufacturer applies to its cars, regardless of whether they are actually new or not. If it's genuinely a new model, it's called 'all-new'. If it's not, it's called 'new'.

From this we may deduce that the 'new' Fiat 500 is actually a mid-term facelift. There was some amusement when some journalist colleagues arrived at the world première of the 'New 500' at Lingotto in Turin, presuming that, eight years into its life, the 500 would have ripened into 'all-new' status. Cue faces of disappointment. But that's unfair: no car is quite like the 500, and its iconic shape simply doesn't need an evolutionary shift. If the 500 were a plant, it would be one of those hardy perennials: basically the same, year in, year out.

Fiat reckons there are 1900 changes in the 'new' 500, all of them apparently 'innovative' and 'substantial'. I'd hardly use those words myself: essentially you can sum up almost all the changes in

just three couplets: new lights, new bumpers, new instruments. Oh, and a new glovebox lid.

But hey, why should you change anything with such a successful record as the 500's? Since 2007, over 1.5 million have been sold worldwide. The 500 regularly appears in the Top 10 sales charts of many countries, including the UK, and buyers are showing no signs of waning interest. Undoubtedly Fiat has been wise not to mess with a Good Thing.

The 500's dimensions (357cm long, 163cm wide, 149cm tall) are exactly the same. Its unique retro-look outline hasn't changed one iota, either. Every metal panel, from the wings to the doors to the bonnet, is exactly the same. But the new 500 does look a little different, courtesy of a nip-and-tuck by Centro Stile Fiat.

### BELLA FIGURA

Both the 500 hatchback and 500C convertible get the same styling update, which Fiat calls 'sensitively refreshed.' Let's start at the front. New front





headlights and LED daytime running lights are the most obvious change. The headlights are more ovoid in shape, with more of a slant to them; they house the dipped-beam headlamps and indicators. New lower light clusters house the main beam and LEDs. Apparently the front lights recall the zeros of the '500' logo. More controversial, perhaps, is the pronounced new ribbing and extra chrome 'whiskers' between the lights, which makes the front end look as trifle fussy, I think. Same comment applies to the new lower grille, which has a 'three-dimensional' effect and is flanked by random bits of chrome.

Much happier is the rear end, which gains new 'empty' light clusters, which means they're shaped like a square polo with a body-coloured hole in the middle showing through. According to Fiat, it's like an 'illuminated tattoo.' The rear foglight and reversing light are also relocated to the edges of a freshly reshaped bumper.

As well as the obligatory new alloy wheel designs, there are two new paint shades: Glam Coral (pink) and Avantgarde Bordeaux (dark red). Two strikingly duotone black/yellow and black/red variants are also new, forming part of Fiat's 'Second Skin' customisation package that it says makes "walking into a dealership increasingly similar to walking into a high-end Italian fashion house"! Five stick-on 'second skins' are on offer: Ethnic (geometric); Lord (tartan); Comics (pop art); Navy (nautical) and Camouflage ('fashionably military').

### CABIN CHANGES

Perhaps the most satisfying changes occur inside. The dashboard now integrates Uconnect infotainment across the range. This sits in the middle of the dashboard and is much easier to read, and to use. A new steering wheel features new remote control buttons with chrome-plated edging. A five-inch touchscreen is fitted on Lounge models, with rather more multimedia operations (including voice recognition). The UK may (or may not) get an app-based system that allows you to use apps like TuneIn internet radio, Deezer, Reuters, Facebook and Twitter.

The main instrument cluster is kept unchanged, which means analogue dials for speed and engine revs

and digital secondary gauges. A rather fabulous seven-inch TFT display is optional on the Lounge version, giving you a speedo, odometer and trip computer plus a central section sporting an image of the car that shows distance travelled, fuel consumption, range, trip time and so on. On the TwinAir 105hp, the dash also changes when the Sport button is pressed.

The front seats have a slightly more ergonomic shape. There's a new lidded glovebox, a revised centre console with new cupholders and a relocated 12V power socket. New push-down-pull-up electric window switches are new too.

### STAYING IN POWER

It's pretty much 'same old' under the bonnet, too, the only real difference being that all engines are now all Euro 6-compliant, and some have better CO<sub>2</sub> figures. The engine line-up looks very familiar: 1.2-litre 69hp, and 0.9 TwinAir in 85hp and 105hp forms. The CO<sub>2</sub> figure for the 1.2 engine drops by 1g/km from 111g/km to 110g/km; the 85hp engine from 92 to 90g/km; while the 105hp unit remains at 99g/km. The fuel consumption of the 1.2 and 0.9 105hp are unchanged at 60.1mpg and 67.3mpg respectively, while the TwinAir 85hp improves to 74.3mpg (up from 70.6mpg before).

There will also be a new 99g/km 'Eco' version of the 1.2 engine, with a different alternator, aerodynamic pack and low rolling resistance tyres. However, whether the UK will get this is not confirmed; nor is the 1.3 Multijet II 95hp diesel. Sadly the 1.4 petrol engine remains unavailable in the Fiat 500 (only the Abarth 500, which isn't facelifted just yet – see separate panel).

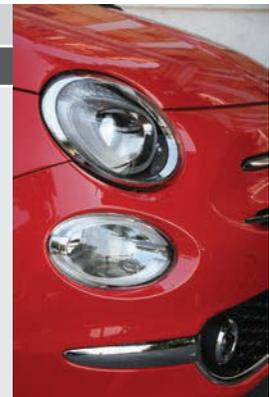
On-paper figures might draw you to the TwinAir, but don't discount the 1.2 four-cylinder. It's much the smoother unit, is cheaper to buy and will almost certainly be more economical in practice. It doesn't have a lot of punch, but for around-town duties, it's perfectly adequate. If you want to have fun, the TwinAir 105 is the one to have.

As for transmission, five- and six-speed manual gearboxes or a Dualogic robotised manual remain, although Dualogic now gets shift paddles, too.

*ABOVE LEFT: New interior trim options include an attractive range of seat fabrics, more storage and clearer instrumentation*

TECHNICAL SPECIFICATIONS

	FIAT 500 TWINAIR 85	TWINAIR 105	1.2
ENGINE:	875cc in-line 2-cylinder turbo	875cc in-line 2-cylinder turbo	1242cc in-line 4-cylinder
BORE X STROKE:	80.5mm x 86mm	80.5mm x 86mm	70.8mm x 78.9mm
COMPRESSION RATIO:	10.0:1	10.0:1	11.1:1
POWER:	85hp @ 5500rpm	105hp @ 5500rpm	69hp @ 5500rpm
TORQUE:	107lb ft @ 1900rpm	107lb ft @ 2000rpm	75lb ft @ 3000rpm
TRANSMISSION:	5-speed manual or 5-speed Dualogic	6-speed manual	5-speed manual or 5-speed Dualogic
BRAKES:	Discs front and rear		
DIMENSIONS:	3571mm (L), 1627mm (W), 1488mm (H)		
FUEL CONSUMPTION:	(combined) 74.3mpg	67.3mpg	60.1mpg (man), 62.8mpg (Dualogic)
KERB WEIGHT:	930kg	940kg	865kg
TOP SPEED:	(claimed) 108mph	117mph	99mph
0-62MPH:	(claimed) 11.0 seconds	10.0 seconds	12.9 seconds
PRICE:	£13,065-£14,690	£14,420	£10,890-£13,390



THE NEW RANGE

As before, there are three trim levels: Pop (1.2 only), Pop Star (1.2 and TwinAir 85) and Lounge (all engines). Every trim level gets LED daytime running lights, seven airbags and Fiat's Uconnect infotainment system with six speakers, Aux/USB ports and steering wheel remote controls.

The Pop Star adds air-conditioning, heated body-colour mirrors and 15-inch alloy wheels, while the Lounge adds a panoramic glass sunroof, rear parking sensors, chrome front grille, front fog lights, leather-trimmed steering wheel and five-inch touchscreen infotainment system.

Mopar accessories available include vintage-style wheel trims, chrome-effect mirrors, side badges, chrome roof mouldings, a rear spoiler, tailgate rack and loads of decals.

The new 500 goes on sale in the UK in early September with prices starting at £10,890, which represents a very slight increase from before.



WHAT ABOUT ABARTH?

For the time being, the Abarth 500 continues without any changes. It will, however, get its own facelift by the middle of next year, and word is it will be much more extreme than the light changes made to the Fiat-badged 500.

It's the same story with the 500S. This sporty-themed model remains unchanged for now, with enough stock in the UK to last until the end of 2015. But in 2016 we can expect a specific facelift for the 500S to make it even more sporty-looking than it is now. Which all sounds good to me.





## DRIVING TIME

There's really not much change in the way the 500 drives. Fiat says the chassis settings have been slightly revised to sharpen comfort and handling, but frankly, I didn't spot much difference: the 500 remains the same nippy, neat-handling city runabout as ever. The ride comfort remains pretty good on standard tyres, too. The only real under-the-skin change is larger brake discs for the 1.2 69hp version.

One welcome improvement is extra soundproofing in the wheelarches and bulkhead. This benefits high-speed refinement, which has always been an issue, especially with the TwinAir. However, you still couldn't call the 500 a quiet animal.

## VERDICT

Fiat has put its own spin on an old adage: 'no new' is 'good new'. It has barely touched the 500, which is perfectly understandable given its highly successful formula. Probably not everyone will like the new nose, but the rear end definitely looks better and the cabin is nicer, too. And it drives very much like the old 500. What's that other adage? Something about broke, don't and fix, I think. 🇮🇹



ABOVE: Fiat claim 1900 changes on the new 500  
BELOW: One of the new paint options is Glam Coral, a quite acceptable pink





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40106 - K	40106	£45.54
40107 - K	40107	£50.49

Kits include: Pump, fuel union, filter union & rubber mounting kit

### CYLINDRICAL PUMP KITS

Pump Kit No.	Description	Price
476087 - K	Silver top	£79.00
480530 - K	Competition silver	£81.20
480532 - K	Red top	£85.00
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# Storm Force

Lamborghini sticks to natural aspiration with its Gallardo successor – and good for them!

Test by Chris Rees  
Photography by Michael Ward



It wasn't so long ago that Lambos were the preserve of a certain type of person. You know: the shameless exhibitionist with unpredictable behaviour syndrome, and posters of scantily clad beach babes on the garage wall. You know: Rod Stewart, basically.

Then German suits with Audi lapel badges came along and bought the Bolognese company. Things started to get, well, not sensible exactly, but more serious. Lamborghini suddenly became a company that meant business.

And the first fruit of the Audi era, the Gallardo, brought plenty of business through the door. Indeed,

it's been a real game-changer. Before the Gallardo, Lamborghini was making a paltry 400 cars a year. Last year, over 2500 cars left the Sant'Agata factory. With 14,022 Gallardos made from 2003 until 2013, it's easily the best-selling Lambo of all time.

Yes, the Audi years have been good to Lamborghini, even though there might be rather more DNA from the Audi R8 in the Gallardo and its successor, the Huracán, than the engineers of Sant'Agata might care to admit.

Ah yes, the Huracán Longitudinale Posteriore 610bhp 4-wheel drive. We've driven the LP 610-4 Italy before, but not yet in RHD form in the UK. Time to address that omission right now...



## WINDY BULL

True to Lamborghini's quirky tradition of naming its cars in Spanish, it says the name Huracán isn't just Spanish for 'hurricane', it's also the name of a 19th century fighting bull from Alicante. Thinks: why name a car after an animal whose only purpose is to be snuffed out by a man in a frilly costume?

As soon as the Huracán arrives for our test, one thing is very clear: this is a terribly colour-sensitive car. It looks sensational in bright pearlescent colours like Arancio Borealis (orange), Giallo Midas (yellow) or Verde Mantis (green). It looks totally different in the

shade presented to us here: Nero Nemesis matt black from the 'Ad Personam' individualisation program, which gives the car the look of a menacing insect rather than a raging bull.

The Huracán's shape is dramatic, but in a reined-in, futuristic kind of way. It avoids the supercar style-crime of a huge rear spoiler, even of the apparently-must-have 'hidden' variety that pops up at 70mph. Kudos to Lamborghini for creating a shape that's inherently stable at speeds of over 200mph without such tricks. Another dramatic twist: all the lights on the car are LEDs, which Lamborghini claims as a first among supercars.

## TECHNICAL SPECIFICATIONS

### LAMBORGHINI HURACÁN LP 610-4

ENGINE:	Rear longitudinal V10
CAPACITY:	5204cc
BORE X STROKE:	84.5mm x 92.8mm
COMPRESSION RATIO:	12.7:1
POWER:	610bhp @ 8250rpm
TORQUE:	413lb ft @ 6500rpm
TRANSMISSION:	7-speed LDF dual-clutch transmission, four-wheel drive
BRAKES:	Carbon-ceramic discs, 380mm x 38mm (front), 356mm x 32mm (rear)
TYRES:	Pirelli 245/30 R20 (front), 305/30 R20 (rear)
DIMENSIONS:	4459mm (L), 1924mm (W), 1165mm (H)
FUEL CONSUMPTION:	22.6mpg (combined)
KERB WEIGHT:	1422kg
TOP SPEED:	202mph
0-62MPH:	3.2sec
PRICE:	£180,720





**ABOVE:** The matt black finish on this Huracán gives the car a sinister Stealth fighter appearance

Inside, the cabin looks stunning with its hexagonal-themed geometrics, the start/stop button nestling under its red flap and a huge 12.3in colour TFT screen right ahead of you – all very Millennium Falcon. That screen works brilliantly, by the way, with razor-sharp graphics and a choice of modes: Full (rev counter dominating your view), Mixed (rev counter shoved over to the left for the infotainment and nav to elbow in), and Full Navi (mappage to the fore).

The driving position in the tightly bolstered seat is superb, although I'm amazed to find that if you want electrical adjustment for the seat height, angle and cushion length, that'll cost you extra. I also love the flat-bottomed three-spoke steering wheel that's crammed, fighter-pilot-style, with all sort of functions, from indicators to wipers.

Underneath it all sits an aluminium and carbonfibre chassis that weighs a mere 200kg. Since the bodywork is in lightweight aluminium and composite, too, the Huracán weighs in at 1422kg, which in modern supercar terms is about par.

## HURRICANE MODE

So to the engine. One thing very much in the Huracán's favour is that it's naturally aspirated. In an age when everyone is flocking to turbochargers to squeeze out extra power and lower emissions, Lamborghini's non-turbo V10 continues to champion the ideals of sharp throttle response, instantaneous power and linear torque delivery. Thank the dual fuel injection system for that. On start-up and at high revs, fuel is injected directly into the combustion chambers, while at lower loads, it's injected into the manifold.

There's an impressive 610bhp of power, which doesn't arrive until a screeching 8250rpm, while torque maxes out at 413lb ft at a similarly stratospheric 6500rpm. You may appreciate that the LP 610 loves high revs...

Start it up and, at idle, it sounds frankly terrible, almost like a diesel you're about to head out to Tesco's in. The Huracán even has Stop & Start, so the engine cuts out in heavy traffic, just like your shopping hatchback.





Then you spot the 'Anima' drive select switch on the steering wheel. Fiddling about with this changes just about everything, depending on which of the three modes you choose: Strada, Sport or Corsa. With each progression up the scale, the throttle valves respond more keenly, sound flaps in the exhaust open up, the dual-clutch transmission holds gears for longer, and there are sharper settings for the four-wheel drive, stability control, steering and dampers.

Sport and Corsa modes are, of course, the most fun, and the sound from the V10 becomes increasingly splendid. The stability control also relaxes itself, giving you the opportunity to feel the chassis doing things beneath you; and you can completely deactivate the system for track use, too.

In any mode, this is a Very Quick Car indeed. Acceleration figures of 0-62mph in 3.2 seconds and 0-124mph in 9.9 seconds, plus a V-max well in excess of 200mph, prove that. At our test track, the Huracán touches 140mph on the short straight from the banking to the sharp right-hander, which is no mean feat.

While the old Gallardo used Lambo's e.gear automated manual, the new seven-speed LDF dual-clutch transmission ('Lamborghini Doppia Frizione') is far more user-friendly. It changes gear in just a few hundredths of a second in auto mode. While you can switch to manual using the large paddles behind the steering wheel, I find myself leaving it in auto mode, as the rev limiter catches me out all too easily on manual up-changes.

### THE SURE-FOOTED SUPERCAR

If you like your supercar experience to be extremely fast, yet extremely safe, the Huracán is definitely for you. If you like a raw, on-the-edge ride, it probably isn't (have you considered the Aventador, sir?).

As the '4' in the car's title indicates, there's all-wheel drive to help you out. For most of the time, a mere 30 per cent of the torque goes to the front wheels, so the Huracán actually feels like a classic rear-drive car most of the time (and indeed, a maximum of 100 per cent of the torque can be sent rearwards). However, if the rear wheels start to slip, up to 50 per cent of torque diverts to the front wheels. Grip levels are extremely good as a result, helped by a rear mechanical diff lock. Those chunky Pirelli P Zeros (developed specifically for the Huracán) really do bite, and you can really turn into corners with huge confidence. The chassis feels very planted at all times, with just a hint of understeer dialled into it.

Our test machine has the optional Dynamic Steering, but I'm not





*ABOVE: With updated styling and greater refinement, the Huracán is definitely a worthy successor to the Gallardo*

convinced you should tick the box for it. An electric motor varies the steering ratio pretty dramatically (from 9:1 to 17:1), so it's very easy to use around town, for instance. However, it also means that the steering feel is very inconsistent, and you're never quite sure how fast the response is going to be. Also, the way that, on the limit, the electronics 'nudge' the steering to curtail understeer and oversteer feels plain odd.

Another option fitted to 'our' car is magnetorheological dampers, which are worth going for. Damping forces are varied by magnetising particles in the dampers, which reduces unwanted body roll, and I'd say they work pretty darned well.

The mighty carbon-ceramic brakes are great, too, and less prone to the dead-when-cold effect of ceramics in some rival cars. Grasped by six-pot calipers at the front and four-pots at the back, they're extraordinarily effective.

One final point on the driving front: with a considerable width of 2236mm including mirrors, and a pretty broad turning circle, it's a surprise to me that parking sensors and a reversing camera are extra-cost options – they really are a necessity in my book.

## VERDICT

As Lamborghini's entry-level model, the Huracán feels far more poised, and far less of a poseur, than certain Lambos of the past one might mention.

It's got so many aspects of the enthusiast experience absolutely spot on: an all-time great V10 engine (that's thankfully Euro 6'd without turbos), a cabin with fantastic ambience that's unique to Lamborghini, and a delightful gearbox whose auto mode works brilliantly. The pace you can cover ground at is impressive indeed.

And yet, it's very far from being a scary experience. You can drive it in a completely docile manner in great comfort; but even when you turn the wick right up, it delivers unerringly safe handling.

This is car that feels like it's set up for everyman. If Ferrari guns for edginess and McLaren for usability, the Huracán definitely errs towards the latter. Does that make it dumbed down? I don't think so: the fact that you can jump aboard the Huracán, and cane it to within 5% of its ultimate performance in total safety speaks volumes for the sophistication of its engineering. There, I used the 'S' word. A Lamborghini that's sophisticated – what's the world coming to? 🇮🇹



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**W**e have written about the competition Daytonas before, in particular the Pozzi France car Ch. 15667. Roberto Giordanelli drove it at Silverstone back in 2005 and I have included an extract from his test drive for readers who missed it first time round. I make no apology for running another feature on 15667 as I had first hand experience of the car recently. I have also included comments from five times Le Mans winner Derek Bell who raced a sister Daytona at Le Mans in 1972.

Daytona Ch. 15667 is a series 2 CAD (Customer Assistance Department) car and ran at Le Mans in 1972 carrying race number 39. Driven by Andruet, Lena and Migault it achieved 297km/h (186mph) on the Mulsanne straight. The team finished 5th overall and 1st in class and the car went on to win the Tour de France in the same year. It returned to Le Mans in 1973 taking ninth place to become the most successful of all racing Daytonas.

My first encounter with the 'Pozzi Daytona' was back in 1997 when this magazine was just two years old. The car had been acquired by Talacrest in 1997 when it was sold by Francois Domet, having been in his family since its last race in 1973 run by the Charles Pozzi France team. The current owner has kept the car since 1997, making it a very rare three owner competition Daytona. It has been raced extensively in historic events and has been largely unrestored, maintaining its delightful well used appearance.

The current owner has a large collection of cars and to complement the competition car he also has a standard road car. Both cars are expertly maintained by Ian Barkaway, so when the opportunity arose for us to drive both cars I was confident that they would work properly. It is a fact that many restoration queens don't go as well as they look, and some speculative buyers never drive them anyway. The owner of these two Daytonas is very much a hands on driver and puts considerable effort into their preparation.

We collected the cars from their exclusive storage facility at Maxted-Page near Halstead in Essex and were allowed to drive them to our airfield location. While the production car was perhaps not such an unusual sight in this sleepy part of Essex, the competition car certainly was. It is road registered, with the highly appropriate number 365 GTB, which it has to be since it is driven on road events like the Tour de France and Cento Ore. Nevertheless, piloting a full blown historic racing car down Halstead High Street was a surreal experience, not just for me but members of the public. Even at low revs the Daytona was making an extraordinary racket, the noise bouncing off the shop windows and setting off car alarms. People stopped going about their daily business and the mobile phones came out to record the scene. Not everyone was impressed as one woman steadfastly ignored the red, white and blue machine, shaking her head in disapproval.

The Daytona's fuel gauge was not working, though the fuel pressure gauge was. I've never understood the relevance of a pressure gauge, surely if the pressure begins to drop then you are running out of fuel, not a good sign if you are bellowing past the grandstand at Le Mans with a full lap to go. Maxted-Page advised me



# Power and Glory

Enzo Ferrari did not consider that the big Daytona had racing potential, but the dealer teams and customers thought otherwise

Story by Phil Ward, Roberto Giordanelli, Richard Heseltine and Keith Blumel  
Photography by Michael Ward





## SILVERSTONE TRACK TEST BY ROBERTO GIORDANELLI

that they had put some fuel in the tank but I decided to top it up anyway since running out on the public road would not be good form and hazardous to say the least. So, there we were, a full blown Le Mans Daytona parked at a local filling station with me struggling to get the nozzle past the flap on the Le Mans fast filler on the cavernous tank.

The tank suitably refreshed, I gingerly negotiated the rest of the High Street and the open road beckoned where I was able to open up the Daytona. Memories of driving the 500 Mondial on the Mille Miglia flooded back. To make the Daytona work properly I needed to be positive with the controls, double-declutching up the box as well as down. Roaring down country lanes is not what this car was designed for and there were few opportunities to really open it up, there were no Mulsanne-type straights in this part of Essex. When I did find some decent road the acceleration was relentless with the big engine sounding magnificent.

We swapped cars for the return journey and the difference in behaviour was enormous. The silver roadcar just wafted along, the springing was quite soft with some bodyroll in the corners. This is not a car for hurtling around country lanes it is very much a long legged GT car, its big, lazy engine and plush interior ideal for those long drives down to the Riviera. There's no wonder that Enzo didn't believe that the Daytona could be turned into a competition car. Fortunately for us his dealers and their customers persuaded him otherwise.

Auto Italia's Editor and I are waiting in the cold. It's a grey test day in a grey month at a grey Silverstone. A tow truck trundles away to excavate a beached racer from the Silverstone gravel. All is as quiet as a fall of snow. "I can hear a Ferrari," says the Editor. The distant sound waves dance. The Le Mans Daytona is in two places at once; minutes away in time and distance, but in spirit it is already in the paddock. Eventually it rumbles over the bridge, breaking up the ambient monochrome, resplendent in its red, white and blue patina. It stops at our feet. Racer and engineer Gary Pearson switches off the 12 cylinders and creates that weird sensation that everyone who has been in a race paddock recognises. That shocking, bouncing silence you get when a 120db race engine suddenly cuts is difficult to explain, but you know what I mean.

As historically significant as a car can get, 'Pozzi' Daytona Ch. 15667 belongs to racer and collector Carlos Monteverde. With the test session starting, I receive a short briefing: "That's the ignition switch and that's the starter button." The Daytona starts, idles and trembles the tarmac. The slightest touch of the accelerator sends the revs through the roof. Knowing that throttle response at idle is directly proportional to power, I realise I'm in for a wild ride. Never has the loud pedal been so aptly named. With

*BELOW: Of the 15 client Daytonas Ch. 15667 has the most significant results with a 5th at Le Mans and 1st in the Tour de France.*





zero silencing, 12 primary exhaust tubes become four big megaphone side-pipes.

Still in Tour Auto spec, the Daytona rumbles down the pit lane and shakes the buildings. For events like the five-day Tour Auto, headphones are a must. With wet Silverstone tarmac rapidly unrolling before me, I'm glad of the modern, semi-race, low-profile Michelins (TB15: front 23/62R15, rear 29/61R15) although the Daytona does look better with its original arch-filling Dunlops. Arriving at Becketts – my first corner on the National Circuit – I go for the brake pedal but someone has jammed a house brick underneath it. Or so it feels. Sailing past the unattainable apex, I take a wide line and wait until the 450 horses are pointing in a straight line before unleashing them for the first time down the Club Straight. The rear end squats, the vast alloy

bonnet rises, the noise is simply indescribable and 1200kg of Maranello magic does a disappearing act – but not for me as I'm strapped inside the bellowing beast.

At this point I have to say that I am a little worried. Even though I am powering in a dead straight line, I question the grip. There is so much torque that I wonder if the Michelins might light up on the wet track. No problem to correct at low speed but now I'm tanking on in fourth and fifth in a car that looks down on 150mph with disdain. The faster you go the less likely you are to recover from a straight line loss of control. If you don't believe me, go down a motorway at 100mph and crank on an armful of lock. Instead of breaking traction the Daytona swallows the Club Straight, blasting past a Lola Mk1 sports-racer. The plucky pilot is 'Ferrarista' Chris Rea.

No other car sounds like a racing Daytona. Real power arrives at 4000rpm. Always deafening, from 5000-8000rpm all your body hair stands on end. The left-right of Brooklands and Luffield are looming fast. This is not a good car in which to lose concentration and miss a braking point. I brake early to avoid the 'house brick' feeling – a feeling that improves with pad temperature as they warm the four vented discs. Aware that everyone for miles around can study the gearchanges, the noise that the Daytona makes when blipping on downchanges leaves no place to hide if you get it wrong.

Daytonas don't like tight turns. Isaac Newton knew this when he wrote his first law of motion: 'Big heavy things going fast aren't enthusiastic about change.' Or something. Daytonas became racing cars by an





ABOVE: The current owner obtained the car from Talacrest in 1997 and has raced it regularly ever since

accident of rule changes, the enthusiasm of the concessionaires and because they are just so bloody butch. All wrong for racing but sheer brute force and strength won the day, especially on long-distance races. Brute force that now wants to attack the distant grandstand rather than slither around Brooklands Corner.

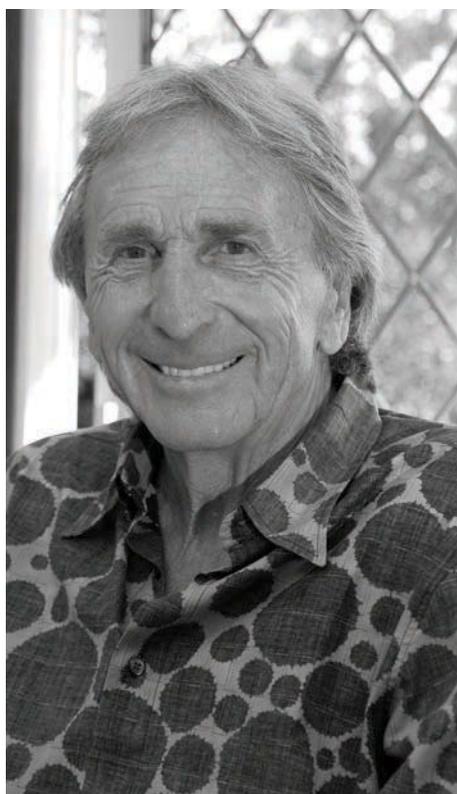
The track surface is too slippery to load up this fabulous racer's suspension even in its softest and most compliant setting. Handling characteristics are determined by driver inputs – in too fast and it understeers. At parking speeds the unassisted steering is impossibly heavy; on the move it is light, quick and communication is detailed. The more the beast grips, the heavier the steering gets. As grip decays with understeer, so the steering lightens up to warn you to ease off the power. This drops the nose and grip returns. With small-diameter Michelins, gearing is shorter, instantly punching the raucous icon from corner to corner. At any time in the turns, power oversteer is available, oh yes, anytime. Care is needed as despite the

front engine, there is a rear transaxle and a good 50% of the car's mass over the rear end to give surprisingly good traction, much better than I was expecting. Tail-slides last a split second longer than with a normal front-engined car.

Woodcote arrives; normally taken flat in the dry, with the nose up and the driver lifting his head, peering for the apex. In the damp it's another story. Feed in too much power too soon and you will be the most upmarket pinball wizard to ricochet between the concrete walls that line the pit straight. After a few laps I get cocky; teasing the brute and wagging its tail. With the job done and the performance over, the Daytona exits the Silverstone arena and silence returns.

When you drive a pukka lightweight racing car you wonder why anyone bothers with heavy production-based cars. Driving the heavy Daytona should reinforce this belief but it doesn't. There is a different sense of satisfaction. The difference you get between training a little circus dog to jump through a hoop compared with that of putting your head into the mouth of a roaring lion. With immense fulfilment, the Editor and I leave a Silverstone that somehow no longer seems so grey.





## INTERVIEW WITH DEREK BELL BY RICHARD HESELTINE

"The Le Mans 24 Hours was a race that I came to love, but in the early days I thought it was a bit of a chore. I suppose I still thought of myself as a Formula One driver rather than a sportscar man. Not only that, there was also a world of difference between running at the front in a sports-prototype, and driving mid-pack in a GT car. This was brought home to me in 1972 when I competed aboard a Daytona.

"I was driving for the JW Gulf team in major endurance events, and that year we were developing the Cosworth DFV-powered Mirages. They didn't run at the 24 Hours in the belief that the cars' V8s wouldn't

"Up to this point, our car had been handling like a wayward shopping trolley, but it began to rain in the closing stages so I decided to go for it. Jacques was a bit apprehensive as he didn't want me to take unnecessary risks, but I got my head down and got right onto Parkes' tail on the final lap. Going down the Mulsanne straight, I figured I could slipstream past him and out-brake him into the tight corner at the end, even though my car was wallowing all over place. I thought I had it all worked out, had it timed to perfection. However, as I lined up to get into the right place, I was baulked by a slower car going through the kink. What really did for me, though, were the marshals who were on the track waving their flags to celebrate the winner while the rest of us hadn't completed the

*ABOVE: Derek Bell drove car 36 (Ch. 15373) to 8th place at Le Mans in 1972  
INSET: The Maranello car (Ch. 15681) was the only Daytona DNF in 1972*

“Up to this point the car had been handling like a wayward shopping trolley”

go the distance. They were designed to last the length of a Grand Prix after all. Ferrari, too, withdrew for much the same reason. I was short on drives as the new Sports Car formula was in its infancy, but my old mate Jacques Swaters offered me a drive in his Ecurie Francorchamps Group 4 Ferrari. I would share with Teddy Pilette and gentleman driver Richard 'Bondini' Bond. We would be up against a number of Daytonas, but you have to remember that there was considerable divergence between them. Not all of them were legal!

"Truth be told, it was a rather nondescript race for us. As I recall, we were lying inside the top ten towards the end of the race, fourth in class, when I was collared by a particularly animated Ferrari man. He pushed me up against some tyres and told me not to challenge Mike Parkes who was running third in class in another Daytona, but I wanted to race so I did!

lap. We were still racing so it wasn't terribly clever. It was only later that the mechanics found that the rear anti-roll bar had been broken for much of the race, which explained why it handled so appallingly.

"My abiding memory of the race, though, is what happened afterwards. I had a Daytona as my road car at the time. It was a magnificent gran turismo and, shortly after the end of the race, my then wife and I set off for our hotel. After a while, a voice quietly piped up from the passenger seat: 'I think you're going a little too quickly, Derek'. I looked down at the speedo and she was right: it was showing 160mph. I was in the same driving position I had been in for much of the past 24 hours, and I was using the same 'box. I was still in racer mode, with adrenaline coursing through my veins and hadn't taken on-board the switch from road to racing car!"



## FERRARI 365 GTB/4 IN DETAIL BY KEITH BLUEMEL

The 365 GTB/4 berlinetta was the replacement for the 275 GTB/4 in 1968, and like so many new Ferrari models of the period, made its public debut at the Paris Salon. It almost immediately became known as the 'Daytona', although this was an unofficial title given by the media, supposedly in recognition of the Ferrari 1-2-3 victory in the Daytona 24 Hour Race in 1967. The unofficial name has stuck, and continues to be widely used today. This was the last new 12 cylinder Ferrari model announced before Fiat took over control of road car production in 1969.

The first production models featured a full width Plexiglass strip behind which was mounted a twin headlight assembly at each side, running into the wing sides with the side/turn indicator units. In 1971 this lighting arrangement was superseded by a twin retractable headlight arrangement, as changes in USA

legislation did not permit headlights behind covers. Almost a year after its introduction a spider version, the 365 GTS4, was announced at the 1969 Frankfurt Salon, which was visually identical from the waist down, only the folding roof and boot profile being visually different. The spider version proved to be extremely popular, particularly in the American market, and from the time of its introduction accounted for about ten per cent of 365 GTB/4 model sales. Both variants of the model were produced up until 1973 which, by the standards of previous models, was a lengthy run. A total of 1284 berlinettas and 122 spiders were produced.

The bodies were mounted on a 2400mm wheelbase chassis and were numbered in the odd chassis number road car sequence. The engine was an increased capacity longer block derivation of the twin overhead camshaft per bank V12 unit used in the 275 GTB/4, with factory type reference 251, of 4390cc capacity, and like that engine featured dry sump lubrication. The





engine drove through a flywheel mounted clutch and torque tube to a five speed transaxle, with drive shafts to the independently suspended rear wheels. The standard road wheels were five spoke 'star' pattern alloy, with the option of Borrani wire wheels.

Apart from the standard road cars, there were three series of five client competition examples built at the factory's 'Assistenza Clienti' department in Modena, along with an earlier one off all aluminium bodied car for Luigi Chinetti's North American Racing Team.

The first series of five competition examples, built in 1971, had all aluminium bodies. They featured slightly flared wheelarches with wider wheels, aerodynamic 'fences' on the front wings, a small chin spoiler, and a lack of quarter bumpers as the main identifying features. The second series, produced in early 1972, had steel bodies with the aluminium bonnet, boot lid, and doors of the road cars, but with much increased flares to the wheelarches to accommodate even wider wheels and tyres. The third series, produced in early 1973, were visually very similar to the series II cars, but had steel doors, with only the bonnet and boot lid in aluminium. They all received carefully built and balanced engines to racing standards, and some performance details were enhanced by the homologation of special parts over the period of production.

These competition examples proved to be very successful in the GT category, not only due to their power, but also reliability, in endurance events. At the Le Mans 24 Hour Race in 1972 all but one of them finished in top places, repeating the class wins there in 1973 and 1974. As late as 1979 they were still performing credibly, with a second overall in the Daytona 24 Hour Race, a great result for a car that had been out of production for six years. 🇮🇹

Thanks to Carlos Monteverde, James Haithwaite, Lee Maxted-Page and Ian Barkaway for their generous help.





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# The Green Machine

A story of great determination to restore a much abused Targa-roofed Iso Grifo S

Story by Ruoteclassiche and Massimo Delbò  
Photography by Daniele Tenconi



**T**he open-roof version of the Milanese-built Iso Grifo sportscar debuted in 1966, designed by Marcello Gandini it apparently conflicted with the manufacturing philosophy of engineer Piero Rivolta. The car featured in this article is one of the 17 examples to be constructed.

“I never liked automobiles with an open roof. When I was a child, I would ride my bicycle for hours in the cold Milanese weather, and I longed for a roof above my head. You can imagine how keen I would be on convertible spiders, once I started manufacturing

cars”. After hearing these words by engineer Piero Rivolta, heir of Renzo, founder of Iso Rivolta, the reader might be surprised to learn that a car for sun and wind lovers actually rolled off the production lines of the Bresso marque.

Rivolta himself would admit later on that the Grifo, his most famous and desirable creation, was actually conceived with an open roof. “We did not commission Bertone with the design of the coupe. But he badly wanted to present a car based on Iso Rivolta mechanics for the 1963 edition of the Turin motor show, and



offered to bear all the costs. We delivered to him a chassis of a GT – presented a few months earlier – complete with mechanical parts, properly shortened and modified to comply with his requirements.”

The car, an elegant Gran Turismo featuring a long front bonnet and a wide wrap-around windscreen, was so convincing that two versions were immediately produced. One version, called A3/L, was shown on the Bertone stand and the other, called A3/C, was displayed on the Rivolta stand. This car would later be developed by Bizzarrini as the 5300 GT.

“The car largely met with the public’s approval,” explained Piero Rivolta, “so we immediately set to work, in order to start manufacture as quickly as possible. I still remember the testing operations on the Milano-Bergamo motorway. I was a student at the Polytechnic of Milan and I recall the terror in my father’s eyes when I sat behind the steering wheel. In one of the photos taken during the aerodynamics test of the wool thread movements at different speeds, my Grifo was running with both front wheels completely detached from the ground.”

The official manufacture of the coupe started in 1965. It was called Grifo GL and was equipped with a V8 5.3-litre Corvette engine. The previous year, Bertone had already presented the glamorous spider version (assembled on the second chassis of the pre-series A3/L), but it did not go beyond the prototype stage. "Let's say we lacked the courage to realise a car for a tiny little market, at least in Italy. During the 1960s sportscar fans were keen on models with a hard roof. Convertibles were not so popular among customers looking for performance."

As a matter of fact, the Grifo would be presented with the Targa type open roof version in 1966, and manufactured from 1969 under the name Grifo S2. "From the beginning," continued Rivolta, "I understood that the solution 'invented' by Porsche would be ideal for the Grifo coupe, equipped with a sturdy central pillar to visually separate the roof from the rear windscreen."

The hard top split into two removable sections, which replaced the traditional fabric hood and no longer suffered from water seepage problems and engineering faults of the folding mechanism. Moreover, thanks to the central roll bar, the rigidity of the chassis virtually remained unchanged. The first official example of the S, identified by the chassis number 97, was presented at the Turin motor show in 1966. It had an orange paint livery with black interior and its stainless steel top was split in two removable parts. A previous chassis (probably number 12) had been transformed as a Targa version, with a soft window which opened with a zip. It was prepared by the Milanese Carrozzeria Pavesi. Although this modification is not recorded in the Iso Rivolta production documents, it is original and genuine, as widely testified by the many photos taken in those years.

"There were very few S versions manufactured directly by Iso," explained Rivolta, "Carrozzeria Pavesi was commissioned to install, when requested, the open roof on the Grifo coupes. It was only natural that

when I decided to manufacture this Targa version – which by the way is one of the first designs by Marcello Gandini when he became the head of the Centro Stile at Bertone – we would turn to Pavesi to carry out the work. This is why most production sheets of the S record 'prepared by Carrozzeria Pavesi', and only a few state 'prepared in-house'.

The car shown on these pages, chassis 286, is one of the few manufactured at the Iso Rivolta plant. The car rolled off the production line on 10th October 1969 equipped with a 350HP engine, mechanical transmission and Campagnolo spoked wheels. It originally had red paintwork with a black leather interior. The car was delivered to a German based customer and registered in Essen on July 1, 1970. In 1976 it was shipped to the United States where it suffered badly, including the addition of an automatic transmission. Quite likely, it was involved in a heavy accident and it stood in the open air for many years, until it was shipped back to Italy for restoration that began in 2010. After two years of intense work, '286' was finally brought back to its past splendor, although in a different paint colour.

"I really did not like the red paint," admits the current owner, a collector from Lecco who also owns a 7-litre Grifo, "so I looked at the range of colours available back in 1986 and decided to choose California Green." According to the manufacturers' files, of the 13 examples of the S first series, and the four cars of the subsequent series (1970-1971), and the coupe, no Grifo client ever chose this striking livery. And it's a pity, since it is indeed smart and captivating.

## THE RESTORATION

The Grifo S is very similar to the coupe (Grifo GL), apart from the removable hard top. The main differences lie in the chassis, which was slightly reinforced. During the renovation, the structure was further reinforced by

*BELOW: Not a car for tall drivers! The Targa roof installation would appear to reduce the headroom*





*RIGHT: Although no Grifos ever left the factory finished in California Green it was on the option list*





strengthening the lower corners of the windscreen frame and the transmission tunnel. The car was restored by Negri in Clusone (Bergamo). The Negri's are acknowledged Iso Rivolta specialists.

"It's been a very complicated work," admits Federico Negri, "because, besides being heavily corroded, chassis 286 had undergone many alterations. An automatic transmission had replaced the original 4-speed gearbox, which required some surgery of the main chassis structure. The original bonnet had been replaced by a fibreglass item taken from a Corvette; the same fate was sealed for many other details, including the steering wheel. Moreover, the rear of the car had been affected by a heavy crash which caused deforming of the anchorage for the De Dion axle. When the owner, eager to see his car with an open roof, removed the two parts, they no longer fitted back in place because the chassis was distorted. The engine was also in bad shape due to the long period of inactivity with some parts having been lost. It took us a long time and a lot of research to retrieve those details, because their shape and binding changed accordingly during manufacture. When the S was sent out for repaint we were extremely happy with the fruits of our labour."

#### THE OWNER'S VIEW

At the end of the long restoration, the owner said: "I just could not wait any longer. Years had gone since I purchased this car and I had almost lost faith in the possibility of completing its renovation. The behaviour of the S is different to the Grifo coupe and, even more, its 7-litre engine. It is softer and gentler at normal speed and does not tempt you to press on. It is more suitable for a scenic and holiday experience than for high speed driving. Compared to the 7-litre, it is a completely different car, lighter and less brutal."

"As soon as I sat behind the steering wheel, I realised right away that my height was a problem. I am 1.75m tall and while I more or less fit in the coupe, the padded roof and the hooking system of the S requires me to bend my head significantly, when I sit in it. Fortunately, my plans are to drive the car with the roof open most of the time. But there is a further limitation with the S, the two sections of the roof are very delicate. It is quite easy to scratch or splinter them when they are removed. And once they are off, you have no proper place to store them. The only way is to stow one away in the boot and the other one behind the seats, although it is not the best solution." 🇮🇹





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# Alfa Romeo Milleenovecento

With over 50 coachbuilt versions built on the 1900 chassis, we consider the 'fuoriserie' phenomenon

Story by Elvio Deganello

Photography by Archivo Deganello and Michael Ward



In Italian the word *carrozzeria* defines what the British call bodywork, but also indicates a company that builds or repairs the body, ie a coachbuilder. Some of the *carrozzerie* like Bertone, Pininfarina, Ghia, Vignale and Zagato have become famous in the world of Italian style.

The phenomenon of 'fuoriserie' (meaning custom made, ie special bodies not built in series) has been very important in Italy. However, many Italians have overlooked the importance of this specialist activity, while abroad the knowledge and understanding is limited except, of course, to *Auto Italia* readers. In Italy in the 1950s there were about 60 bodyshops in operation. In total they built more than 3000 bodies each year.

The flourish of work undertaken by the coachbuilders and the success of their fuoriserie was born by four main factors.

Firstly, after WWII, large manufacturers had to first restore the bomb damaged plant and adapt production to cope with strong demand. As a result they concentrated their efforts on a few standard models. In this way refinishers were able to benefit from a free market for their special versions of coupe, roadster,

convertible, limousines and commercial vehicles.

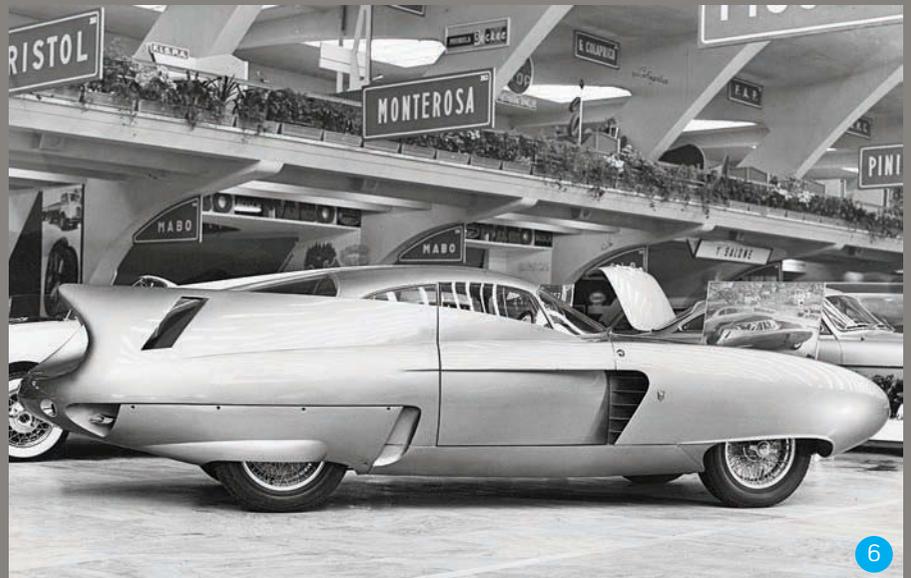
Secondly, the cost of labour in Italy up to the 1960s was quite low, so a car with a special body could be sold at a price just slightly higher than that of the standard model.

Thirdly, often the major manufacturers commissioned the coachbuilders to produce some models for their specialist ranges, such as the Giulietta Sprint entrusted by Alfa Romeo to Bertone, and the Lancia Aurelia B20 GT and Fiat 1100 TV convertible entrusted to Pinin Farina.

Finally, the exceptional abilities of the coachbuilders and Italian designers created technological and stylistic innovations with a vitality that had never been seen before.

To understand the importance and extent of the phenomenon of Italian *carrozzeria* we will consider, for example, the Alfa Romeo 1900. While Alfa Romeo took full advantage to maximise its assembly lines to build rigid sedans, it entrusted special versions to the coachbuilders. The company gave complete freedom to car designers to adopt the style they wanted, with only one requirement to maintain the classic three







ABOVE: A fine example of a restored 1953 1900 CS Series 1 Pinin Farina Coupe offered by JD Classics

section grille for obvious reasons of family recognition. However, some refinishers ignored this request with results that were often disappointing. For example Franco Scaglione, designer at Bertone, pulled up the side lobes of the grille to pursue his idea of a face down look, but did not produce a better effect than the original. Carrozzeria Colli also tilted the grille side lobes upwards, lowered the lights and created a funny frowning clown in front of a coupe that had the high tail and cut sheets as plentiful as the pants of the childrens' entertainer. Other amusing examples were the Astral spider by Boneschi, the company that specialised in advertising vehicles realised by Rafael Trujillo, dictator of the Dominican Republic, and exercised its wicked wit by making a mobile toothpaste tube.

The Oscar for seriously impractical creations must go to the 1900 beach car made for Ghia-Aigle by Giovanni Michelotti. It was without doors, without a hood and without a boot, it could be used only in summer by athletes fit enough to climb over the side to enter the vehicle. Other extreme 1900 designs included bodywork that emulated the lines of jet aircraft, but these creations did seem to be appropriate in the 1950s taking into account that during this period 'jet' technology was revolutionising flight.

Among the more fanciful assumptions made by

coachbuilders producing aircraft inspired lines on the frame of the 1900, there is the Supersonic designed in 1953 by Giovanni Savonuzzi for Ghia. It had a transparent 'cockpit', fins on the wings and false jet nozzles forming the taillights. In 1954 Savonuzzi returned to aeronautical suggestions with a 1900 Ghia coupe that had headlight casings mimicking a jet air intake, wings and a 'fuselage' supporting the roof. Vignale penned the same theme with a drawing by Michelotti of a coupe that had fake pitot tubes in the sides and had 'bomb' warheads in the radiator grille and bumpers.

Also partly inspired by aircraft, apparently, were the BAT series designed between 1953 and 1955 by the restless spirit of Franco Scaglione for Carrozzeria Bertone. The acronym BAT means 'Berlinetta Aerodinamica Tecnica', and the designs were the result of critical aerodynamic research done by gluing pieces of wool to the body to analyse streams of moving air. The value of Scaglione and Bertone's efforts is not just in identifying the means for the investigation of air flow, but in having embraced these technical issues when most manufacturers and coachbuilders completely ignored the laws of aerodynamics.

In returning to the more utility versions of 'working' 1900s, there were the ambulances and stretched sedans by Colli, the estates by Ghia, armoured saloons

- 1: Bat 9 Turin Show 1955
- 2: Bertone Coupe Perla
- 3: Boano Cabriolet
- 4: Bertone 2+2
- 5: Bertone Bat 5
- 6: Bat 7 Turin Show 1954
- 7: Gazzella by Bonsechi
- 8: Primavera S1 Boano





and cabriolets for the police. These vehicles had all originated from studies by Alfa Romeo and were based more on practical aspects rather than aesthetics. However, one design that escaped attention was an Alfa Romeo 1900 'sportwagon' to complement the range of berlinas.

With the approval of Alfa Romeo, Touring studied and then created the 1900 Coupe Sprint in 1951/1953, and the Coupe Super Sprint in 1953/1956, by developing and modernising the style of the Alfa Romeo 2500 SS Villa d'Este of 1948.

Touring had adopted and patented the Superleggera system, which consisted of a structure of small diameter tubes to support the body's shape consisting of thin alloy panels attached to cover and strengthen the framework. Besides being lightweight, the Superleggera construction system gave great flexibility, allowing Touring to quickly construct innovative body shapes and in doing so was able to create open cars simply by removing the coupe roof without the need for extra reinforcement.

Among the true coachbuilt 1900s were the offerings by Boano of its series 1 and 2 Coupes in 1956. There are design elements in the Coupes that echo the Ferrari 250 GT, which was temporarily built in 1956-1957 by Mario Boano because Pininfarina was building its new plant in Grugliasco. Clearly Boano failed to put his 1900 into production but we must recognise Boano

who introduced some novelty while developing several different innovations starting from the same basic idea.

Some of Boano's proposals proved to be so successful that Alfa Romeo considered them as competition with designs from Touring, when it decided to renew the Super Sprint for its catalogue in 1955. Touring eventually won the coupe contract, but Boano won the commission to design and build the Primavera, the two-door coupe version intended for series production. However, the best body by Boano on the 1900 chassis was the cabriolet designed by Michelotti, with a style that five years later inspired the Triumph Italia built by Vignale.

Among the 1900s that made their mark in style was the 1954 Ghia Gioiello (jewel) and Supergioiello, which had the headlights mounted inside the full width vents and indicators on the leading edge of the front wings. This design feature, with some modifications, was applied to the Giulia Sprint GT.

The grille treatment of the 1953 1900 Boneschi Gazelle was an inspiration for the Alfa Romeo 102 series 2000 berlina, which was launched in 1958. The 2000 also borrowed from the panoramic windscreen and taut lines of the stunning compact coupe designed by Michelotti for Ghia-Aigle in 1959. Although Michelotti's design was not adopted it was notable for its balance.

It was Pinin Farina that set the scene in 1955 with its

- 1: Corrado Lopresto's rare 1900 TI four seater Coupe
- 2: Ghia Aigle beach car designed by Michelotti
- 3: 1900 SSZ by Zagato
- 4: Series 2 Coupe by Colli
- 5: 1900 CSS Coupe by Ghia
- 6: 1953 Astral by Boneschi
- 7: 2+2 Coupe by Castagna
- 8: Ghia Super Supergioiello

BELOW: 1952 Alfa Romeo 1900C '5-window coupe' by Touring Superleggera. This example was kindly provided by JD Classics





agile coupe that previewed the roof line of the forthcoming Giulietta Sprint. The shape of the bonnet and large grille air intakes made the outdated mechanics look less obvious.

Among the notable classically styled fuoriserie were the voluminous Castagna 1900 Coupe, the 1900 Perla by Bertone, the 4-seater Pininfarina coupe and the Stabilimenti Farina and Pinin Farina cabriolets. Although they were all different these models have in common the 1900 appearance that suggests larger displacement engines.

Not to be left out of the flurry of 1900 activity, Abarth commissioned Ghia to build its 2000 Coupe on a lowered chassis. The striking two-tone bodywork was perhaps too wide for the frame. A 1900 Abarth was also built by Ghia on the same stylistic structure but on the standard chassis.

Evidently some bodybuilders, supported by their customers, had a more traditional approach, which attached great importance to size. They completely ignored the fact that the 1900 could be compact and agile, and established new aesthetic and functional parameters, which cancelled out the old belief that large meant luxury and performance.

Among the creations that best grasped the agile spirit of the 1900 are the coupes by Pininfarina and Zagato. Pininfarina's design was an alternative to the Touring Coupe, retaining (except the roof) the same mass distribution, while Zagato's coupe was similar to the Fiat 8V Z, but was distinguished by the radiator grille and the lobes extended forward and blended into the front wings. Zagato also made a spider in 1957 with a similar frontal appearance but with a tail like Pininfarina's Lancia B24. This interesting proposal was not followed up by series production. The same fate befell Boneschi's Dea (Goddess) cabriolet, the Touring Spider and Vignale's La fleche cabriolet designed by Michelotti.

We have described about 50 bodies built on the Alfa Romeo 1900 chassis, but without taking into consideration the one-off variants proposed by coachbuilders or the demands by customers to make their own unique and different fuoriserie.

The Alfa Romeo 1900 story gives the reader some idea of how the model provided a comprehensive and vital contribution by the coachbuilders to the story of Italian design in those unforgettable years of evolution. 🇮🇹

1: Shades of Lancia B24?  
Sadly the pretty 1900 SS  
Zagato Spider never made  
it to production  
2: Prototype 1900C SS  
coupe by Touring



1

2





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# Forza Italia

We drive the Alfa Romeo 4C Superbike World Championship safety car and review the front running Italian bikes

Story by Chris Rees and Alan Cathcart  
Photography Michael Ward

**M**ore than any other branch of motorcycle sport, the World Superbike Championship comes Made in Italy. Seventeen of the riders crowned World champion in the past 27 years, since the series kicked off in 1988, rode an Italian bike to the title, including four out of the past five seasons. There's an even more pronounced Latin dominance when you look at the Manufacturers' World Championship, in which Italian marques have been utterly dominant with 21 title victories versus their Japanese rivals led by Honda with just four championship crowns, Kawasaki with two, and Yamaha and Suzuki with just one each. Forza Italia!

## THE CAR

Since an Alfa 4C is running as the safety car in the Superbike World Championship (SBK) superbike series, when we got the call to ask if we wanted to drive this very car, we had the perfect task for it, as it turned out. We were in need of our own pace car for the action around the Brooklands Mercedes-Benz World circuit at the recent Italian Car Day – what better machine could there be than the SBK 4C?

Well, that's what I was thinking up until the moment when, due to a slight mix-up at Marshal HQ, the 4C was waved out instead of Editor

Phil's Ferrari as the pace car for one of the fastest groups of the day. Next thing I knew, my rear-view mirror was suddenly filled with the highly intimidating sight of Oakley's satin-chrome green-wrapped Lamborghini Huracán.

Hitting the long straight heading away from the main building, and extending the 4C's legs fully for the first time, it came as no surprise that The Green Hulk remained glued to the Alfa's bumper. Quick the 4C certainly is in a straight line, but there was no way a four-cylinder 4C with 240bhp was going to outpace a tuned V10 with 680bhp on this section of the track.

But after the first corner, the circuit at Mercedes-Benz World becomes not only very narrow, but very twisty too, with several hairpin bends in a row. Here, the 4C comes into its element. Its slender girth, fast steering and nimble turn-in make it the ideal tool to eat up the kart-track-like corners. It carves





through the circuit with an easy flow, keeping in a low gear and letting the turbo torque carry us cleanly through each apex.

I refrain from engaging 'Race' mode on the DNA switch, as the short wheelbase and snappy bite of the mid-engined chassis has been known to, er, catch out the unwary. And as we're nominally the safety car, spinning off into the kitty litter here would be extremely embarrassing.

Where does this experience leave me on the subject of the 4C, then? Well, I continue to cleave to my view that the 4C is a highly talented sports car, but it's somewhat stuck between two stools – neither comfortable enough to be a practical everyday car, nor focused enough to compete with Lotus. However, in its track task today, it's been a fantastic companion: incisive around the sharp twists, and easy to drive quickly. Just don't ask me to pace a tuned Lambo again...



## THE BIKES

The Italian presence on World Superbike grids is presently shared between three different marques, Aprilia, Ducati and MV Agusta – each with a different solution to how best to build a race-winning high performance motorcycle. France's reigning World champion Sylvain Guintoli won his title last year on an Aprilia RSV4 from Noale (north of Venice) powered by a narrow-angle 65° V4 engine measuring 78mm x 52.3mm for 999.6cc, and producing over 240bhp at 15,000 rpm at the gearbox. Those numbers are worthy of the anything-goes MotoGP grid, but as part of the giant Piaggio scooter group Aprilia plays it strictly by the rules.

"Back in 2005 Piaggio decided to go Superbike racing," says Aprilia's Direttore Tecnico, Romano Albesiano, "so I sat down with a colleague to make a list of features we needed to include on the production streetbike that would help make the Superbike race version competitive."

"The philosophy of the RSV4 is that it's a racebike with lights that any customer can buy at a reasonable cost and ride to the shops on, but which has the basis to be turned into a championship-winning racebike in full compliance with SBK rules. We set out to produce a great streetbike which gave birth



to a Superbike racer that's fully compliant with the rules, and has now proved three times it's the best Superbike money can buy."

Indeed so, yet despite having won three World Superbike titles in the past five years courtesy of Guintoli and two-time champion Max Biaggi, Aprilia's V4 is still outsold better than ten to one by Ducati V-twins in the showroom GP, and even plays second fiddle there to the much smaller but undoubtedly more glorious MV Agusta marque.

The so-called Ferrari of motorcycles with 270 Grand Prix victories and 75 World Championship titles in its locker, including 17 successive 500GP crowns, Varese-based MV Agusta is very much back in business both in the showroom and on the racetrack, aiming to pick up where it left off four decades ago, when Phil Read won MV Agusta's final 500cc World Championship crown in 1974.

For the first time in 39 years, since the day the music died in 1996 when new FIM noise regulations forced the firm with the last four-stroke on the Grand Prix grid to retire from racing, the MV Agusta factory is now a serious contender for a 76th World title. That comes thanks to the three race victories in the World Supersport support class catering for 600cc fours and 675cc triples like the MV Agusta F3, that have been notched up so far in 2015 by its French rider Jules Cluzel aboard the small, svelte Italian bike. But for two DNFs in other rounds when decisively leading the race – a problem traced to a faulty batch of valve springs – Cluzel would be easily leading the World Supersport points table. But he's in second place and closing on Turkey's reigning champion, hard-riding Kawasaki-mounted Kenan Sofuoglu with three rounds to go.

MV Agusta is also competing in the World Superbike category with a single in-line four-cylinder F4RR ridden by Leon Camier, a former British Superbike champion who usually manages lower top ten finishes. This is due to riding an underpowered bike that's very much a laboratory on wheels, busily gathering data for an all-new high performance F4 that'll be launched a year from now, when MV's main focus will surely switch from Supersport to Superbike. Indeed, it's likely that reigning Formula 1 world champions Mercedes-Benz will be offering advice to MV Agusta on how to build a better such bike, having purchased a 25% minority shareholding in the Italian trophy marque last October through its AMG subsidiary.

"It doesn't often happen that an industrial giant buys a minority stake in a family-owned business," says MV's youthful owner Giovanni Castiglioni, "but that's what has happened here, and it's a fine implied compliment that Mercedes-Benz consider us to be a sufficiently well-run company that they should pay good money to acquire a minority stake in MV."

Superbike's equivalent of MV Agusta in terms of dominance down the years is Ducati – but when its then-reigning World champion Carlos Checa rode his desmo V-twin 1098R to victory at the USA's Miller Motorsports Park in May 2012, you'd have got long odds against it being another 74 races and three years short of a month before a Ducati-mounted rider would win another World Superbike race. But that's how long it took for the Italian marque's 90° V-twins with desmodromic valve gear to start winning again, after the longest dry spell in its glorious Superbike racing history spanning 27 years, 14 Riders' world titles and 17 Manufacturers' crowns. But Britain's Chaz Davies finally

*ABOVE: In track day mode, the 4C is a fantastic companion, incisive around sharp twists and easy to drive quickly*





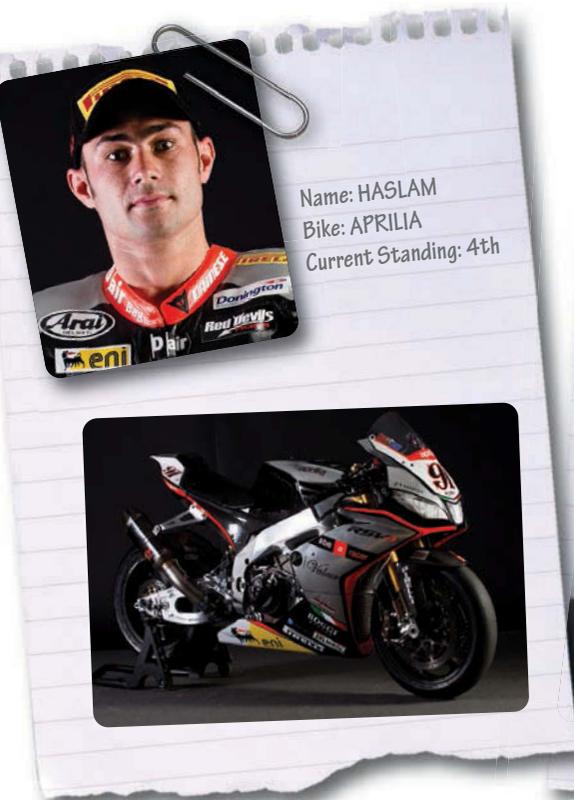
took Ducati back to the top step of the rostrum again in the third round of the 2015 series at Aragon in Spain. He did so aboard the bike that until then had failed to deliver on expectations, the radical 1199 Panigale with its ultra short-stroke Superquadro motor, which had so far been out raced in the World Superbike series by the fleet of fast fours it had so repeatedly trounced in days gone by.

But Welshman Davies has turned that record of non-achievement on its head, dominating the second race at Aragon in April to take what must surely have been the sweetest of victories for Ducati's Superbike Project Director, Ernesto Marinelli, and his hard-working team of technicians at Ducati's Borgo Panigale factory in Bologna – yes, hence the name. And with four race victories so far in the first ten rounds of the 2015 series – including a double win at the Laguna Seca round held in Ducati's No.1 market for its customer streetbike models, the USA – it seems Davies may just have turned the page for the Panigale, and Ducati.

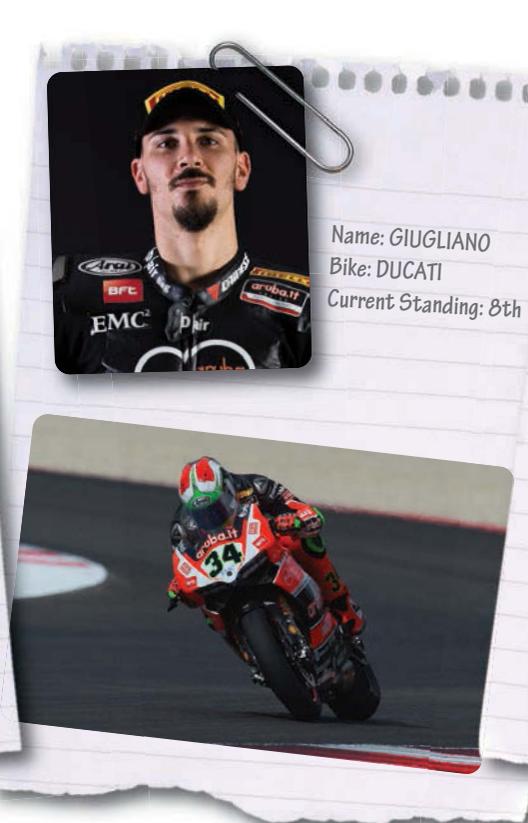
That's partly come about thanks to a radical shakeup in the World Superbike regulations for 2015, aimed at reducing costs by returning the category closer to its roots, and making the racebikes on the starting grid



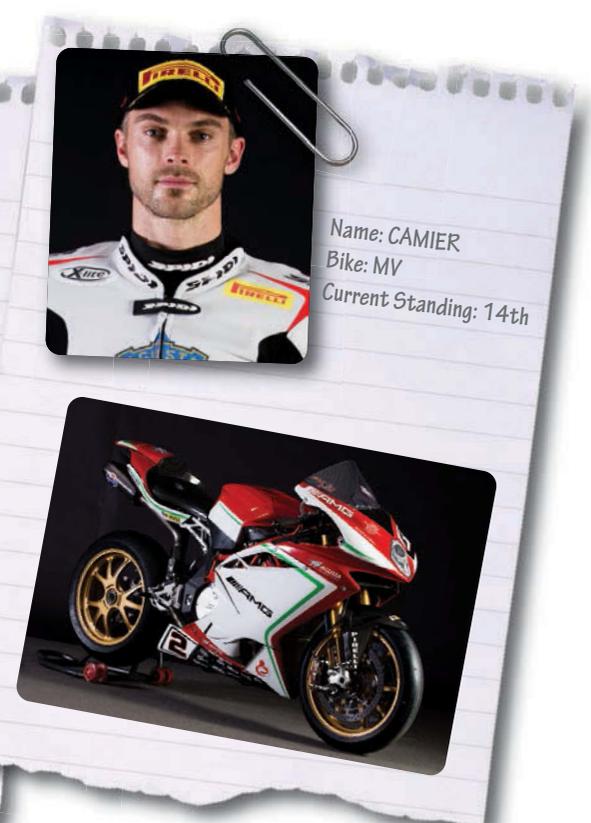
## ALFA ROMEO 4C SBK



Name: HASLAM  
Bike: APRILIA  
Current Standing: 4th



Name: GIUGLIANO  
Bike: DUCATI  
Current Standing: 8th



Name: CAMIER  
Bike: MV  
Current Standing: 14th

closer to the street motorcycles they're derived from. So the reigning World champion Aprilia has had its performance severely reined in by as much as 25bhp or more than 10%, while Ducati's response to this was to launch a revamped version of its Panigale R homologation special, a true racer with lights, a horn and a licence plate of which at least 1000 examples will be made this year for customer sale. Its specification includes many features which Ducati deemed its racer needed, including a lighter crankshaft, titanium valves and conrods, etc. in the 1198cc Superquadro engine, whose name signifies its oversquare 112mm x 60.8mm dimensions, the most extreme of any current production bike. Compare that to the 106mm x 67.9mm format of the same-capacity 1198 model it replaced three years ago, the last in the line of desmoquattro L-twins whose life story began exactly 28 years ago in 1987 with the debut of the first-ever Ducati Superbike, the 851, and won the World title with Carlos Checa in its final season at the races in 2011.

*BELOW: The SBK safety car takes time off from the bike championship to carry out Brooklands duties*

"Last year the biggest problem we had was to keep up with the acceleration of the four-cylinder bikes," says Ernesto Marinelli. "So our development of the engine under the new rules has been focused on this, and with the lighter crankshaft we were able to improve that, together with the other work we did on the exhaust with Akrapovič, where they managed to significantly improve the bottom end performance. On top power we are now more or less the same as the fours with 205bhp at 11,500 rpm, and on the chassis geometry we wanted to try to make the bike as stable as possible while also accelerating harder for the first punch out of the corner, so this year we've lengthened it more compared to last year, for extra stability."

You don't have to be an ardent Ducatista to welcome Ducati's return to the front of the field in World Superbike, because the sight and sound of the red V-twins challenging the screaming Japanese in-line fours for victory is a key ingredient in the category's fan appeal. Long may it continue! 🇮🇹





**G**uy Ligier began his racing career riding a motorcycle and became the Champion of France in 1959 and 1960. In 1966, Ligier was the sole French driver in Formula 1 and competed against the best drivers of the era.

Following the death of his lifelong friend Jo Schlesser, who was killed in the 1968 French Grand Prix, Ligier withdrew from motorsport and a sportscar project he was developing was put on hold. However, in 1969, Michel Tetu, an ex-Renault engineer joined the Ligier team and persuaded Ligier to revive the project.

Guy Ligier named this new car JS1 – 'JS' stood for his friend Jo Schlesser. He displayed the JS1 at the 1969 Paris Motor Show. The body was of Italian design. The French chassis used a steel backbone and was suspended front and rear by double wishbones. It was powered by a mid-mounted Cosworth FVA Formula 2 engine.

The JS1 was designed by Michel Tetu who performed the initial aerodynamic tests in a wind tunnel. The car was constructed by Pietro Frua, who was chosen because he was considered to be the best man for the job, but despite his personal status he was willing to defer to Ligier's technical demands. Other designers would likely have been less flexible in following a carmaker's instructions. Frua in contrast, was perfectly happy to do so, and came up with a superb car that still looked absolutely modern.

The first JS1 to roll off the line was a red car fitted with a Ford engine. Then came the race debuts with the first wins in 1970, several engine changes and an

appearance at Le Mans. Ford decided to stop supplying engines and an agreement was set up with Citroën to obtain Maserati power units. Guy Ligier was already well acquainted with the Italian marque after using its V12 in his Cooper F1 in 1966.

In the meantime Tetu designed the Sport JS3 which competed in 1971, until the arrival of the Maserati JS2, which was also complemented by a road version.

Today Michel Tetu is the Chairman of Club Ligier JS2 ([www.ligierjs2.fr](http://www.ligierjs2.fr)) and it was thanks to him that we managed to visit the Abrest factory where all the JS2s were made. He observed his creation as though it was flesh and blood and revealed all the secrets of the car and its genesis. He even showed us the original plans and presented us with a copy.

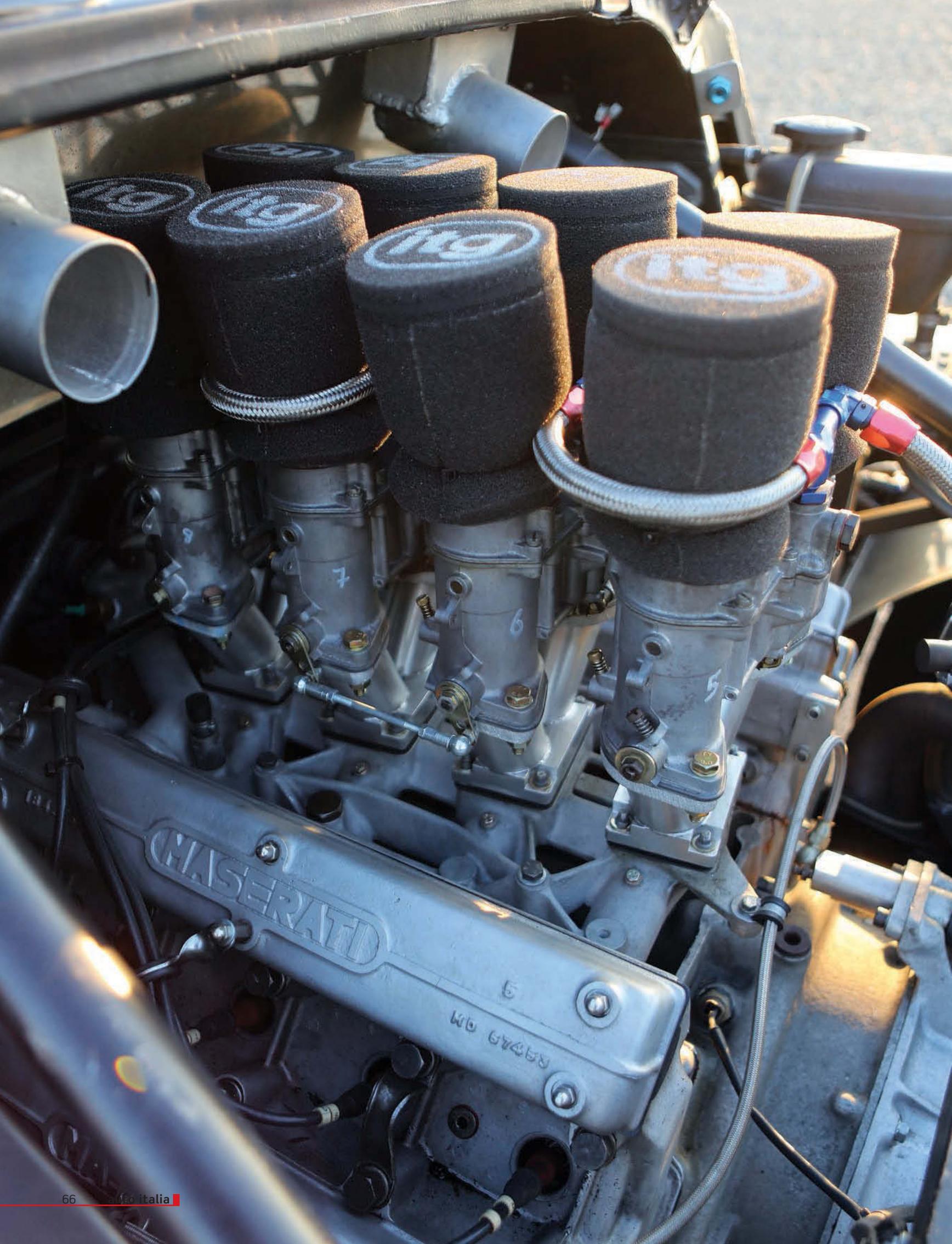
Tetu explained the concept of the futuristic aluminium and Klegecell (foam) chassis with sandwich and honeycomb construction techniques. He went on to describe the brakes and transmissions, the tests at

# French Curves

The French supercar with Maserati Merak power designed by Pietro Frua

Story by Andrea Cittadini  
Photography by Roberto Carrer





Autodromo di Modena and the final configuration, which featured the Maserati 2.7 V6 engine followed by the 3.0-litre unit of the Merak and the Citroën SM. The SM's transmission was also employed. He also mentioned the three mysterious special electronic injection 24-valve engines that Maserati made for Ligier. They were never used because the company had been sold during that time. One of these units is on display in Bernard Guénant's Trident showroom.

Bernard Guénant is a man from times past: a genuine and knowledgeable aficionado of beautiful motor cars. He's the proprietor of the Maserati Trident-Autosport dealership ([www.trident-autosport.com](http://www.trident-autosport.com)) in La Rochesur-Yon, a smart and rationally laid out town built on the edict of Napoleon Bonaparte in the Vendée district near Nantes. His personal preference lies with Citroën and Maserati, marques that have crossed paths in the past and are acclaimed for the original technical solutions and refined styling of their models.

Maserati was owned by Citroën from 1968 to 1975, and it was this period that awakened Bernard Guénant's interest in the Italian marque. This brings us up to 1984 when Bernard's garage was operating as a classic car restorer specialising in Maseratis and Ferraris and, from 2004, Ligier coupes with their V6 Maserati engine, an example of which Bernard bought for himself.

Today the Carrossimo workshop ([www.carrossimo.com](http://www.carrossimo.com)) is an international reference point for fans of Italian and French sportscars and others, for example there's a 1966 McLaren M1B in the collection displayed at the Trident-Autosport Maserati showroom. Bernard Guénant owns several historically significant Citroëns and Maseratis, including a Quattroporte II, and racing cars including a Maserati Bora Group 4 and the Ligier Maserati JS2.

The featured Ligier JS2, powered by Maserati's 3.0-litre V6 engine, was a road model registered on 17th October 1973 and subsequently race converted by its then owner Philippe Bordier for use in the 1976 edition of the prestigious French hillclimb championship and later two events in '77 and '78. This JS2 was to compete in Group 6 and it won nine class awards and top-ten placings in its group. The livery, initially the official 1975 GT white/blue, was changed for the last two appearances. Bernard Guénant returned the car to its official colours of 1974, the year of the 8th place at Le Mans with Lafitte-Serpaggi. The entrepreneur/driver is still racing the JS2 today at classic car meetings.

Bernard Guénant's JS2 is unique, an extremely valuable road model that was race converted immediately after purchase. The owner informed us that the JS is an extremely well designed car that offers a measure of neutrality in its handling and is

*LEFT: Originally fitted with a Ford V6, the JS2 became Maserati 2.7 V6 powered and later Merak 3.0*





perfectly at home on the road or on the track.

There were a total of 83 Ligier coupes built, plus a handful of race-ready cars. Today there are only around 30 surviving cars with prices ranging from €1,000,000 quoted by Artcurial for the Cosworth engined JS2, which came second in the 1975 edition of the Le Mans 24 Hours, to €650,000 for the JS1-02 and €123,000 (150,000 CHF) for one of the latest series JS2 models from Pfenninger Autos AG in Switzerland. The average asking price for the 'routière' version is around €65,000.

Thanks to its characteristics, the JS2 is destined to grow in recognition and is becoming much sought after. 🇮🇹

*ABOVE: The featured JS2 was originally a 1973 road car. It was converted into a hillclimber and competed between 1976-1978*

ABOVE: Prototype fuel injected 24-valve Merak development engine  
BELOW: This JS2 ran at Le Mans in 1975 with Cosworth DFV power



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# The big event

The sight and sound of Italy's finest at the 2015 Silver Flag hillclimb

Story by Andy Heywood  
Photography by Michael Ward





It was hard to believe that this year would mark the 20th running of the Vernasca Silver Flag hillclimb. So hard in fact that there was some debate in the editorial office about when it actually started and then of course about how many years Auto Italia had covered. After all, in the beginning the magazine was one of the first supporters of the event, spreading the word among the cognoscenti.

I decided to have a look at the back catalogue and that inevitably brought back some memories – one of my first and unforgettable was an Alfa 33TT12 in Lugagnano, being baulked on the way down the hill in the rain by an elderly lady in a Fiat Punto, with all its surreal whooping and awkward, grumpy majesty, followed by a dose of the real thing as it cleared its pipes and shot past on its way back to the paddock – in those days they opened the road before the cars came back down the hill.

Peter Collins covered the 1998 event and reading his opening lines today, it seems like nothing has changed. He talks of the warm summer heat, the beautiful countryside in the Arda valley, the blue skies, dogs barking in the distance and the gentle pace of local life going on as though it is just another weekend. Standing on a corner halfway up the famous hill, while Michael Ward captured it all on camera, it could have been any year from then to now. But that is part of the secret.

However, over the years, there are things that have changed and one is the number of entrants. The paddock now spills out around the town square in Castell'Arquato to cope with the current limit of around 200 cars. This is beautiful chaos: competitors on their way to sign in, trucks delivering late arrivals, officials from the Automobile Club of Piacenza (who are the organisers) rushing around making sure the chaos doesn't take over completely, engines being fettled, bodywork being fitted, warming up the loud ones, buzzing down the road to get some petrol – or maybe to make sure the car actually works.

And all around are spectators, a mixture of locals out shopping on a Saturday morning and Lycra-clad cyclists bemused by the interruption, to enthusiasts who have flown in from around the world just to be here. Around 10.30 a crowd gathers at the entrance to the paddock, this will be the driver's meeting, meaning that in a few minutes the road will close and that is our cue to leave to find our vantage point.



Driving along the course out of Castell'Arquato, the first thing to check is the bar on the left where Michel Pont parked his Abarth one year after a suspension breakage. The car was straddled on a wood pile with the nose buried in a course official's car parked next door. Luckily nobody was hurt but it always reminds one that for all they call in a dynamic concours, this is still a serious undertaking in old racing cars.

Further along, the officials are preparing to put out the cones that form the five chicanes. This has been the case for quite a few years because of ever growing speeds on what is a largely straight run along the valley bottom. In the pre-cone days, Maserati Barchettas and the like could easily reach 160mph. The Drummond Bone car, campaigned here for many years, used to lift its nose alarmingly at that speed until a larger front splitter was made for it and another Barchetta fell foul of this coming into Lugagnano and piled into a wheelie bin. The size of the wheelie bin meant it wasn't the comedy accident it sounds.

Soon however, we round the famous corner in Lugagnano village. The 'Commissario di Gare' with his orange Hi-Viz and moustache in place is already directing the traffic and keeping the locals from drifting across the 'track'. Over the years the quality of barrier in Lugagnano has been variable, from metal railings to hay bales to large plastic containers, which were supposed to be full of water. This year the metal railings are back, but wait, what's this? A small grandstand has been erected. This will no doubt bring complaints of the event becoming too commercial, but actually I didn't see anyone sitting on it all weekend so that's OK.

We park and bury ourselves to the side of the road at one of the many hairpins, cameras at the ready awaiting the first battery. It's the calm before the storm, the moment Collins had conjured in his prose but soon the sound of a straining engine breaks the silence and an Autobianchi A112 Abarth bursts into

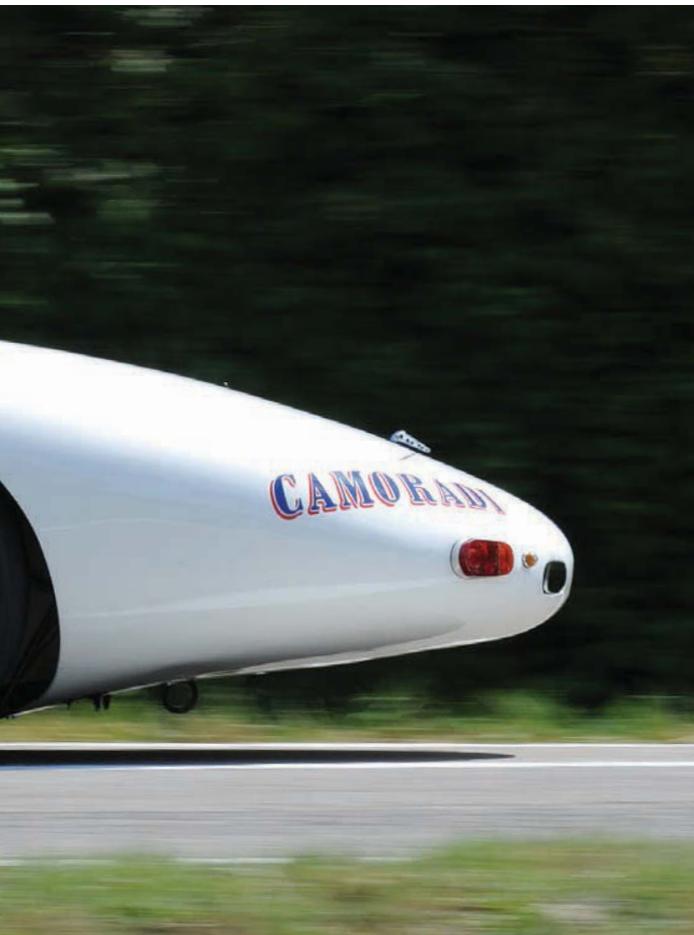
view. It's going well, if the driver's grin is anything to go by. He too is a course official, making sure the road is clear in his own style.

And then it begins in earnest. The first batch is called 'Turismo' and consists of the grid of a late 1960s touring car race. A brace of Mini Coopers with transfer gears whining shouldn't be reported in an Italian car magazine, but the reference to everyone's favourite film means that this is as much an archetype of the Italian car world as anything built here – and anyway, one was an Innocenti.

Following this are some big Yanks, the spectacle of which is only surpassed by the noise. Fast but unwieldy in the twisty bits (of which there are many), soon there is a swarm of Abarths on their tails. The Abarth contingent at the Flag is consistently strong and this year does not disappoint. In this category that means mostly Fiat 600 based cars. There were numerous 1000 TC and TCRs, including the recently completed TCR evocation belonging to Flag stalwart Mike Kason. With a Scuderia Topolino engine it sounded sweet and looked fast. Another Flag regular who has swapped his 1000 TCR this year for a 1000 OT is Ad Van Ling, the grey 850 Berlina is apparently a much more stable high speed proposition than his older 600 based car.

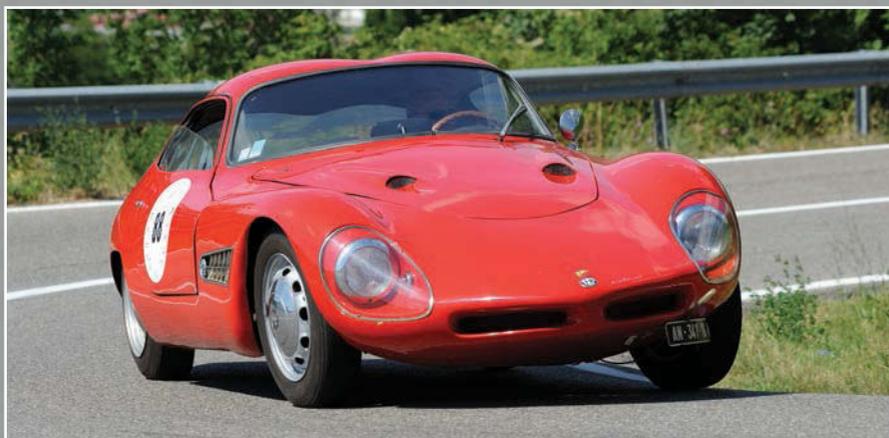
The final ingredients for this class are Alfas, mostly Giulias, with the new race-prepared Giulia Sprint of Drummond Bone making its first ascent and the similar but rally-prepared version belonging to Gordon Horn not far behind. A couple of GTAMs complete the ensemble. In previous years I've never been that impressed with the way the GTAMs have gone on this event and always put it down to them just being too highly strung and intractable for the demands of a hillclimb. They always seem to be struggling to get onto the cam and sound like a bag of nails as a result. This year, however, both drivers were 'on it' and both cars made light work of the hill.

The next class is for Gran Turismos and starts with a





*Silver Flag is a dynamic showcase for super rare cars like the Serenissima Jet Coupe (above) and the Abarth Alfa Romeo (below)*



pretty ratty but pretty fast Lancia Aurelia B20. Soon we are in the realms of Fiat Otto Vu and another Aurelia before my favourite car arrives. I must have seen Franco Lombardi's low-light Maserati A6GCS Pininfarina Coupe 20 times over the years and yet every time I have the same religious experience. For me there isn't a line out of place. It's as close to perfection as I have ever seen in what I have to keep reminding myself is an inanimate object. And that's before it even runs. Watching it accelerating over the bridge out of Lugagnano, the straight-six pulling hard, is just sublime.

It is another Maserati that breaks me from this dream, being a 3500GT Vignale Spyder, an unusual car for a hillclimb in anyone apart from the owner's opinion, for he is really giving it everything and to give the old girl her due, she has momentarily left the Concours lawn behind in hot pursuit of an A6GCS. More suitable competition cars follow with the Alfa TZ1s of Richard Springett and John Bennett and then the German Kapp family in their brace of TZs, a 1 and a 2. Well, you would wouldn't you.

The next highlight comes in the form of one of the event's special guests and the sight of Sandro Munari in an Alitalia Stratos giving a virtuoso performance is a great moment – it seemed to impress the implacable snapper anyway. From sublime to ridiculous, a very badly driven and totally out of context Ferrari 360 LM completes this class and without delay we're on to Sports Cars.

For me the high point of this batch was the tiny but gorgeous Moretti 750 barchetta, one of only a handful with Moretti's own twin-cam engine. Looking like it was

a scale too small, it was nevertheless piloted with verve and certainly performed well beyond its meagre capacity. Elsewhere it was a Maserati-fest, with the ever present Cesare Golfieri in his A6GCS, this time with barchetta body by Fantuzzi. I think this is probably the only car to have been to more Silver Flags than Auto Italia and is almost as gorgeous as its closed cousin. Nicola Sculco made short work of the hill in his 200S and then Andreas Mohringer demonstrated the formidable Streamliner T61 Birdcage.

Sports gives way to Sports prototypes and this includes some of the big boys. Alfa T33, Abarth 3000SP and the other special guest, Le Mans veteran Henri Pescarolo, demonstrating a howling Matra MS630. The most unusual car in this category and a first view for me is the Serenissima Jet Competizione, previously spotted by the editor at Villa d'Este. I was interested to see the infamous Serenissima V8 engine but never saw the engine cover lifted. It's only a shame that some of the heavyweight Porsches that should give these Italians (and French!) a run for their money, seem to be driven so slowly and badly as to come the closest to causing an accident we see all weekend. Steve McQueen would not approve.

The final few categories are for Sports 2000 and then monoposto and pre-war cars. Highlights here include the welcome return of Abarth guru Tony Berni with his ex-Radbourne Racing Abarth 2000SP and also another demonstration of the Maserati 250F streamliner recreation belonging to Egon Hofer.

It has been a superb morning. We have seen a fabulous back catalogue of Italian machinery from Touring cars to Mille Miglia cars and even Targa Florio and this year it seemed as though everyone was trying



Maserati 250F Streamliner recreation

hard to get the best out of the car and the 8km climb to Vernasca. We retire to a back street restaurant in Lugagnano for lunch before the afternoon run. Some of the locals have gathered to watch the event now, including an old man in a Fiat Millecento. This black saloon is unrestored, with faded paint and dulled chrome and he exits the car with some difficulty, bent almost double and using a stick. A small crowd gathers around the car after he has gone, charmed by such originality. There is a gingham towel over a tear in the passenger seat and perched behind the rear view mirror, a sprig of greenery. Not for him the nauseating 'magic tree'. That the followers of the Flag are as fascinated by this as by the competing cars says it all.

Save for the few international languages you hear now and then, this event remains determinedly Italian. This year the theme was 'Best of Italy' a celebration of all Italian marques. Ironically, the Silver Flag is always about the best of Italy, because the best is the event itself. Of course it evolves, though it is slowly and carefully, without spoiling any of the charm that enticed us that first time and which is what will keep us coming back year after year. 🇮🇹



Sandro Munari putting on the style



## Ferrari 365 GTB/4 Daytona RHD

This UK supplied RHD Daytona is presented in its original colour combination of Argento with dark blue trim. Formerly part of one of the finest collections in the World, this show condition Daytona is Matching Numbers, Classiche Certified and presented with its original tools and books. £795,000

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### Ferrari 365 GTB/4 Daytona

This stunning European "Pop-Up" headlight Daytona has had just four documented owners from new and is presented in its ideal and stunning original colour of Blu Dino Metallizzato. This superb example is fitted with wire wheels, Factory Air Conditioning, has its matching numbers motor and is in concours condition. £675,000

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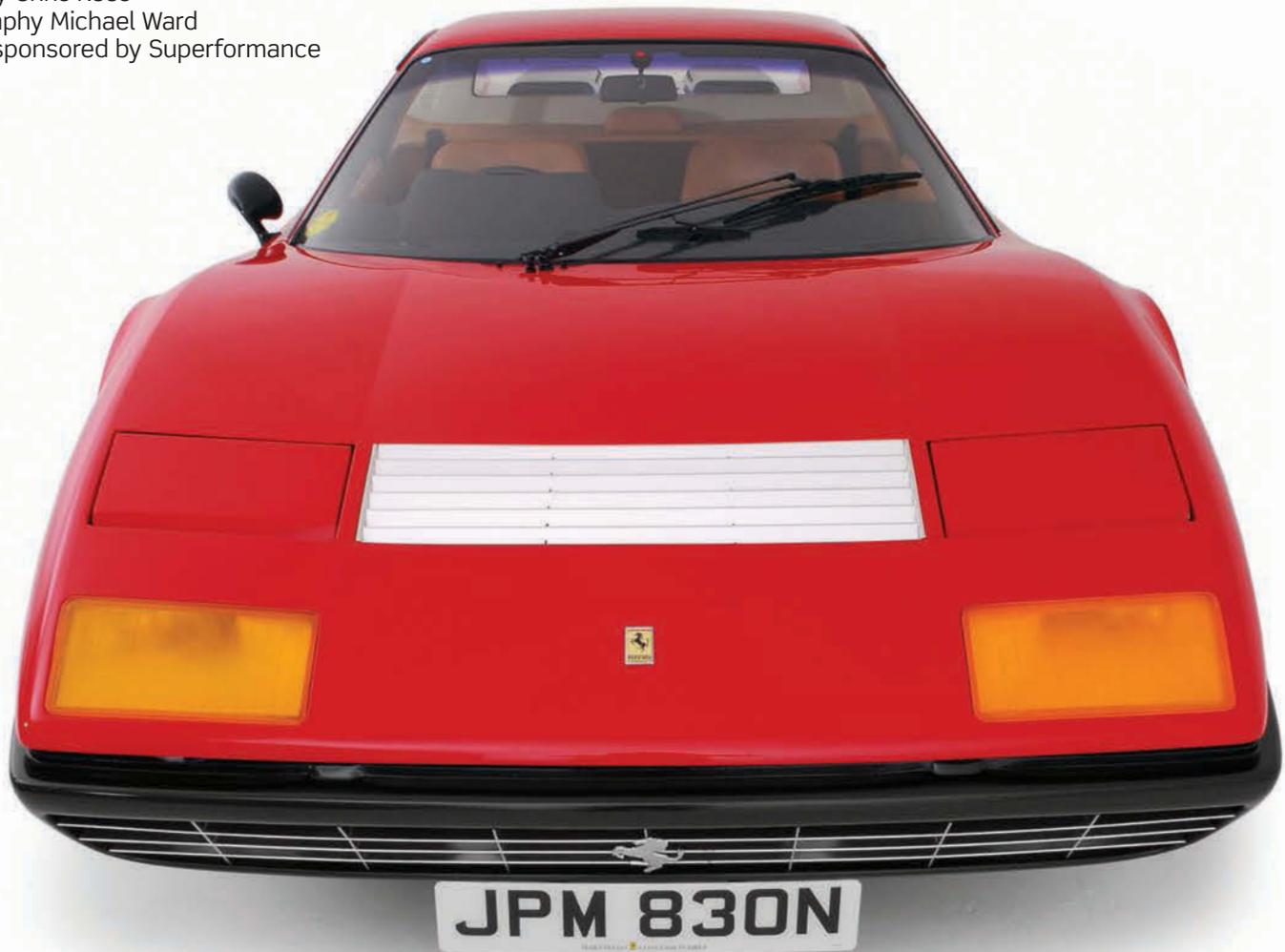
# BUYERS' GUIDE

WHAT YOU NEED TO KNOW ABOUT OWNING A TOP END CLASSIC

## Ferrari Berlinetta Boxer

Is the Ferrari Berlinetta Boxer the most beautiful supercar ever built? If you want to invest in peerless beauty, here's your ABC guide to the three versions

Report by Chris Rees  
Photography Michael Ward  
Feature sponsored by Superformance



**B**erlinetta Boxer: two simple words. And all they really indicate is a fixed roof and a horizontally-opposed engine. But what an explosive charge of potency and desirability lies behind the BB moniker – it is nothing short of the ultimate supercar of the 1970s and early 1980s.

The Boxer was Ferrari's belated answer to the Lamborghini Miura. It was the first road-going Ferrari (as opposed to a Dino) to be mid-engined, the first with a

'flat' 12-cylinder engine, and the first to have belt-driven overhead cams.

At its show debut in 1971, the BB created a maelstrom of excitement but it didn't enter production – as the 365 GT4 BB – until 1973. Pininfarina's deft penwork teed up the mid-engined Ferrari look for decades, and many regard the BB as the perfect sportscar shape. Just one clue to its great design is the fact that it looks equally elegant in any colour.



With its 4.4-litre flat-12 engine, Ferrari claimed a top speed of 188mph – a little fanciful, admittedly (it was merely a ‘theoretical’ maximum). But there’s no doubt that this was one of the world’s fastest cars in its day, with a tested 0-60 time of around 6.5 seconds.

The BB dynasty went through three iterations: the 365 GT4 BB (1973-1976), the 5.0-litre 512 BB (1976-1982) and the Bosch K-Jetronic fuel-injected 512i BB (1981-1984). The 365 GT4 BBs and 512 BBs all had satin black on the bottom half of the body, while later examples of the 512 BBi had a colour-coded lower half.

Which is the best of all? The truth is, they’re all great. Ferrari specialist Ed Callow from Foskers says: “The 365 GT4 BB is really the ‘collector’ Boxer. It’s the rarest and is seen as the ‘purest’. The body is sharper and arguably more elegant. The 512 is better to drive, more muscular in comparison, and there are more of them.”

But not terribly many: all BBs are rare beasts. Just 387 examples of the 365 GT4 BB were built (of which 58 were RHD and supplied to the UK); the 512 BB had a run of 929 (101 UK RHD); and the most numerous was the 512 BBi at 1007 examples (but just 42 were UK RHD).

### ON THE ROAD

Stepping into the BB cabin is to step back into the 1970s, from the dials with their garish orange calibrations to the all-black dashboard. The seating position is also very ‘70s: early seats have no headrests and hardly any adjustment; the steering wheel presses against your legs; and the tiny pedals are very offset. The 512 is a slightly more accommodating machine – but not by much.

Fire the engine up and there’s a deeply menacing rumble, moving to a high-pitched scream as you rev it, joined by carburettor roar and a wailing exhaust – all very 1970s Ferrari Formula 1. The 365 benefits from being kept at high revs, where the real fireworks are to be found, whereas the 512 BB’s extra 552cc give it a power and torque advantage that’s especially noticeable in the lower rev range.

Acceleration is intoxicating. In pre-injection BBs, there’s some snorting and stuttering from the four triple-down-draught carbs and the heavy clutch makes

it tricky to get cleanly off the line, but once into its groove, the smoothness of the 12-cylinder engines is astounding. The 512i feels more modern but perhaps loses some of the character of carb-fed cars.

Cornering isn’t always easy. Flex in the high-profile tyre walls is compounded by surprising amounts of body roll, so judging turn-in speeds is a real art form. The non-assisted steering is impossibly weighty at low speeds but once up to pace the feel is superb: very much like driving a big Dino.

Boot the throttle, or lift off too sharply mid-corner, and the tail will all too easily wag: oversteer is always waiting to bite. That’s partly because so much weight sits over the rear axle and partly because that weight sits high up, a corollary of the gearbox being mounted underneath the engine. If it does start to go, beware: the oversteer is hardly what you’d call of the controllable variety.

### ENGINE & TRANSMISSION

The engine is the scariest single item for any BB buyer. Engine rebuilds are punishingly expensive, so you need to make sure there are no major issues. Ideally, deal with a Ferrari specialist who can show you compression test results. Carburettor tuning is an art in itself, but it doesn’t actually cost a lot to sort out. Not so the exhaust: a replacement for the 365 is around £3500.

Check that the gearbox is working sweetly with no synchro issues. You don’t want to be surprised by a gearbox rebuild – it’s not cheap! Clutches are a known bugbear, too. The 365 has a dry sump engine with a single-plate clutch; the 512 has a wet sump and a twin-plate clutch with a lighter action. A twin-plate clutch replacement will set you back around £2000 + VAT.

Quite a few 365s have had their magnesium-case gearbox assemblies switched to stronger twin-plate 512 items. This upgrade is a ‘factory-recognised’ period fitment, and Ferrari’s own Classiche department will still certify a 365 GT4 BB with a 512 BB gearbox without any problem.



## CHASSIS & BODY

The BB consists of steel and aluminium panels over a square tube steel framework, but the black fibreglass lower panels (colour-coded on late cars) were a real departure for Ferrari. Rust is possible in the structure, but unlikely to be impossible to solve. The front and rear 'clamshells' open up to access a small luggage space up front, plus the engine/transmission in the tail; these should both be checked carefully for damage. Hand-beaten body panels are, as one might imagine, very expensive to repair or replace.

The double wishbone/coil-over suspension is fairly robust, and complete suspension bush kits are cheap for the front end (around £40), but pricier at the rear (£380). The brakes are servo-assisted vented discs with four-pot Brembo calipers. You can buy brake repair kits from around £120 each, while discs are a not unreasonable £140 each. Add in labour and you're looking at around £2000 + VAT for a full disc/pad replacement on all four corners.

## INTERIOR

Early BBs featured cloth seats, but this soon switched to leather or leather-and-cloth seats, which are much more common. Leather needs constant attention to keep it in fine fettle. As with any older Ferrari, check that all the electrics work.

## RUNNING COSTS

Without doubt, the BB is one of the pricier Ferraris to keep going. The BB needs servicing every 6000 miles or 12 months. Costs obviously vary depending on exactly what needs to be done, but a major (engine-out) service with cambelt replacement is around £2500 + VAT. Cambelts need changing every three years. All Ferrari Boxers have seen significant price rises in



recent years. More and more owners have been restoring their cars, and there are many truly fantastic examples out there.

## PRICES

365s are seen as the most collectible, but there's not a massive price difference between the 365 GT4 BB, the 512 BB and the 512 BBi. You should expect to pay from £275k for a useable 512 up to as much as £425k for the very best 365 GT4 BB (assuming they're original UK RHD cars).

Ed Callow from Foskers comments: "There's absolutely no reason why the best 365 Boxers shouldn't be £500,000 in as little as a year from now. Even though the 512 BB and BBi are not as rare, they are still incredible to look at and to drive, and they will continue to be in strong demand for the foreseeable future. I'd expect to see their prices at £400,000+ a year from now. In the longer term, the collectability of the 365 BB in particular means it could well end up at similar money to where the Daytona is now." 🇮🇹

### TYPICAL PRICES:

**365 GT4 BB, 1974,**  
27k miles, white, £440,000  
**512 BB, 1981,**  
21k miles, black, £350,000  
**512 BBi, 1983,**  
46k miles, silver, £340,000  
**512 BBi, 1984,**  
12k miles, red, £300,000

■ Many thanks to Ferrari specialist Foskers for helping to prepare this buyers' guide.  
[www.foskers.com](http://www.foskers.com)



## TECHNICAL SPECIFICATIONS

	FERRARI 365 GT4 BB	512 BB	512 BBi
ENGINE:	4390cc flat-12	4942cc flat-12	4942cc flat-12
POWER:	344bhp at 7200rpm	360bhp at 6800rpm	340bhp at 6000rpm
TORQUE:	302lb ft at 3900rpm	333lb ft at 4600rpm	333lb ft at 4200rpm
TRANSMISSION:	5-speed manual	5-speed manual	5-speed manual
TOP SPEED:	175mph	175mph	176mph
0-62MPH:	6.5sec	5.8sec	5.6sec
WEIGHT:	1552kg	1555kg	1499kg



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**Ferrari 365 GT4 BB** £POA  
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Web based Alfa Romeo club  
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### Alfa Romeo Association of California

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

### Alfa Romeo Club Quadrifoglio Belgium

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#### Brooklands Autumn Motorsport Festival October 11

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## ALFA ROMEO



**Alfa Romeo Spider S4 1990.** Rosso Red, MOT to May 2016, 2 litre injection, five speed manual, perfect alloys, mohair hood, leather seats, electric windows, wooden Nardi steering wheel, no rust, garaged /covered, sale due to purchase of S1. Price £10,500, will accept reasonable offer. Tel: Tony, 020 8997 2039 or mobile 07438 758085. Email dubdonegan@eircom.net (London). A236/027



**1990 Alfa Romeo S4 Spider 2.0.** Metallic Burgundy, black leather and mohair hood with tonneau. Rare high specification, imported from Germany December 1996. Converted to RHD by Bell & Colville. Comprehensive service history, fine original condition, low mileage, MOT to March 2016, £14,750. For further details call AROC member. Tel: 01935 816822 (Dorset). A236/009  
**1991 Alfa 33 16v.** On SORN. Complete car, with rust, probably suitable for parts. Phone for details, offers. Tel: 01562 754346 after 6pm. A236/011



**1989 Alfa 75 2.5 V6 automatic.** 85,000, red. 4 owners from new. Good condition throughout. Extensive service history, MOT 24 June 2016. 4 new KYB gas dampers, reconditioned rear brake calipers with new pads and 2 new tyres. New cambelt, engine oil and filter changed, new air filter and spark plugs plus the body Waxoyled. Fitted with LPG. Headlining needs renewing, carpet is a little worn in a couple of places, has a slight prop vibration, rubber couplings are in good condition, £1750. Tel: 07751 339511. A236/012



**1968 Alfa Series 1 Bertone 1750 GTV.** 64,060 miles, white. Rare Series 1 Bertone GTV in immaculate condition, one owner since new, FSH incl all documentation. Extra underseal when new, Ziebart in 1972, periodic Waxoyl since. Complete restoration in 2008 at 61,900 miles incl full engine overhaul and unleaded conversion. 5 new tyres, MOT in Jun 2015. Current agreed insurance value £35K. AROC member, AROC valuation in Jun 2015 £30 - £35K, offers in that region. Tel: 01526 351305. A236/008



**1983 Alfa Sud 1.3 Ti.** Red. Good condition, all original. Recent MOT, reconditioned front calipers fitted. Solid underneath, £3995. Tel: Mick, 07765 556556 (Stroud nr Gloucester). A236/010

**2003 Alfa Romeo 156 Sportwagon 2.5 V6 24V Veloce.** 74,000 miles, metallic silver. One lady owner from new. Momo full black sports leather interior, cruise control, CD changer. Good service history, maintained locally by Alfanatic. Fair condition, needs tidying with a few supermarket car park dings, £1500. Tel: 01252 726950. Email: jenny@bellamanda.co.uk (Farnham, Surrey). A236/029



**2002 Alfa Romeo 156 2.5 V6 24V Veloce.** 109,791 miles, red. Two owners (friend/myself). History, receipts, MOTs, manuals, codes, two keys. MOT Jan 2016, £1250. Tel: 01883 627387 or 07885 066473. A236/015



**1982 Alfa 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. Club member, £5700. Email: its\_syd@hotmail.com (Dublin). A236/028



**2003 Alfa 156 GTA.** Nero Jarama Black, 99,028 miles, almost FSH, respray December 2014 @93K, cambelt and waterpump @92K. Recent service @97K, MOT August. New brake calipers, hoses, drilled/grooved discs and uprated pads, 4 new matching tyres, extremely nice example of this rare car, £5999. Tel: Mike, 07580 940007 (Tyne and Wear). A236/026



**2000 Alfa Romeo 156 2.0 TS Lusso.** 155,000 miles, silver. Reliable daily transport owned by me for 12 years. A much cherished car with full service history. Silver paintwork and dark blue Momo leather upholstery. New front tyres and very good rears. Stainless steel exhaust. MOT till end of September 2015. Runs beautifully and is a pleasure to drive. A future classic? AROC member, £550. Please call Mike on 01285 652407. A236/014



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**2000 Alfa Romeo 156 Selespeed TS.** 67,800 miles, red. MOT till 21 July 2016 (last 2 MOTs only needed a sidelight bulb). Red Momo leather which is unmarked probably due in part to its low mileage. Full service history and many receipts and old MOTs to back it up, underneath is almost like new, remarkable condition. It's not perfect but in very good condition all round, needs a good new home, I have used it and found it a great car to drive, oiro £750. Please call Dave: 07798 525167. A236/017



**2000 Alfa Romeo 156 2.5 V6.** 84,000 miles, Orion Green, cloth upholstery. MOT April 2016. New cambelt, clutch, airflow meter 2014, upgraded Pioneer audio. Always garaged, last two owners AROC members. Superb future classic maintained by Rusper Alfa, Sussex, £2000. Tel: 07977 498006. A236/016



**Alfa Romeo 156 JTD Sport 150.** 63K miles, charcoal leather, Pirellis and Dunlops, Harvey Bailey suspension, comprehensive history, January cambelt, February MOT, 17" Speedline wheels included, Shell V-Power, £3000 ono. Tel: 07521 939962. Email: nicholas.heath.mrs@gmail.com. A236/005

**1997 Alfa Romeo GTV 3.0.** 94,500 miles, red. Had the car for 13 years, part service history, have all MOTs. Drives well, bodywork faded in parts because of the sun. Had new clutch, radiator and ball joint to front. Orange leather seats, interior in good condition. Have loved driving the car but need to sell because I am moving to London, hopefully somebody will enjoy it as much as I have, offers. Tel: 01954 231450 or 07775 884301 mobile. A236/013



**2007 Alfa Romeo 159 Ti 2.4JTM.** 40,600 miles, Stromboli Grey, immaculate black leather interior. Maintained at Voloces of London, major service at Voloces at 40,000 miles. Timing belt and water pump changed at 32,000 miles, brand new Bosch battery with 5 year guarantee. MOT due November. Continental Sport 3 tyres all round, front brand new, rear nearly new. Totally unmarked immaculate alloy wheels. Apart from the usual Ti refinements, this car has power heated seats, cruise control, electric, heated, power folding mirrors, auto wipers and lights. First registered 24 December 2007, lots of history, I am the second owner of this extremely well cared for car as an Alfa Romeo enthusiast, £8500 ono. Tel: 07940 715445. Email: markcrawley1209@live.co.uk. A236/027



**Alfa Romeo 159 2.4 JTDM Q4 Ti.** Rare diesel Q4 Ti saloon 159, 86,000 miles, 2008. White with natural leather interior, FSH including recent cambelt replacement. Bushes upgraded by Autolusso to Powerflex including full 4 wheel alignment earlier this year, now drives better than ever. Looked after properly by Alfa specialists for the past 3 years. Please email for more photos or further details if interested. Located in the Banbury area, £9000. Email: andygt170@gmail.com. A236/024



**2006 Alfa Romeo 159 2.2 JTS Lusso.** 59,325 miles, Rubino Red, black leather upholstery. MOT until March 2016. Currently garaged and SORN'd, the car is immaculate, £3000. Genuine reason for sale. Please call: 01342 713091 (Crawley area, W.Sussex). A236/019



**Alfa Romeo 164 3.0L Super.** Increasingly rare car, current owner 12 years, air con, sunroof, manual, very fast, MOT, much work done over the years, £2500. Tel: Gavin, 07543 550515 (Cambridge). A236/028



**2005 Alfa Romeo 166 2.0 TS Lusso Ti.** 80,000 miles, silver. 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 regassing, £2650 ovno. For viewing or further information, please phone: 07510 444024. Email: alfa@virgin.net. A236/018

**Alfa Romeo Brera 2.2TS.** Petrol, 69,000, FSH, MOT to 04/16, blue panoramic roof, leather, cruise, park sensor, nice condition throughout, £4650. Tel: 07771 821540 or 01531 660600 (Herefordshire). A236/030

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**2006 Alfa Romeo Brera SV 2.2 JTS.** 44,500 miles, Alfa Red. Full service history, in mint condition. Recent brand new original power steering rack and pump £1300, part body spray £1320. MOT until Feb 2016. Used daily and garaged, recent low mileage service. Grey leather seats, alloys, a/c, Alpine large touch screen sat nav unit £760. Reluctant sale with genuine reason. First to see will buy, £7495. Please call Zak: 07831 377800. A236/020

**2008 Alfa Romeo Spider 2.2 JTS LE.** 7692 miles, Alfa Red 28g. In excellent condition inside and out, very low mileage. Lifeshine finish, dry weather use and always garaged. Recent annual low mileage service, new wiper blades, MOT until Aug 2015. Tan leather seats, new mats, 18" alloys, 5 hole titanium finish, heated/electric memory seats, Bluetooth handsfree phone/USB. Genuine reason for sale - have downsized and need the garage space for DIY projects, beautiful example of this iconic car, £13,000. Want more information ring Jeremy Turner: 07961 339607. A236/021



**2005 Alfa Romeo 916 GTV 2.0 JTS Lusso.** 48,600 miles, silver, black leather interior. Full service + second cambelt change last year, ECU replaced. Pirelli tyres, all 4 original keys + code card. Call for more info, £4200 ono. Tel: 01460 220211 (East Devon). A236/044



**Alfa Romeo Spider Lusso 2.0 T.Spark.** Beautifully cared for, 2000 (W-reg), metallic black with black leather interior, 63,000 miles, garaged, great condition inside and out, full history, electric windows, electric roof, hood in great condition, new tyres. A beautiful example and being sold with a heavy heart, £3499, private sale. Tel: Marco, 07931 686897 (North London). A236/003



**Alfa Romeo Brera 2.2 JTS.** Misano Blue with blue and tan leather interior, pan roof, 18-inch horseshoes, Brembo calipers, hill assist, Bluetooth, carbon foiling to lights, door handles, sill guards and rear spoiler. Cloverleaf wing shields, tricoles mounted on door mirrors. FSH, MOT March 2016. Looks stunning, in excellent condition. Often photographed, always admired, £7595. Tel: 07443 853872. Email: colindnewton@btinternet.com. A236/025



**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, £1700 ono. Tel: 02380 760043 or 07979 050947 (Southampton). A236/047



**2001 Alfa Romeo 916 Spider 2.0 TS Lusso.** Alfa Red, full working order, 67K miles, cambelts, clutch replaced, £4500. Tel: 01609 761702 (N.Yorks). A236/042



**2005 Alfa Romeo GT 3.2 V6.** 44,000 miles, metallic grey. Low mileage, new MOT and service including new discs, very good tan leather interior. FSH, excellent bodywork and general condition. Well cared for car, maintained by Ruspier Alfa. Last of the true V6s. £5950 ono, reduced for a realistic price. Tel: 01444 483116 or 07845 117898 (Sussex). A236/043



**2008 Alfa Romeo Spider 2.2 JTS LE.** 7658 miles. Excellent condition inside and out, always garaged and only had dry weather use. Recent annual low mileage service and new wiper blades. Lifeshine finish in Alfa Red. MOT until August 2015, tan leather seats, Spider mats, 18" 5 hole titanium wheels and bluetooth handsfree and USB port. £13,000, genuine reason for sale - have downsized and need the garage space. Please call Jeremy: 07961 339607. A236/046



**62 plate Alfa Romeo Giulietta 1.6 JTDm2 Lusso.** 22,000 miles, metallic red, my girlfriend's dad's car, for sale due to ill health. He bought it brand new from Piccadilly in Knareborough. It's only done 22,000 miles and has FSH. Has 2.5 years warranty and service package remaining. I've driven it a bit and it's really good - averaged 63mpg on a 400 mile round trip to Norfolk and rides very well on 16" wheels. In fantastic condition, drives like a new car, £11,995. Please email: chris.cousins@hotmail.co.uk. A236/023



**2005 Alfa Romeo GT 1.9 diesel.** 51,000 miles, red. I am located 4 miles from Jct 23 of the M1, £3495. Tel: 07818 220414. A236/045



**2012 Alfa Romeo Giulietta 1.4 MA TCT Lusso.** 26,500 miles, metallic red, Lusso spec (black cloth interior with light roof-lining, auto-lights, auto-rear view mirror, auto-wipers, dual a/c, cruise etc), plus 17" turbines, rear sensors, illuminated Alfa front door sills, boot sill protector, electric mirrors and paddles. Early first service plus additional oil change. MOT till next Feb. New front tyres (does not include plates), £10,600. Email: alan@thepuds.plus.com. A236/022

**1971 Alfa Romeo Junior Zagato**  
LHD, 2 litre tuned engine, alloys, no rust - £29,995

**1984 Alfa Romeo GTV6**  
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**1968 Fiat 2300S Coupe**  
LHD, one owner car £90A

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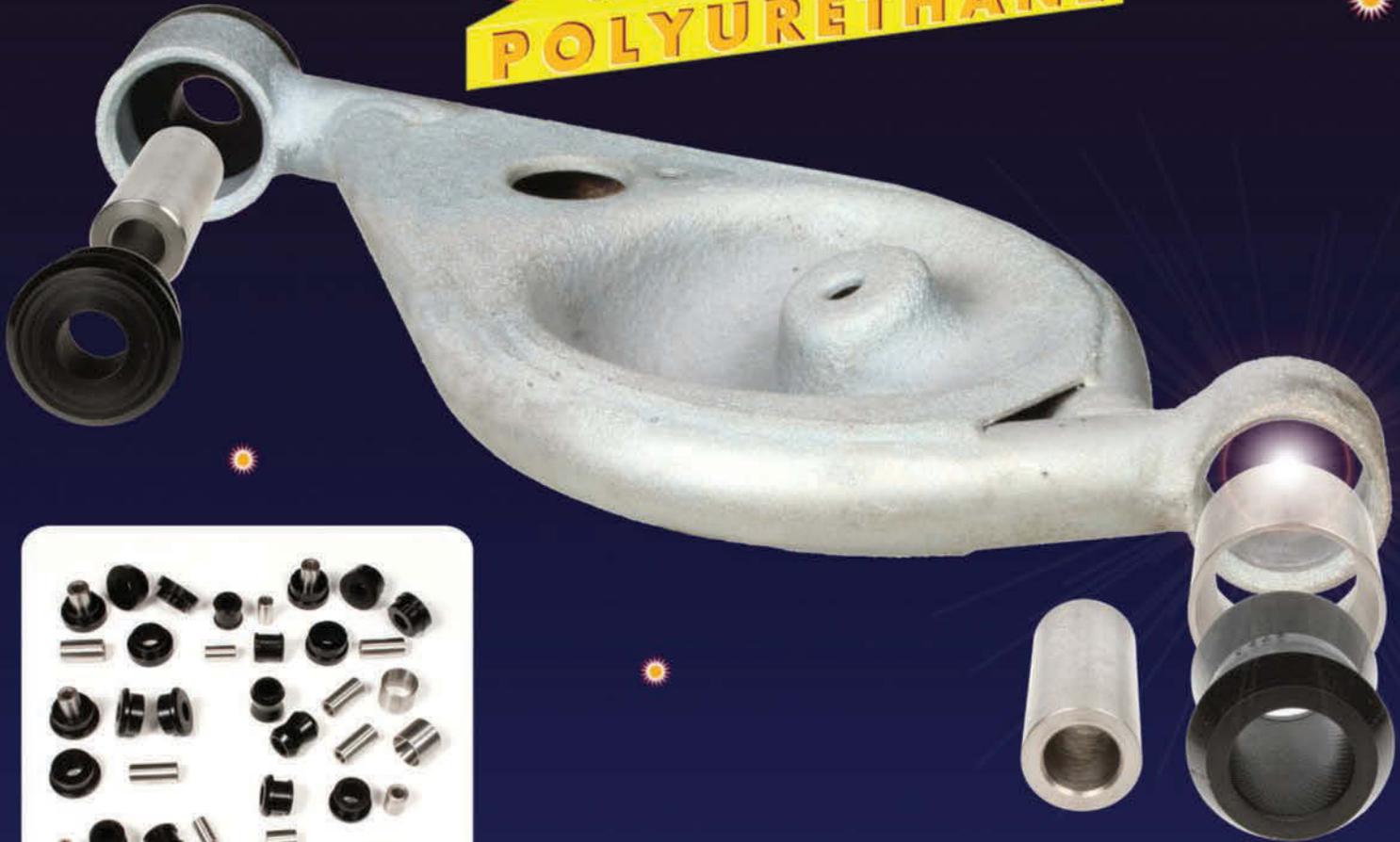
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FIAT



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**Fiat Punto Cabrio.** 1.6. 77,200 miles, in excellent condition, full service which included a new cambelt kit, this is a summer car, can also be used during the winter, the roof is waterproof, 10 months' MOT, £1200 ono. Tel: 07935 83055. Email: arturobrogna@yahoo.co.uk (Carmarthenshire). A236/048



**Fiat Marea 105 JTD ELX.** 1999, failed MOT on welding, 125,000 miles, I have owned this car for 15 years, selling for spares or repair, £250 ono. Tel: 07950 67595 or 01689 827762. A236/004

LANCIA



**Lancia Fulvia Zagato Series 1.** 1.3S, 1970. Superb condition in all respects, £24K, please tel for full details. Tel: 01932 953435 or 07710 393864 (Surrey). A236/052

PARTS

**Lamborghini garage clearout.** I have a few original Lamborghini parts for sale. *Countach*: front wheel used, £4000; rear wheel, used, £5000; spare get you home wheel, used, £3000; carbon bonnet, used, £4500; pre 25th anniversary seat, used, £5000; speedo, £1000; suspension link rods, £250 each; canvas tool bag and kit, £2500 (same as Espada); badges, door glass, ask; new front 2 piece screen surround, £4000; to name but a few, 'ask'. *Diablo*: Roadster rear wheel, new, £5000; diagnostic console including switchover switch, £10,000; chassis jig base and brackets for hire UK only, £5000 per month, to own £20,000; badges. *Murcielago*: chassis jig base and brackets for hire, £5000 per month, to own £20,000; fuel tank, £4000; 6.2 engine, £45,000; R/H door mirror assembly, £2000. *Miura*: used fuel tank, £5000; SV crankshaft, £10,000; badges. *Espada*: rear panel, £6000; road wheel, used, £3000; left and right fuel tanks, used, £4000. *Gallardo*: 2003 - 2010 chassis jig and brackets set, £20,000. *Various*: I have a complete set of Lamborghini and Maserati workshop manuals, electric diagrams, etc; 2 x used front Ferrari Enzo road wheels, £5000 the pair. Plus delivery at cost. Tel: Graham Schultz, 07860 333760. Email: graham.schultz@modenagroup.net. A236/007

**4x Delta integrale Evo 1 7.5J 15"** wheels, good condition, 205/50R 15 Avon tyres, one new, 3 used. 2x Delta integrale Evo2 7.5J 16" wheels, Dunlop 205/45R 16 tyres. Email: eastbury.lancia@gmail.com (Berkshire). A236/031



**Cromodora CD30s for sale.** Four original 1970s wheels, some dents and pitting, one or two cracks. Offers please. Tel: Rob, 07798 526852 (Epsom). A236/001



**Alfa GTV four five-hole alloy wheels,** fitted good treaded tyres, 205/50/16, oiro £200. Alfa GTV speedo/rev counter module, black, vgc, oiro £50. Tel: 01564 772714 (Solihull). A236/053

**Alfa 2000GTV parts.** Complete exhaust, manifolds, rear suspension 'T' piece, anti-roll bar, 4 discs, rear bumper, complete air cleaner, rear light lenses, wheels 5 1/2 x 14, rear springs. Tel: 01962 772049 (Hampshire). A236/032



**Original Abarth exhausts (NOS).** All makes A to Z, sixties, seventies, now also Fiat-Abarth 124 Spider CSA, see www.abarth-exhausts.com or info@abarth-exhausts.com. A236/006



**Brand new never used space saver spare** with Maserati 12 volt compressor. Maserati part #181772, cost 730 Euros + VAT, purchased for 2002 Maserati 4.2 Coupe. Pretty sure it's good for the 3.2 too, £400 ono. Tel: 07890 898777. Email: seismatters@hotmail.co.uk (Teesside). A236/050

**Lancia Delta HF Turbo parts.** F&R bumpers, PAS, rack, ECU, distributor coils, relays, wiper motors, front doors, interior and exterior trim, dash clocks, lights, £150 job lot, may split, collection only. Tel: 07902 038232 (Cambs). A236/033



**Set of wheels for Maserati Coupe.** An alloy wheel upgrade means my 2002 Maserati Coupe wheels are for sale. The tyres are all legal with fronts 4mm and 7mm tread and the rears 4mm and 2.5mm. One or two kerb scuffs but otherwise in very good condition, £600 ono. Tel: 07890 898777. Email: seismatters@hotmail.co.uk (Teesside). A236/051



**A set of four 'claw' alloy wheels.** Very rare. 18 x 8, will fit both Fiat and Alfa, two slightly marked, but excellent condition, £120. Tel: 07918 697184 (Beds). A236/002

MISCELLANEOUS

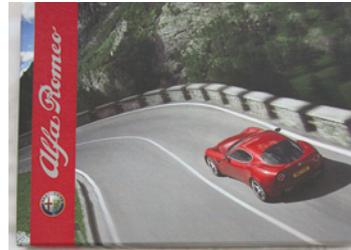
**Alfa Romeo Historical Document for sale.** Signed letter from Vittorio Jano dated Nov 1929 to a Mr Crepaldi discussing establishing a motor racing stabilimenti (stable). Provenance available. Offers invited, please contact Dominic: 07954 192579. Email: dom.coupe@ntlworld.com. A236/034



**Number plate for Maserati.** 'MAZ 5 42' was on 4.2 Coupe, £1250 ono. Tel: 07890 898777. Email: seismatters@hotmail.co.uk. A236/054



**'3 HYG' cherished registration.** Rare dateless plate suitable for any age of vehicle. On retention certificate for easy transfer, £2995. Tel: 07733 268700. Please leave a message if I can't answer the phone. A236/056



**Alfa Romeo Sportivita e stile dal 1910**, unopened, still wrapped, plus 2009 issue magazine and Cloverleaf club booklet. All in perfect condition, boxed, hardback, £4.95. Tel: 07989 951895. A236/055



**Wanted: Lamborghini Urraco steering wheel.** Left hand drive deep dished version please. Email: daveyhire@msn.com (Bucks). A236/036  
**Wanted: early 105 15" wheels.** Any condition considered. Tel: Mat, 07980 976717. Email: matwilson@mail.org. A236/037

**Original documents for Maserati Quattroporte Mark 1 Series 1.** Driving and maintenance instructions, bound into grey paper covers. Workshop manual and Before taking the wheel. Copies supplied with the car, promotional brochure, private sale, call for more details: 02392 815037. A236/038  
**Wanted: Maserati 3500, Mistral or Sebring?** Anyone wish to sell their 3500, Mistral or Sebring? I am a long-standing Club member. All things considered from restoration project to concours. Please help. I would also like to add a Bora or Merak to my collection. Tel: 07968 094741. A236/039

**Alfa Romeo GT 3.2 litre V6 wanted.** AROC private buyer looking for low mileage car in South or Midlands. Initially please contact Mario at Avanti Autos, 01473 211123. A236/040

**Giulia Sprints, Bertones etc wanted.** Giulia Sprints, Bertones 1300/1600 Juniors, 1750/2000 GTVs wanted for cash. Condition not important. Best price paid for abandoned projects, parts and breakers. Please contact Mick, 07731 179991. Email: vintagealfa@btinternet.com. A236/041

WANTED

**Brera manual wanted.** Owner's manual package for Brera. Tel: Peter Ramsden, 01253 893350. Email: peter.julie.ramsden@talktalk.net. A236/035

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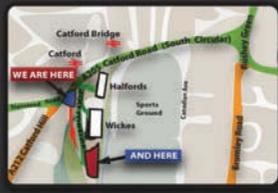


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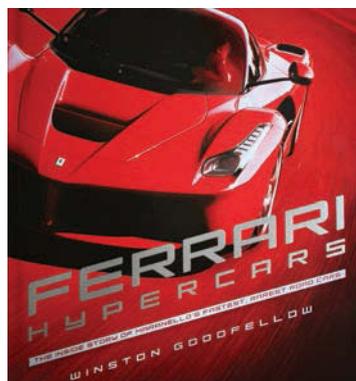
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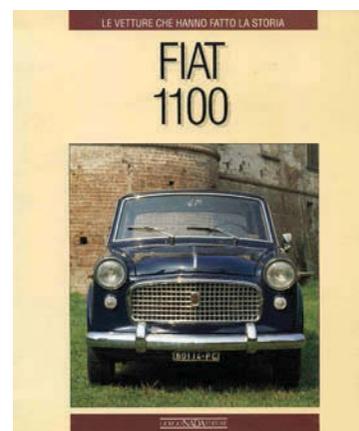
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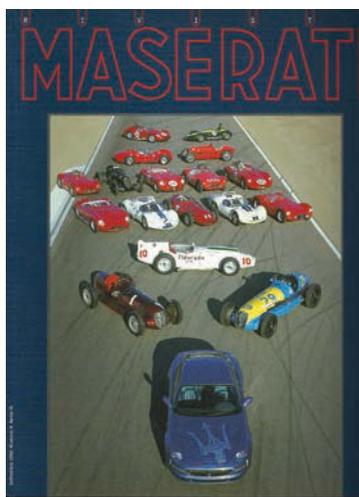
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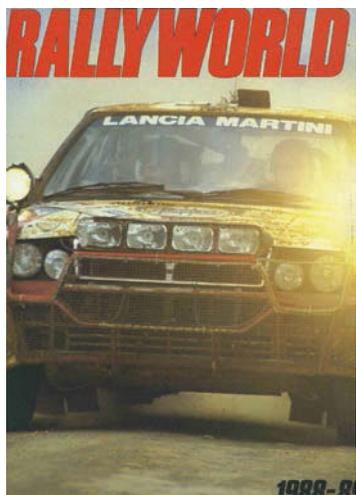
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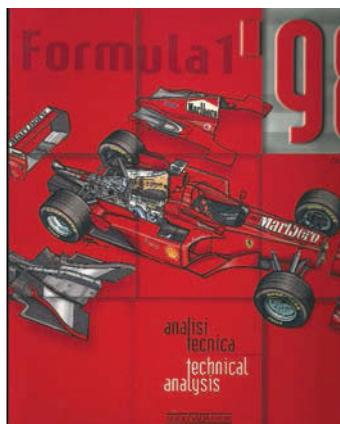
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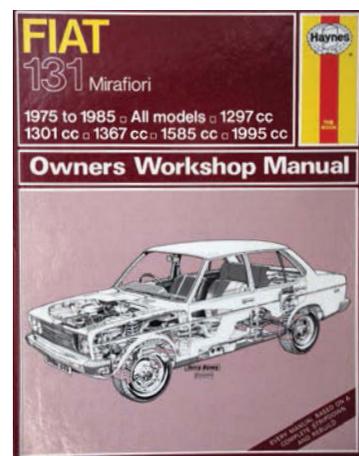
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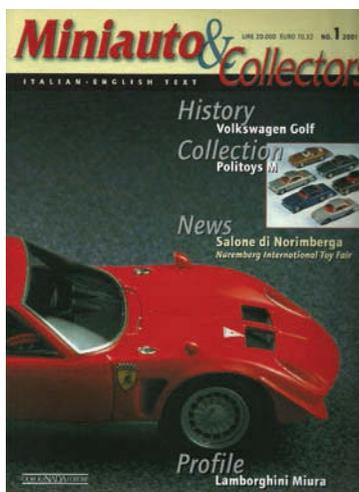
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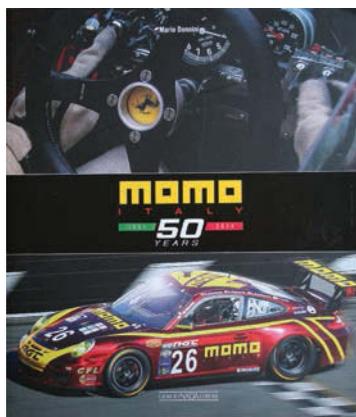
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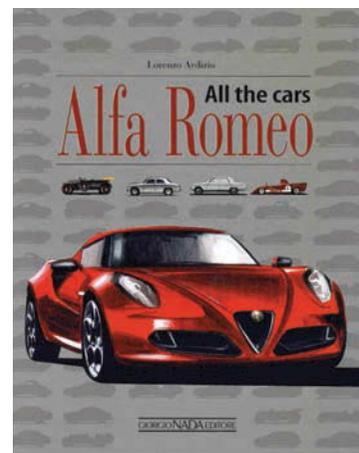
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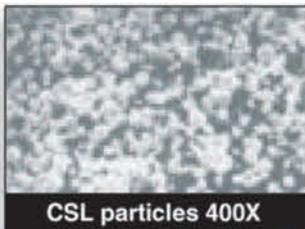
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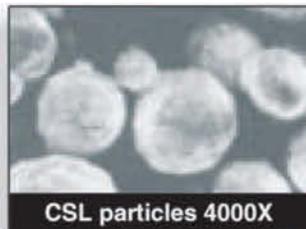
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## Bertone Pirana

Words & images by Richard Heseltine

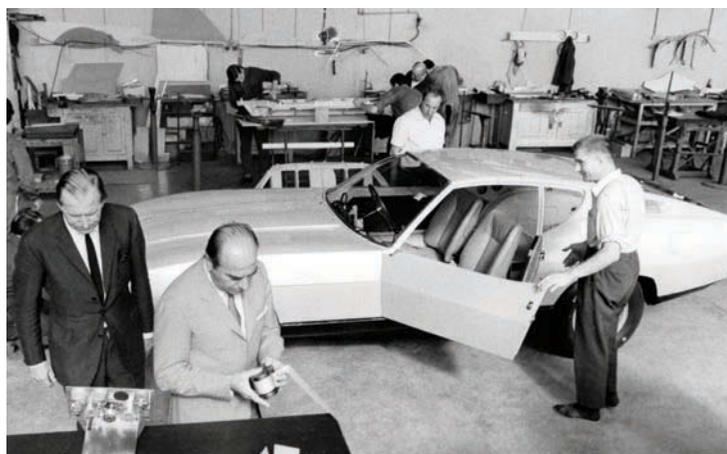
The title of *Autocar's* article in October '67 said it all: 'Bertone-Jaguar: no dream car – but not for you and me'. And the mighty and much misunderstood Pirana certainly wasn't a Jaguar as we know it. Think of it more as a precursor to the Lamborghini Espada and you would be closer. This one-of-a-kind machine was the jumping off point for the Italian GT even if its roots were more Coventry than Sant'Agata.

The car was conceived by *The Daily Telegraph Magazine's* editor John Anstey, picture editor Alexander Low, art director Geoffrey Axbey and motoring correspondent Courtenay Edwards. Following the March '67 Geneva Motor Show, conversation back in London turned to the key constituents of the ideal Gran Turismo. What started out as an office discussion soon took a turn for the serious: Anstey was keen to see their ideal car made real, and stipulated that it should be built from components already in production and available to the public. Speed with luxury was what he and his team craved.

Jaguar talisman Sir William

Lyons was responsive when tapped, and supplied an E-type 2+2 chassis, complete with 4.2-litre straight-six engine. Nuccio Bertone then agreed to complete the coachwork in time for the British International Motor Show in October of that year. Bertone had form when it came to clothing Jaguars, having produced three Franco Scaglione-penned XK150S-based coupes the previous decade. Chief stylist Marcello Gandini had also shaped a brace of S-type-based cars for Jaguar's Spanish concessionaire in '66. The 20-something was tasked with what was essentially a rebodging exercise, the end result bearing not even a passing resemblance to the E-type donor car despite the fastback two-seater sharing the same proportions. It was virtually the same height and length, but 2.5in wider.

Other firms lent expertise including Triplex which supplied special tinted Sundym glass in an effort to stop the sun's harmful rays from slow-baking the car's occupants. Lucas, meanwhile, supplied the lights while Smith's Motor Accessory Division rustled up a one-off air-conditioning



system along with a tape recorder/player plus a warning device that beeped whenever you exceeded a pre-set speed. Connolly supplied the cabin leather – a special hide dubbed Anela – which featured a sandy tint thanks to special pigments. Britax, meanwhile supplied special seatbelts with webbing to match the upholstery.

Bodied in steel save for the aluminium bonnet, the resultant creation wasn't exactly pretty but it was undeniably dramatic. The Pirana screamed Jet Set. The car was transported to Earls Court in time for its big reveal, before returning to Italy for the

November '67 Turin Salon. The car was a magazine cover story the world over, and immortalised in toy form by countless manufacturers. But it was never going to be replicated. But the design didn't go to waste, witness the Espada.

The Pirana was sold in '68 and presumed lost until it emerged Stateside four years ago. Bertone wasn't done reworking Jaguars, either. Gandini shaped the angular XJ-S-based Ascot in '77 while Birmingham's own Adrian Griffiths was responsible for the supremely elegant B99 which was one of the stars of the 2011 Geneva Motor Show.





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