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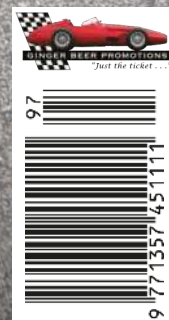


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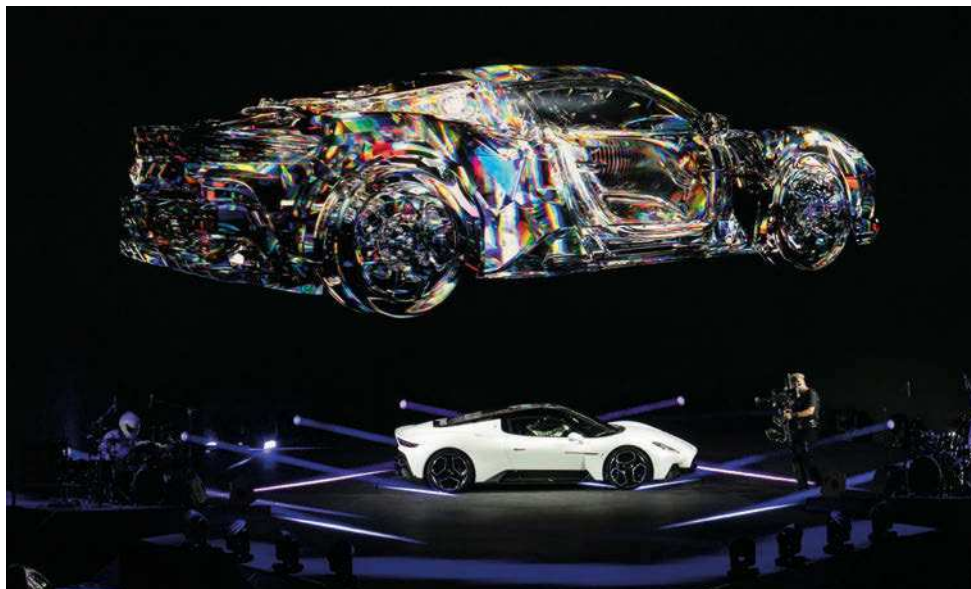
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This month, I travelled to Modena to witness one of Italy's automotive crown jewels – Maserati – reinvent itself. The new MC20 is a really big deal for the Trident: a brand new mid-engined machine that's an entirely in-house job (well, except for some carbonfibre chassis input from Dallara).

There's been some controversy surrounding the shape of the MC20 but in the flesh, I must say I really like its combination of subtlety and aggression. I also find it joyous that Maserati is launching the MC20 as a pure, old school petrol-powered machine, rather than a hybrid. The all-new Nettuno engine is a V6 turbo pumping out fully 630hp from only 3.0 litres – the highest specific power output of any V6 road engine.

My first question was: shouldn't it have been a V8? Too big and heavy, argues Maserati. And why isn't it simply an updated version of Alfa's acclaimed 2.9-litre V6? Here's the answer, I think: the Alfa V6 is based on the Ferrari Tipo F154 engine. Ferrari definitively parted company from Maserati over five years ago and 2020 sees the moment when Maserati cuts loose from any Ferrari connection.

Maserati is, quite simply, establishing itself as entirely separate from – and a serious alternative to – Ferrari. It's already announced it's going to stop using Ferrari-built engines within two years. With the MC20, it absolutely needed to develop its own in-house engine.

Of course, the proof of the *tiramisu* will be in the eating, and it seems we won't have long to wait for that. MC20 production is due to start by the end of this year and I'm absolutely itching to drive it.

Chris Rees
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ITALIAN CAR NEWS

Ferrari adds 'M' Factor to Portofino

Ferrari has added the letter 'M' to its Portofino model, signifying a major mid-life refresh of the 2+2 hardtop convertible. Referencing similar 'M' (Modified) Ferraris from the past, such as the F512 M, 456M GT and 575M, the new Portofino M has evolved in terms of performance, design and comfort.

The engine is boosted by 20hp to the same 620hp as the new Roma, courtesy of software upgrades and new mechanical components, including updated cam profiles and a faster-spinning turbo. The exhaust system has also been updated: the silencers are eliminated and new geometry for the bypass valves is introduced, reducing backpressure.

An extra gear ratio has been added, courtesy of a new eight-speed dual-clutch transmission, shared with the Roma. Ferrari promises quicker, smoother and more comfortable gear shifting, particularly at lower speeds. CO₂ emissions and fuel consumption are improved, too.



The driving mode *manettino* now has five positions, including new Race and Wet modes. Side Slip Control 6.0 with Ferrari Dynamic Enhancer is also new, offering more responsive driving at the limit. Ferrari says the Portofino M is now easier to drive, particularly on medium and low grip surfaces. Extra modulation in the brake pedal sharpens feedback here, too.

New optional safety systems include Adaptive Cruise Control, Autonomous Emergency Braking, Lane Departure Warning, Rear Cross Traffic Alert and Surround View

Camera. Also new is Android Auto, in addition to Apple CarPlay.

The exterior design has evolved only subtly. A new front end features redesigned air intakes and a new aluminium-slatted grille, while the side air exits are changed, too. The rear bumper is more streamlined, with a new, separate diffuser that can be specified in carbonfibre. New 20-inch alloy wheels have been specifically designed for the Portofino M, too. The interior is essentially unchanged.

The price is £188,000, about £23,000 more than the previous Portofino. Deliveries will start from mid-2021.



ABARTH'S BLACK & BLUE SPECIAL EDITIONS



Two new limited-production 'special series' Abarths have been launched: the 595 Scorpioneoro and the 595 Monster Energy Yamaha.

The Scorpioneoro ('gold scorpion') pays homage to the classic Autobianchi A112 Abarth 'Targa Oro', of which only 150 were produced in 1979, featuring black paint, gold details, uprated interiors and extra equipment. Like that car, it gets a black livery with gold lines and glossy gold-painted alloys. Also gold are the scorpion symbols on

the bonnet and on the wheel centres. A matt black chessboard roof is complemented by grey handles, mirror caps and front and rear air dams.

Inside are new 'Scorpionflage' front seats in black leather, embroidered with 'Scorpioneoro' lettering. The black dashboard features matt black details and a gold plate on the centre tunnel, plus a BeatsAudio system. You also get a special Breil watch thrown in.

The 595 Monster Energy Yamaha is the latest in a line of Yamaha-badged Abarth

special editions. Its livery is inspired by the 2020 Yamaha MotoGP YZR-M1: blue and black with special logos. The Monster 'claw' motif features on the bonnet and seats, the latter finished in blue. The black dashboard also has blue lining, while a numbered plaque sits on the centre tunnel.

Both special editions are based on the 165hp Abarth 595, capable of 0-62mph in 7.3 seconds, and each edition is limited to 2000 examples globally. Available to order now, the prices are £21,590 for the Monster Energy Yamaha and £22,345 for the Scorpioneoro.



MASERATI PREVIEWS STELVIO-BASED GRECALE



Maserati has given a sneak preview of its all-new Grecale SUV, named after an intense wind in the Mediterranean. We took this snap of the full-size mock-up at the recent Maserati MC20 launch.

The Grecale is based on the same platform as the Alfa Romeo Stelvio, but uses a version of the MC20's Nettuno twin-turbo 3.0-litre V6. An all-electric version will also be offered under the 'Folgore' badge ('lightning'), which will apply to all future Maserati electric models.

As a premium D-class SUV, it goes up against the Porsche Macan. Maserati is claiming it will have the highest top speed in its class, the best acceleration and the sharpest handling. It's also designed to be more practical than the larger Levante SUV. Due for launch in the second half of 2021, it will be built at the Cassino plant, south-east of Rome.

NEW FIAT 500 TYRE FROM PIRELLI

Pirelli has launched a new tyre for the classic Fiat 500. Part of the Pirelli Collezione range, designed for cars made from 1950 to 1980, it combines a classic look with modern technology.

The new Cinturato CN54 tyre is offered in 125 R12 size, as originally launched in 1972. Contemporary compounds are claimed to offer increased grip and improved road holding on wet surfaces, without compromising the original style. To recreate the tyre, Pirelli referred to its original archives in Milan.



BESPOKE ALFA BAG

A new leather duffel bag has been created to celebrate 110 years of Alfa Romeo. Called Racing Red, it is designed by Simon Jordan and comes in black Italian leather with red highlights and stitching. Alfa Romeo's Quadrifoglio badge features prominently in the design. A special interior lining includes a photograph depicting Juan Manuel Fangio driving the Alfa Romeo 158 to victory at the 1950 Monaco Grand Prix appears courtesy of Alfa's *Centro Documentazione* in Italy. The Quadrifoglio badge can be replaced with any other image or wording, while bespoke linings can also be ordered. Handmade in Tuscany, the bag costs £795 and can be sourced at www.jordanbespoke.com

Forge Motorsport has launched a new aftermarket induction system for Fiat Grande Punto and Alfa Romeo MiTo models that are powered by the 1.4-litre T-Jet engine. The freer-flowing intake is claimed to increase power and torque while also enhancing the sound of the induction system and the aesthetic appeal of the engine bay.

Cold, dense air is drawn from the area above the offside inner front arch and ushered to the turbo. The original rubber intake pipe and plastic air box are exchanged for a polished aluminium intake and silicone hose, plus a cotton mesh cone air filter. The silicone is available in either blue, black or red. The kit uses the original mounting positions and is claimed to take 45 minutes to fit.

The price is £245.05 including VAT from Forge Motorsport, www.forgemotorsport.co.uk, 01452 380999.



FORGE PUNTO/MITO INTAKE

ARES S1 AIMS TO OFFER VALUE

Italian coachbuilder Ares has revealed a full-scale model of a new supercar, called the S1. Designed entirely in-house in Modena, it aims to offer "hypercar design, supercar performance and a sports car price tag" – although pricing has yet to be announced.

The body is made of carbonfibre, while the suspension features double wishbones and forged aluminium axles with adaptive ride control. Power comes from an unspecified naturally aspirated V8 with 715hp and an 8800rpm redline. It's mated to an eight-speed dual-clutch automatic gearbox and bespoke exhaust. A 0-62mph time of 2.7 seconds is claimed.

The Ares S1 is set to go into production in 2021, with just 24 examples to be made.



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At your service



Lamborghinis lead British GT3 series

Report by Mike Rysiecki
Photos by Leigh Jones & SRO

Italian-made cars are bossing the highly competitive 2020 British GT Championship. At the season's halfway point, with five races completed, the Barwell Motorsport Lamborghini Huracán Evo (no 78) is first overall in the GT3 Drivers', Silver and Team standings (*pic above*).

Another Barwell Huracán (no 72) holds second in the Pro-Am class, while Michael Igoe's WPI Motorsport Huracán is now third. The first five races have seen three Huracán wins, one at Oulton Park (Barwell's Adam Balon and Phil Keen), another at Donington (Igoe and Andrea Calderelli) and then Rob Collard and Sandy Mitchell at Brands Hatch.

Other visitors to the series are John Seale in his Lamborghini (with either Adam Hatfield

or Jordan Witt) and WEC GTE regular Duncan Cameron partnered with Matt Griffin in his AF Corse UK Ferrari 488 (*pic below*).

Auto Italia caught up with 20-year old Sandy Mitchell – a fully-fledged member of the BRDC's SuperStar programme for the most promising young British drivers – fresh from his podium at Brands Hatch. Asked how he felt, he replied, "Really happy! My first GT3 win. I was really pushing. The McLaren behind maybe had the outright pace but we were able to be nice and consistent and keep the gap between a second and two seconds so they were never close enough to overtake, which was the goal. It was pretty nerve-racking and very high pressure with the amount of safety cars and how quick the

pace was at the front."

Teammate Rob Collard (new to GT3 after years of BTCC success) had set things up beautifully during the first stint before handing over to Mitchell to finish off their maiden British GT win. If Collard's pace came from mastery of the track, then Mitchell followed through with a maturity beyond his years.

The second half of the season starts back at Donington. Further rounds at Snetterton and Silverstone promise to be thrilling, with John Seale and Duncan Cameron returning to top up the Italian car content with their GT3 Lamborghini and Ferrari, respectively. The Mercedes-AMGs, McLarens, Aston Martin, Audi and Bentley are certainly not having it their own way.





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On Corsa

Maserati's bold new MC20 supercar ushers in a new era for the Trident. We went to the unveiling in Modena to uncover its secrets

Story by Chris Rees
Photography by Maserati





Some four months later than planned, I find myself sitting in a mighty arena in Modena being blasted by a megawatt sound system announcing the 'New Era' of Maserati. The scale is impressive: I'm one of over 400 (socially distanced) guests – journalists, local dignitaries, even the military – to be confronted by a screen as tall as an office block. I'm told there are 450 floodlights in use, and that 4000 coffees will have been served by the end of it all. The reason? The launch of a car that Maserati describes as, "the one everyone has been waiting for": the MC20.

First impressions: Maserati's all-new mid-engined supercar is pretty and purposeful, if perhaps a tad generic. Designers of mid-engined cars have a hard time making a distinctive shape – the restrictions of the format mean it can end up looking like so many others – and to some extent, that's true of the new Maserati MC20, Maserati's first mid-engined car since the Enzo Ferrari-based MC12 of 2004, but I think overall it's a pretty successful design.

Exterior Chief Designer, Giovanni Ribotta, told me he drew inspiration from the Maserati A6GS. Being a front-engined car, the 1950s classic is a tricky reference point; frankly I don't see it. A much more convincing inspiration is Pininfarina's Birdcage 75th concept from 2005, which Maserati – to its credit – did flash up on-screen during the press presentation. The indented sills, front grille and even the colour scheme are all very redolent of that concept car.

It's a simple shape up top, with a much more aggressive lower half. Ribotta told me: "The challenge was to make a dynamic, sculpted shape, a balance between aesthetics and functionality – an elegant shape on a race package. The upper part is pure, sculpted, human, while in contrast the design team took a step back for the lower part to allow the engineers to create the best performance."

A newly designed Trident logo sits in a wide front grille; to either side are large air intakes and above are LED headlights. Rear LEDs also accentuate the car's width. The wheels are an interpretation of Maserati's three-pronged Trident theme, which will underpin future wheel designs at Modena. The Lexan rear window also has louvres that, seen from a low angle, look like a Trident. Overall I think it works very well in the metal; the only element I don't like is the blank area behind the door, artificially creating a curved C-pillar effect.

The shape is also colour-sensitive. The launch colour (*Bianco Audace*) is a matt white with tinges of



TECHNICAL SPECIFICATIONS

MASERATI MC20

ENGINE:	3000cc V6 twin-turbo
BORE X STROKE:	88mm x 82mm
COMPRESSION RATIO:	11:1
POWER:	630hp at 7500 rpm
TORQUE:	730Nm at 3000rpm
TRANSMISSION:	8-speed DCT automatic
SUSPENSION:	Double wishbones and anti-roll bars
BRAKES:	Ventilated discs all round
TYRES:	245/35 ZR20 front 305/30 ZR20 rear
DIMENSIONS:	4669mm (L), 1965mm (W), 1221mm (H)
LUGGAGE CAPACITY:	150 litres
KERB WEIGHT:	1470kg
CO ₂ EMISSIONS:	262g/km
FUEL CONSUMPTION:	24.4mpg
MAX SPEED:	202mph
0-62 MPH:	2.9 sec
0-124 MPH:	8.8 sec
PRICE:	£187,230

blue and yellow. But you can pretty much ask for any shade you like with Maserati's new Fuoriserie programme, and I think it looks great in bold shades like yellow or light blue.

The scissor doors – a first for Maserati – open forwards, revealing a cutaway sill that allows you to see the front tyres from the seats. The seats themselves combine comfort and sportiness, with a distinctive ribbed effect. The carbon dashboard is dominated by two 10-inch screens, one ahead of the driver, the other in the centre. Carbonfibre is on show just about everywhere. Luggage capacity is tight, though: 50 litres up front and 100 in the rear.

The driving mode selector has five positions: GT, Wet, Sport, Corsa and ESC Off. There are just a handful of buttons, with most of the controls on the steering wheel (including a delicious launch control button) and spotted some Alfa Romeo switchgear on the steering wheel. A rear camera projects a view of the road on to the interior mirror.

The technical look of the lower half is inextricably linked to the car's chassis, a hand-laid carbon tub designed in collaboration with Dallara (just as the Alfa 4C's was). This is supplemented by sub-structures made of lightweight metals and carbon doors; indeed there is no steel in the car except for a few brackets and screws. The aerodynamics were done in Dallara's wind tunnel, and the Cd figure of 0.38 is low for a supercar.

The launch engine is a 'Nettuno' V6 petrol twin-turbo, preferred over a V8 because of weight and packaging reasons. It's all-new and unrelated to the Alfa Giulia V6; in fact, it's Maserati's first self-designed power unit for over 20 years.

With 3.0 litres, 630hp and 730Nm of torque, it's described as "the most power-dense" V6 on a road car. Features include dry-sump lubrication and patented twin-combustion technology. Since the MC20 weighs only 1470kg, that translates to a top speed of 202mph and 0-62mph in 2.9 seconds.

I got to hear a prototype rev up in Modena, and the sound is best described as 'modern Formula 1 era' rather than that characteristic howl of most Maseratis – in other words, purposeful but subdued.

The suspension is by double wishbones all round, using adaptive damping. There's a mechanical limited-slip differential, and an electronic diff is optional. The mighty brakes are ventilated discs: 380mm x 34mm up front, with Brembo six-pot callipers; 350mm x 27mm rears. Carbon brakes are optional.

The MC20 order book is open now, priced at £187,230 – right in the heart of Lamborghini Huracán and McLaren 600LT territory. UK deliveries should start by the second quarter of 2021.

So that's the MC20 for now – what of the future? As the name hints (MC20 stands for Maserati Corse 2020), Maserati will take the car racing, but in what form has yet to be announced. An open-top Spider version is definitely on the cards, while an all-electric version has also been confirmed for next year, with four-wheel drive instead of rear drive and even more power and torque. If customer demand is there, Maserati says it will even consider a hybrid. 🇮🇹

Extensive weave on display in cabin shows that the chassis tub is made of lightweight carbon





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Levante

Fuel economy and CO₂ results for the Maserati Levante V6 range in mpg (l/100km) combined: 21.1 (13.4) to 31.0 (9.1). CO₂ emissions: 303 - 238 g/km. Figures shown are for comparability purposes; only compare fuel consumption and CO₂ figures with other cars tested to the same technical procedures. These figures may not reflect real life driving results, which will depend upon a number of factors including the accessories fitted (post-registration), variations in weather, driving styles and vehicle load. Model shown is a Maserati Levante V6 GranSport at £80,850 including optional mica paint at £725, Yellow brake callipers at £200, Laminated rear glazing at £395, Harman Kardon premium sound system at £1,650, Alcantara headlining at £1,310, Driver Assistance Pack Plus at £2,530 and 21" Anteo dark staggered alloy wheels at £2,200.

Alfa's Sprint

The revised-for-2020 Alfa Giulia revives the famous Sprint badge. How does it drive?

Story by Chris Rees
Photography by Michael Ward

Sprint is one of many model nameplates tucked in Alfa's back pocket. In recent times, it's denoted an accessible-but-sporty trim level, and so it is with the new-for-2020 Giulia Sprint. It's part of a new range structure in the UK consisting of Super (entry-level), Sprint (sporty), Lusso Ti (luxurious) and Veloce (performance). It's *arrivederci* to the old Speciale. We decided to test the new Sprint, and considering it's (almost) the entry-level model, it's a cracking offering.

The changes for 2020 are pretty minor (expect a bigger refresh in 2021). There are no mechanical upgrades and the engine line-up is unchanged: 2.0 petrol (200hp), 2.2 diesel (190hp) and – for the Veloce only – 280hp petrol.

Neither is there much of an external facelift. The main improvements are inside. An all-new console finally ditches that old Giulia bugbear: the nasty, sharp-edged plastic gearknob. The new leather lever feels so much nicer to use.

The centre display is a lot better, too. It's no bigger than before (8.8 inches across) but it's now a touchscreen with easy-to-use

drag-and-drop features. It all works loads better, even if it still isn't state-of-the-art. Also better is the new seven-inch TFT screen ahead of the driver, which has more info on display. There's onboard wi-fi and a wireless phone charger, too.

Cabin quality is also clearly better. The main central rotary knob is nicer to touch while the steering wheel has extra buttons for Active Cruise Control. Also new is Traffic Sign Recognition and Driver Attention Assist.

I loved the colour of our test car: Moonlight Pearl, which in sunlight recalls somewhat the famous old 156 colour, Nuvola Blue. Visconti Green is a fresh colour, too, while two new 'heritage' colours arrive in October: Villa d'Este 6C Red and Junior GT Ochre (gold to you and me).

There's no change to how the MY2020 car drives, which is fine because the Giulia is already the best-handling, best-steering saloon on sale. The rear-drive chassis proved perfect for the sweeping Derbyshire roads of my test route, offering balance, feel and comfort in equal measure. Switch to Dynamic mode on the controller and mid-range pull and automatic gearbox reflexes are both sharpened.



TECHNICAL SPECIFICATIONS

ALFA ROMEO GIULIA SPRINT

ENGINE:	1995cc 4-cyl petrol
POWER:	200hp at 4500rpm
TORQUE:	330Nm (243lb ft) at 1750rpm
TRANSMISSION:	8-speed semi-automatic
KERB WEIGHT:	1429kg
MAX SPEED:	146mph
0-62MPH:	6.6 secs
FUEL CONSUMPTION:	34.9mpg
CO ₂ :	144g/km
PRICE:	£37,995

Prices start at £34,995, rising to £37,995 for the Sprint and £2k more for the Lusso Ti. The Sprint as tested has a pretty good spec, with leather-and fabric-upholstery, aluminium trim inserts and dark metallic details.

VERDICT

You might expect the (almost) entry-level Sprint to feel underwhelming for a Giulia Quadrifoglio owner, but the opposite is, in fact, the case. The Sprint is a cracker of a car. The engine may have 'only' 200hp but it's a delicious powerplant delivering sparkling performance. Every bit of the Giulia Q's steering sharpness is there, too, while the chassis feels utterly composed. With the MY2020 interior upgrades, the Giulia makes an even more convincing choice.



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Battery Baby

We drive the new, facelifted Fiat 500 and discover it's hard to tell it's even a hybrid

Story and images by Chris Rees



This is the new Fiat 500. No, not the new 500, the electric one. It's the old Fiat 500. With electric power. Hang on, let's start again. We've yet to drive the all-new, all-electric second-generation 500, but here's the old-generation best-seller that Fiat is persisting, featuring a good old-fashioned petrol engine under the bonnet. Fiat's venerable 1.2 Fire engine is now dead, replaced by a 'Mild Hybrid' powerplant, which we're testing here. Phew!

Why 'mild'? Because its battery-boost system is very basic: a simple generator that siphons off energy during deceleration and stores it in a tiny battery to aid acceleration. Combined with the 999cc three-cylinder FireFly petrol engine, total power is 70hp – just 1hp up on the old 1.2.

You hardly notice the hybrid system working. The only occasion you'll detect any

boost is a gentle shoosh off the line. It feels a bit like a turbo spooling up, then stopping, because as your speed increases, the effect dissipates completely. On some motorway inclines I found myself changing down gears to maintain speed, so it's definitely designed for town use.

When you take your foot off the accelerator, the charge going into the battery produces a very gentle braking effect. And at speeds below 19mph, a little 'N' symbol comes up on the dashboard, prompting you to change into neutral and save fuel. Would you ever do this, though? I still remember my driving instructor insisting that I remain in gear until the car is almost at a halt. Coasting still feels 'wrong'.

The good news is that the engine revs happily all the way to 6500rpm, and the triple-cylinder format gives it a charismatic buzz, too. The six-speed manual gearbox



TECHNICAL SPECIFICATIONS


FIAT 500 MILD HYBRID

ENGINE:	999cc 3-cyl hybrid
POWER:	70hp @ 6000rpm
TORQUE:	92Nm @ 3500rpm
TRANSMISSION:	6-speed manual
MAX SPEED:	104mph
0-62MPH:	13.8sec
FUEL CONSUMPTION:	53.3mpg
CO ₂ :	119g/km
PRICE:	From £12,665

works superbly well, that gear lever being perfectly sited on the dashboard.

In all other respects, the 500 feels the same to drive as before: fun and functional, if feeling its age a bit now. The latest cabin updates bring much better displays ahead of the driver and in the centre console, with the option of seeing a hybrid energy flow display, should you really want.

The main benefit of hybrid power is fuel consumption, claimed to be 30% better than the old 1.2. The official figure is 53.3mpg and that's pretty much what I got in my week of driving: the gauge never went below 50mpg at any point.

Six trim levels are available from Pop (£12,665) to Launch Edition (£16,795). The Lounge spec we tested (in a very pleasant 'Epic Blue') costs £14,750 and comes plushly equipped with air con, parking sensors and a glass roof. 



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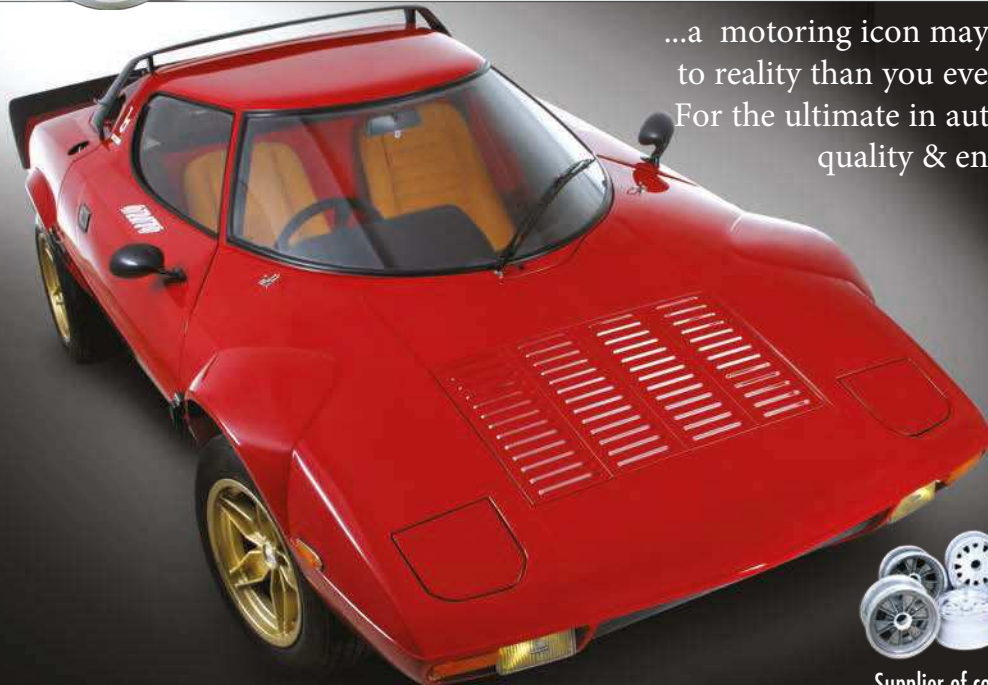


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Come On Feel the Noise

Top down, the V8 roar of new F8 Spider is designed to awaken your ears. But is the soundtrack a glorious symphony or mere muzak? We take to UK roads to find out

Story by Chris Rees
Photography by Michael Ward

So here's the first surprise of the day. "That's a bit quiet," comments our photographer after I complete a maximum-pelt three-figure drive-by on our test track in the new Ferrari F8 Spider. Really? A 'quiet' Ferrari convertible?

That got me thinking. Sound is a pretty important element of this Ferrari. After all, what's the reason you buy a mid-engined supercar with an open top? OK, the pleasant waft of air in summer and romantic starry nightscapes obviously have their appeal. I also get that – sad or otherwise – attention junkies need to feed their habit of maximum conspicuousness.

But one of the biggest reasons for buying a convertible has to be your greater exposure to the sound of the engine and exhaust. I'm not too fussed about how nice a car sounds to passers-by. It's much more about how it sounds to you. After all, you're paying the money; it's your ears that should be fed. If passers-by are also treated, that's a bonus (unless, I guess, you're worried about being antisocial).

Here's where I'm at a bit of a loss. I'm not bothered that the F8 Spider sounds quiet from the outside. It's from the cockpit that my eyebrows are raised; or rather, my ear hairs are *not* raised. Yes, there's a deliciousness to how the F8 sounds but... it lacks







something. It lacks the Rice Krispies effect: no snap, crackles or pop. It lacks the urgency and fizz of Ferrari's pre-turbo era engines.

That's something of a disappointment because Ferrari has made specific efforts to elevate the soundtrack of the F8 Spider over its F8 Tributo fixed-head sister. The engine has been specially mapped to deliver a better noise. There's also Ferrari's patented 'hot-tube resonator' – channels that run from the exhaust forwards to the cabin – an invention that I find highly laudable in this age of artificial speaker-fed

not just in absolute terms but also how flexible it is. The turbo boost means there's no need to spend all your time in the 6000rpm-plus zone (even though the engine does happily spin to 8000rpm). You can put your foot down from 2500rpm and get an almighty kick in the back. Turbo lag is almost, but not quite, eliminated. Despite the F8 Spider weighing around 70kg more than the coupe, the headline performance claims are identical: a top speed of 211mph and 0-62mph in 2.9 seconds (the latter made possible by deploying the prominent 'Launch' button on the centre console).

Styling of the open-roof F8 has an air of aggression. Visibility is much better than F8 Tributo coupe's

“ Like any Hollywood blockbuster, the soundtrack is a major part of the overall experience ”

fluffery that most, if not all, other car makers use to zhuzh things up. By the way, the 'hot tubes' do not, as many people suppose, pump noxious vapours into the cabin: it's within the tubes that the exhaust gases create the resonance, not your nostrils.

Still, let's not get too het up about the music; like any Hollywood blockbuster, the soundtrack is merely a part – albeit a major one – of the overall experience. With the same 720hp power output as the 488 Pista – a rise of 50hp over the outgoing 488 Spider – what is undeniable is how mighty the engine's performance is,

However, the Spider's extra weight does dent its 0-124mph time: at 8.2 seconds, it's 0.6 seconds slower. But let's be honest: no one is going to find the F8 Spider a slouch. Certainly not our very own Claire, who approached hysteria in the passenger seat during our aforementioned track blat.

The dual-clutch semi-automatic gearbox is the one familiar to modern mid-engined Ferrari drivers. It remains the seven-speeder, rather than the new eight-speed unit that graces the Roma and SF90 Stradale, but that's no bad thing. In auto mode it can bumble



around comfortably, yet when you're in one of the keener driving modes it delivers rifle-fast changes. But whenever conditions allow, I find myself pressing the button on the console to activate the manual paddle shifters behind the steering wheel, which serve up the most intimately intense experience.

The convertible roof – or 'retractable hard top' as Ferrari prefers to call it – is virtually the same as the outgoing 488 Spider's. Press the switch on the console and it opens up in 14 seconds, something you can do on the move (up to 27mph). During a test weekend peppered with summer showers, our roof saw more action than an usher's bowler hat at a garden party. No problem. With the roof fixed, the sound insulation is excellent; it could easily be a coupe. Roof down, it's every bit as much of a delight, with air gently wafting through the cabin; or, when you lower the side windows, a howling gale of pleasure.

One boon of the Spider is an unexpected boost in visibility. While the F8 coupe's louvred Lexan rear screen vibrates like a trumpeter's transparent lips, the Spider's vertical glass screen offers unimpeded vision. This little window can be raised and lowered, producing a surprisingly big change; wind it down for more engine sound with the roof up; and top down, protect yourself from buffeting by raising it.

As we all know, slicing the roof off any car makes it wobble. And while scuttle shake hasn't been completely eliminated in the F8 Spider, the convertible succeeds in retaining impressive chassis rigidity; it's exemplary for an open-top car.



TECHNICAL SPECIFICATIONS

FERRARI F8 SPIDER

ENGINE:	3902cc V8 turbo
POWER:	720hp at 8000rpm
TORQUE:	568lb ft (770Nm) at 3250rpm
TRANSMISSION:	7-speed dual-clutch
BRAKES:	398x223mm front, 360x233mm rear
TYRES:	245/35 ZR20 front, 305/30 ZR20 rear
DIMENSIONS:	4611mm (L), 1979mm (W), 1206mm (H)
WEIGHT:	1400kg (dry)
MAX SPEED:	211mph
0-62MPH:	2.9sec
PRICE:	£225,897

That means the F8 Spider handles superbly. It never feels nervous. Front end grip is monumental, giving you the confidence to chuck it about. Rear end grip is also prodigious: even on regular roads, you can happily switch the *manettino* driving mode toggle to 'Race' without fear of rear end bedlam. That's partly because the 'Ferrari Dynamic Enhancer' electronics system now works in 'Race' mode, too, not just CT-Off; there's plenty of fun to be had. If it rains – and this being Britain in summer, it did – the *manettino*'s new 'Wet' setting means you can use full power on wet roads because it calmly intervenes to eliminate wheelspin.

Only when you really hoon the throttle does the back end start to slide; but even then it feels benign. Keep the power on and trust your counter-steering instincts, and you can have a lot of fun without ever losing control. Another thing I like is Ferrari's 'Bumpy Road' button that eases the ride quality over poor surfaces, meaning you can maintain excellent cross-country pace. The brakes do need much more positive action to engage than the old 488's; the pedal also has less travel and is more sensitive to foot pressure.

The F8 Spider also looks more aggressive than the old 488. The front 'S-Duct', borrowed from the 488 Pista, boosts downforce but also makes the nose look like a pukka racer's. The 'floating' vents behind the doors also look great in my book. Less appealing, though, are the new 'channels' above and below the headlights; they funnel air to cool the brakes but look a bit odd to my eyes.

The engine lid has a characteristic central spine running from the rear screen back under the rear



spoiler, with three black strokes on either side. Sharply styled flying buttresses flow into the rear spoiler in a style that recalls Formula 1. You can even order your engine cover and tonneau cover in carbonfibre for that extra twist of carbon cool.

If you're a 488 person, the cabin will feel very familiar, even though every part of the dashboard, door trims and centre tunnel has been renewed, as have the air vents, steering wheel, passenger display and seats. It feels more old-school than the new Roma which we tested in last month's issue, and indeed the SF90 Stradale the previous month. In this regard, it feels very much a Ferrari from a former era. One example is the cruise control system, which senselessly requires you to take your hand off the steering wheel to use it.

There's no question that the F8 Spider marks a new pinnacle in Ferrari's rich line of open-to-the-skies V8s, from the 308 GTS of 1977 through the Mondial, 348 TS/Spider, F355 GTS/Spider, 360 Spider, F430 Spider, 458 Spider through to the 488 Spider. My feeling is that the F8 remains Ferrari's heartland model, even though, personally, I'm a coupe chap more than a Spider one. Were I a dapper drop-top devotee, I have to say that the F8's muted soundtrack might make me think twice. That's because Ferrari has another new convertible model in the wings: the 812 GTS. We've yet to drive it but surely its incredible V12 engine, with nary a turbo in sight, will deliver exactly what I crave: a soundtrack to die for in a car with no roof to get in the way of the noise. Hopefully it won't be long now before we find out whether it's the real deal. 🇮🇹

F8 cabin has a lot of new architecture over the outgoing 488 but feels somehow very familiar



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SCORCHIO!

In the early 1990s, this delectable trio of Italian hot hatchbacks awaited your custom. 30 years later, how do the Alfa 33 16v, Lancia Delta HF Turbo and Fiat Tipo Sedicivalvole compare?

Words: Tim Pitt
Photos: Michael Ward





Has the hot hatchback lost its way? I pondered this recently while aboard a 421hp, four-wheel drive Mercedes-AMG A45 S. Three decades ago, fun seemed so much simpler – and less licence-threatening. Pocket rockets back then had simpler hardware and hardly any software, yet they seemed every bit as exciting. Driving the three cars here today suggests they still do.

In 2020, squeezing more oomph from a four-pot engine invariably involves an ECU remap. In the good old days, it frequently meant more valves. The Alfa Romeo 33 1.7 16v and Fiat Tipo 2.0 Sedicivalvole both followed this route, doubling their valve-count to liberate 137hp and 142hp respectively. The Lancia Delta HF Turbo adopted that other path to power in period – forced induction – and its power splits the others at 140hp.

In that halcyon hot hatch era of the early 1990s, you could have gone into your local dealer and chosen any of this trio. Then as now, these Italians felt like outsiders in a segment dominated by German and French rivals. Yet all three offer a distinctive and highly appealing take on the hot hatch formula: the Alfa with its zesty boxer engine, the Lancia with its impeccable poise and the Fiat with its all-round ability. Their combined output may be less than the OMG AMG, but that hardly matters. You can't measure fun with a stopwatch.

ALFA ROMEO 33 1.7 16V

Following the Alfased was always going to be a tall order and, despite a name harking back to the classic Tipo 33 racer and 33 Stradale sports car, the 33 never fully measured up. The model that came closest, though, was the flagship 16v. Its 1.7-litre flat-four engine served up 137hp without a catalyst – enough to rival hotter hatchbacks such as the Ford Escort RS Turbo and Volkswagen Golf GTI 16v. You could even have it with four-wheel drive.

John Waterman has owned his 33 16v since 2001, having bought it as a daily driver. "It was my wedding car and has become part of the family," he explains. "I've replaced more or less everything over the years, apart from the rear suspension." Today, the Alfa leads a more cosseted existence, mainly attending car shows and AROC events. "I reckon it's worth about £3000," says John, "but it's worth far more to me than that."

Like the other owners here, John grew up around Italian cars. "We're all Alfa people. My dad had an





Alfasud Gold Cloverleaf, which we kept for 17 years. Recently, I even convinced my wife to buy an Alfa GT.” He hands me the key for the 33 (remember when cars had actual keys?), pointing out that the LED map light still works. Such attention to detail bodes well.

You wouldn’t call the 33 pretty, but it’s a distinctive design: angular, wedge-shaped and closer to a three-box saloon than a traditional hatchback. I’ve always lusted after the Sportwagon version – one of the earliest ‘lifestyle’ estates. This car is a post-1990 facelift model, with a full-width red reflector that echoes the Alfa 164’s. The rear spoiler was actually removed on later cars – probably to keep insurance premiums in check – but John has retro-fitted one.

Perhaps the Alfa’s most notable feature is those 14-inch Speedline alloys. They’re imitation split-rims, which caused John major problems when it came to restoring them. “The fake plastic bolts around the rim can melt, so refurbishing companies wouldn’t touch them,” he recalls. “I refurbished them myself in the end – it took about 12 hours per wheel.”

The 33’s interior is resolutely functional, with only a Nardi steering wheel and Recaro front seats to liven things up. Equipment is sparse – spot all the blank switches – and ergonomics aren’t its forte. The pedals are perilously close together (I end up braking with my toes) and the gear lever almost fouls the handbrake when you select reverse.

All that melts away when you fire up the boisterous boxer engine, though. It sounds carb-fed, despite being fuel-injected, and the non-standard Supersprint exhaust adds a metallic rasp. Pulling away, you immediately appreciate the power steering, but the

rest of the controls feel entirely analogue. There simply aren’t the added layers of mechanical and electronic complexity that muddy the waters with modern cars.

Around our test track, the Alfa’s brakes (front discs, rear drums) are underwhelming and it rolls more than you might expect. Yet it also feels very progressive: you can really lean on the front end, sensing its balance and where the limits lie. Dynamically, it’s the scrappiest of our trio, but I probably enjoyed it the most. It’s raw, quick and exciting, with that wonderful twin-cam ever ready to blast you between bends.

Should you buy one? Well, parts are getting hard to come by now, but the 33 16v is an appealing modern classic. “It always gets lots of attention when I drive it,” smiles John. “They’re still affordable – and lots of fun.”

LANCIA DELTA HF TURBO

The Delta HF Turbo lives permanently in the shadow of that other car. You know, the one that starts with a lower-case ‘i’. Let’s agree not to mention it. Yet the HF Turbo was the top-dog Delta when it was launched – if you disregard the S4 homologation special – and was highly regarded as an upmarket hot hatch. How does it stack up today?

Andy Deykin’s Delta actually has a lower-case ‘i’ in its name, too – being the fuel-injected HF Turbo ie. Launched in 1986, Lancia swapped the original Weber twin-choke carburettor for Weber Marelli injection, plus a modified cylinder head, camshaft and pistons. Unusually for a facelift, the 1.6-litre twin-cam engine was also rotated through 180 degrees, placing the exhaust manifold at the front for better cooling.

The result was an extra 10hp, for 140hp at

In action, the 33 has a raw edge that the others lack, while the twin-cam engine delivers sparkling speed

ALFA ROMEO 33 V LANCIA DELTA HF V FIAT TIPO 16V



“ Dynamically the 33 is the scrappiest of the trio but I probably enjoyed it the most ”

5500rpm. Maximum torque of 141lb ft stayed the same, but arrived at 3500rpm – 200rpm lower than before. All the above helped *Autocar's* test team average a 0-60mph time of 8.5 seconds, which it said was “very respectable and allows the Lancia to remain in contention with its obvious competitors”. Top speed is 126mph.

Frankly, this Delta looks far too perfect for any performance testing. Along with James Bullen's Martini-liveried ex-press car (as featured in issue 277), it's one of the finest HF Turbos in the UK. “I've had the car 10 years and used it a lot at first, including on track,” Andy says. “Then I had it restored [by Western Lancia] in 2012 and got quite precious about it for a while. Now I just enjoy driving it.”

The Delta was also responsible for infecting Andy with the Lancia bug. “I'd always played it safe when it came to cars,” he explains. “The most interesting thing I'd owned was an old Mini. That all changed when I bought the Delta.” Since then, Andy has owned no fewer than five Lancias: the HF Turbo, two Prisma Symbols, a Dedra and a Delta 1300 LX. Only the two Deltas now remain in his care, but he's clearly a convert. “In some ways, the 1300 LX is more fun. It's really revvy and you just drive it at ten-tenths everywhere.”

Without the blistered arches and aero addenda of its more illustrious cousin – you know the one – the HF Turbo flies firmly under the radar. This injected version is still more modest, lacking the tailgate spoiler of earlier cars (and Martini stripes were no longer an option either). For me, though, the uncluttered lines only reinforce the rightness of Giugiaro's original design. Its taut surfacing and crisp ‘folded paper’ creases have hardly dated.

Inside, the HF Turbo is also gained a new, fully analogue dashboard, ditching the electronic bar graphs of earlier models for a more sober and sensible layout. There's nothing sober about those seats, though; their vivid pinstripes would out-dazzle a Paul Smith shirt. Andy has swapped the front chairs for the big-bolstered Recaros from the *other* fast Delta. “Apart from a Longlife stainless steel exhaust, it's the only modification I've made,” he says.

The Lancia really comes alive beyond 4000rpm, when its Garrett T2 blower spools up in earnest. It's not explosively quick, but lucid steering and a tenacious chassis help you carry speed through corners. You can sense why the Delta destroyed allcomers on the rally stage; it feels the most balanced and fundamentally capable hot hatchback here. Who needs an integrale after all? Arrgh – I said it!

FIAT TIPO SEDICIVALVOLE

Say-dee-chee-val-vo-lay. Feel it roll lavishly off your tongue. The Italian language makes even engine specifications sound beautiful. Fiat's emblazoning of the word Sedicivalvole (‘sixteen valve’ in English) across the tailgate of its hottest Tipo helpfully informed other drivers what had just overtaken them.

The 1992 Tipo 16v had the 2.0-litre Lampredi twin-cam from the Lancia Thema shoehorned beneath its boxy bonnet. With 148hp at 6250rpm, it was good for 0-60mph in 8.4 seconds and 128mph. The three-door version seen here followed in 1993, two years before the end of Tipo production. Later cars mustered only



ALFA ROMEO 33 V LANCIA DELTA HF V FIAT TIPO 16V

“ The HF really comes alive beyond 4000rpm when the blower spools up in earnest ”





142hp because of a three-way catalyst but even so, the Fiat easily outgunned the contemporary Golf GTI.

Indeed, the April 1992 issue of *Performance Car* magazine said the Tipo was “streets ahead” of the benchmark Golf. In November 1991, *Autocar & Motor* also awarded the Fiat victory over the Ford Escort RS2000, Honda Civic VTi and Vauxhall Astra GSi. “Its strengths run deep,” said the magazine. “The engine is punchy and refined, the chassis possesses poise and fluency; it’s a car with pace and space.”

This Sedicivalvole belongs to Chris Cooper and is one of only two three-doors currently taxed in the UK. Amazingly, it isn’t the rarest car Chris owns; that honour goes to a Fiat Argenta – believed to be the only one in Britain. “My dad was a Fiat man,” he explains. “He loved 130 saloons and coupes, so I grew up with them. At 17 years old, I had a 131 Mirafiori Sport and a Strada Abarth 130TC. At 18, I added an Uno Turbo to the fleet.”

Today, Chris also has a Fiat Croma, a Punto GT and a second Uno Turbo. He’s owned the Tipo for seven years, but only been driving it for four months. “It needed lots of welding underneath,” he admits. “The lockdown finally gave me time to put it back together.”

Thankfully, he says the long wait was worth it: “On paper, it’s not that fast. But it *feels* fast. I’m surprised at how much fun it is to drive.”

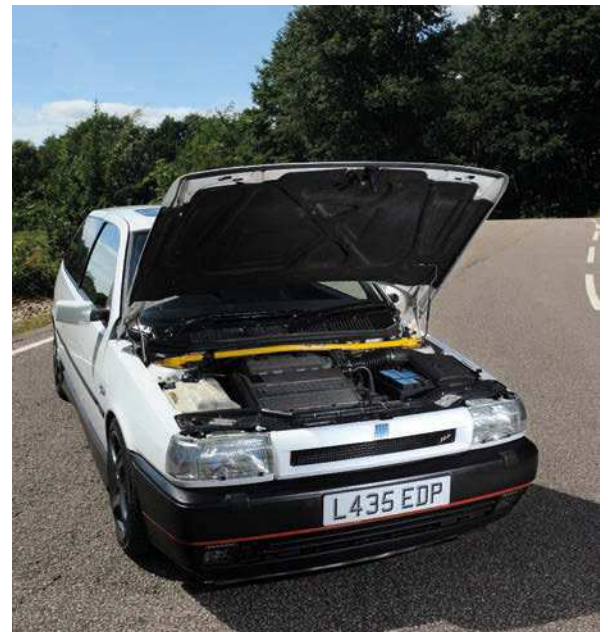
Restoring the Tipo wasn’t as difficult as you might expect. “The parts situation isn’t too bad. You just need the correct part number, then you need to be patient. They pop up on eBay eventually.” Chris has also made some ‘OEM+’ modifications, including Fiat Coupe alloy wheels, a Bravo HGT leather interior and red seatbelts from a Cinquecento Sporting. The rare Perspex headlamp covers were a dealer-fit option when new.

Coming from that era when hot hatchbacks had suddenly become uninsurable pariahs, the Tipo has more go than show. ‘Sedicivalvole’ script aside, go-faster stripes on the bumpers and unique red-tinted tail lamps are the only obvious hints of its added performance. Look closer and you’ll spot the sideskirts, twin-intake front grille and body-coloured door mirrors.

Inside, the Fiat feels more modern and mature than its rivals here. Its dashboard layout is logical and the semi-circular dials are easy to read, but there’s a notable lack of Italian flair. On the plus side, you’ll enjoy cavernous interior space (thank that MPV-style body)

Neat handling and eager performance help make the Fiat the most mature of our trio, if not the most fun

ALFA ROMEO 33 V LANCIA DELTA HF V FIAT TIPO 16V



TECHNICAL SPECIFICATIONS

	ALFA ROMEO 33 16V	FIAT TIPO SEDICIVALVOLE	LANCIA DELTA HF TURBO
ENGINE:	1712cc flat-4 DOHC	1995cc 4-cyl DOHC	1585cc 4-cyl DOHC turbo
POWER:	137hp at 6500rpm	142hp at 6000rpm	140hp at 5500rpm
TORQUE:	116lb ft (157Nm) at 4600rpm	135lb ft (183Nm) at 4500rpm	141lb ft (192Nm) at 3500rpm
TRANSMISSION:	5-speed manual	5-speed manual	5-speed manual
DRIVE:	Front-wheel drive	Front-wheel drive	Front-wheel drive
WEIGHT:	1000kg	1180kg	1020kg
MAX SPEED:	129mph	125mph	126mph
0-62MPH:	8.2 secs	8.4 secs	8.7 secs
PRICE IN 1992:	£12,790	£13,410	£12,000

and plentiful equipment. Standard kit on the Sedicivalvole included power steering, temperature and pressure gauges, central locking and an electric sunroof. Interestingly, anti-lock brakes were an £850 option – Fiat reasoning that some enthusiastic drivers wouldn't want them.

That feeling of maturity continues on the road. The Tipo's steering has more 'sneeze factor' than the Alfa or Lancia, then weights up nicely as you push harder. The fuel-injected engine feels muscular and easygoing at low revs, but does its best work beyond 4000rpm, coming alive with a waspish snarl. It's no feisty firecracker, but the Tipo offers neat handling and a genuine turn of speed. It's a car you'd happily drive every day, as a hot hatchback surely should be.

VERDICT

You could have any one of the Italian hot hatches here for far less than the (more common) VW Golf GTI Mk2 or (dynamically inferior) Escort RS Turbo. In that sense,

they're all winners. Picking an *actual* winner, though, is a little more problematic.

For me, the Fiat finishes third. Its single-figure rarity – bordering on extinction – lends instant kudos, while its subtle styling, deemed dull in the early 1990s, only enhances its Q-car appeal today. Nonetheless, the Tipo feels less of an event than the others: its engine more muted than the Alfa's, its chassis less loquacious than the Lancia's. It trades overall competency for a slight shortfall in character.

Splitting the other two is trickier. The Alfa 33 feels like an eager puppy, brim-full of enthusiasm yet ultimately lacking in finesse. There's no doubt that, on my blast around our closed test-track, I enjoyed it the most. Even so, I'm handing victory to the Lancia Delta HF Turbo. It's simply a more covetable car, with crisp styling, a fantastic interior and a drive that evokes daydreams of Kankkunen and Biasion. Granted, that's nostalgia talking, but soul-stirring is what these cars do best. 🇮🇹

Three very distinct ways of achieving early 1990s hot hatch heaven. Each has its strengths; only one wins...





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Mummified Monte

This exceptional Lancia Beta Montecarlo has covered just 772 miles in 42 years. That means we're able to appreciate its charms just as it came out of the factory in 1978

Story by Peter Nunn
Photography by Michael Ward

Extraordinary. Unrepeatable. Amazing. All words that rightly describe the Pininfarina-shaped Italian classic that you see before you. This red Lancia Beta Montecarlo is in such stunning, time-warp as-new condition that it is, quite simply, unlike any other example you will ever see, anywhere.

There are some immaculate and pristine Montecarlos out there but this Lancia is unique. Its story begins when it was first registered in the UK way back on 1 February 1978. Look inside today, more than 40 years later, and you'll find one big surprise. The odometer is reading 772 miles. It's no secret that low-mileage cars hold a particular fascination for certain sets of collectors – understandably so – and TEG 100S takes 'low' to a whole new level.

Up close, you look at the Lancia in a combination of wonder, surprise and perhaps even a tinge of sadness. After all, those years of being cooped up and going nowhere do elicit a sense of frustration and wastefulness. It's offset by the fact that this is, effectively, a factory-fresh right-hand drive Montecarlo. We caught up with it at McGrath Maserati, which is offering it for sale as a fantastic opportunity for one lucky devotee. And unlike some 'as new' classics that have been left standing for years, this one drives, is on the button and ready to go.

Appreciation has steadily been growing for the Montecarlo in recent years. It's a model with great design but a troubled reputation has kept it under the radar for too long. Wind back to 1972 and Fiat had come up with the X1/9, a delicate mid-engined funster that proved a big hit. The X1/9 was a buzzing 1.3/1.5-litre gem, yet clearly left room for a bigger mid-engined model in the line-up. Enter a new project, known internally at Fiat as X1/8, then the X1/20 and also the Tipo 137. The idea was to have Pininfarina design and co-develop a new sports coupe which would then be







badged either as an Abarth or Fiat. Management then had one of its periodic about-turns and decided to re-route the programme to Lancia. Thus was born the low, sleek Beta Montecarlo coupe which made its debut to widespread acclaim at the 1975 Geneva Salon.

Here was a smart, compact, modern two-seater with a 2.0-litre 'Lampredi' twin cam mounted transversely, driving the rear wheels via a five-speed manual gearbox. The junior exotic looks married a squared-off front end with sloping rear buttresses and an elegant profile that has aged really well. The Montecarlo buyer could choose between fixed-head coupe or spider, the latter with targa looks and a roll-back roof section.

It was not all sweetness and light, though. When new, critics opined that the cabin looked and felt a bit cheap and that overall, the car lacked a bit of character. Boasting 120hp and with a 0-60mph time of 9.8 seconds, the Lancia was quick enough but not outrageously fast. With MacPherson struts at each corner, the Montecarlo's handling was well balanced,

but there was one big problem: front brake lock-up, an issue so serious on wet roads that Lancia pulled the car from the market in May 1978.

Remarkably, in 1980, the Montecarlo returned to production, now with its front brake servo removed as a simple cure for the locking brake issue. Also new were a minor restyling and larger 14-inch wheels. It had also lost the 'Beta' part of its name, the Series 2 known simply as the Lancia Montecarlo. Yet by June 1981, production had stopped for the second time after a run of just 7695 examples, according to Lancia doyen Wim Oude Weernink.

Which brings us on to this particular Montecarlo (chassis number 0003452), an exceptionally original RHD first-generation model. This car, it transpires, was bought new by a farmer in Cambridgeshire for his wife. It had covered all of 380 miles when, unfortunately, she passed away. The farmer then parked the Montecarlo up on axle stands in one of his barns and simply left it.

Andy Heywood of McGrath Maserati takes up the

Interior trim is so perfect that it could just have come from the factory. It's utterly irreplaceable



story. "An enthusiast in Leeds placed a 'wanted' advert in *Exchange & Mart* in 1989 seeking a Montecarlo, and was contacted by the farmer in Cambridgeshire who had since remarried and was under pressure from his new wife to sell the car. A deal was agreed and the car was taken to Leeds, after which it was enjoyed sparingly and carefully during the next few years."

The low-mileage Lancia's fame spread. It even made an appearance in *The Sun* on 28 November 1997, when the paper's estimable motoring correspondent Ken Gibson ran a few paragraphs on the car. At that time, the odometer read just 619 miles.

By August 2009, the Lancia was on the move again, sold to the director of a helicopter company in Shoreham, West Sussex. The new owner had previously owned several Montecarlos in his student days and now wanted an excellent example to cherish. He took upkeep of the Lancia very seriously, stationing it under cover in a corner of a heated garage, using it very sparingly. It would be trailed to a local garage and MOT station but that was about it. The mileage remained minuscule.

The next owner from Maldon, Essex acquired the car in June 2017 and later that year, it underwent extensive reconditioning via a local engineer. All the usual things you'd expect from a car in long-term storage were looked at and replaced: brakes, clutch master cylinder, cambelt, plugs and tyres. The carb jets were also cleaned and the cooling system flushed. The Lancia still remained stunningly original and complete and continued not to be driven on the road. A Maserati enthusiast subsequently bought it in December 2017 but he put up for sale again due to his decision to move house, to a new property with reduced storage.

It's a rainy Friday morning when I view the Lancia together with McGrath's Andy Heywood. There's absolutely no question of driving the car, of course. Instead, it's a fascinating and somewhat eerie walk-around of this unique Italian time machine. Here is a Montecarlo that – perhaps uniquely – has never had any welding work done. There's no sign of any new paint, either. It really is a miracle of Turin. This is a Series One car with those distinctively stylish 13-inch alloys but curiously it has no brake servo – so maybe this should be referred to as a Montecarlo Series One-and-a-Half.

As with many Italian cars, you gain pleasure just by looking at it, soaking up those often quirky individual details. The side-tilt engine cover, for instance (a Lancia speciality); the instrument cluster with its revolving barrels for oil pressure, water temperature and fuel; the door catches under the arm rests. It's all deliciously Latin and unconventional.

The Lancia's pristine cloth-trimmed interior is just amazing. As Andy confirms, it would be easy enough to do bodywork if need be, but to match that interior with all its factory fresh 1978 trim parts would be impossible.

Aspects like this are reflected in the car's £25,000 asking price, which to me actually seems quite reasonable. You certainly couldn't restore one to this condition for that price. "The way we priced the car was based on condition rather than the low mileage," says Andy. "What would you pay for the best Montecarlo? That's where we are really. So whoever





buys it is not necessarily paying a premium for the low mileage thing.”

From my time working on *What Car?* magazine, I remember the Montecarlo from new with great affection. It was fun and fast and oozed style. But that was the early 1980s. How about TEG 100S, today? Does it drive like new?

“It does,” Andy replies. “It’s really tight. The gear linkage needs a bit of de-seizing, as it’s a bit slow to push through, but apart from that, it all feels nice and tight. The engine is responsive: you switch it on and it sits there ticking over quite happily.”

So what happens now? There’s been a lot of interest

in the car. One guy rang up and said he wanted to go touring in Italy in it with his wife. While that would be a dream, the Lancia would immediately lose its low-mileage uniqueness after a trip like that. Just as we went to press, Andy called to say that the Lancia has in fact now been sold to a UK-based collector who is intending to use it only very occasionally.

A couple of small jobs were done to it, including getting a fresh MOT, but it’s now on its way, on to the next stage in its storied, sheltered life. Andy concludes: “I think it proves that the classic car market is still riding the storm of Covid-19 but also that the best cars will always find a buyer.” 🇮🇹

Engine has seen some very light restoration. Andy Heywood (below) is one of very few people ever to have driven this car



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NAILING IT

This spectacular Jota-inspired one-off rates as one of the best Miuras on the planet. We strap into the passenger seat – once occupied by Brigitte Bardot – to hitch a ride with Lamborghini's legendary Valentino Balboni

Story by Gaetano Derosa/Ruoteclassiche
Images by Alessandro Barteletti



Two lives, ten owners, six changes of number plate and one memorable journey with Brigitte Bardot on board. That's quite some résumé for any car. But this Lamborghini Miura isn't just any car. This spectacular one-off was created in 1971 out of the wreck of a P400 S, taking its inspiration directly from the legendary hotbed Miura Jota. Our one-off's nickname of 'Millechiodi' – which means 'thousand nails' in English – is an oblique nod to the Jota, with its distinctive multi-riveted construction.

After undergoing a complete restoration by top workshops, including Carrozzeria Cremonini and Top Motors – with an elevated spec including an expanded 4.1-litre V12 with bigger pistons and valves, more aggressive camshafts and a Jota-like exhaust – the Millechiodi is now back to tearing up the tarmac of the Emilian roads.

The genesis of the Millechiodi makes a fascinating story. This car is closely linked to the Jota, the racing version of the Miura that was developed by Bob Wallace in collaboration with Sant'Agata engineers in 1970. Bob started with a P400 S (a factory car previously used for reliability testing purposes) and replaced the original chassis with a new version,

stiffened with sheet metal and extra tubing, then upgraded with Koni racing suspension and ventilated disc brakes. The 12-cylinder engine was equipped with four Weber 46IDL carburettors and the compression ratio increased to 11.5:1. As a consequence, peak power rose from 370hp to 440hp at 8500rpm. In addition, much of the Jota's bodywork was assembled with Avional panel sheets, the radiator grilles were removed and the glass windows were replaced by Plexiglas, with the aim of reducing the weight to 860kg, an amazing 185kg less than the Miura S.

The wheelarches were enlarged at the rear to accommodate 12-inch rims, while two big 'moustaches' up front increased downforce. The headlamps were embedded into the bodywork behind Perspex covers, too. The racing Lamborghini was given the name Jota after the Spanish pronunciation of the letter 'J' (reflecting the FIA Annex J racing class). However, Ferruccio Lamborghini was famously hostile to racing in general, so the prototype was quickly repurposed to become a laboratory for the development of new road models. Many elements of the Jota would be transferred to the SV, the extreme production version of the Miura, which was launched in 1971.

Famously, some of Lamborghini's customers asked

“ François Cevert was behind the wheel and Brigitte Bardot was sitting on my lap. I'll never forget it ”



LAMBORGHINI MIURA P400 S 'MILLECHIODI'

for their SVs to be uprated along the lines of the Jota, and Sant'Agata duly obliged with a run of cars that were identified by the name SVJ. This 'Millechiodi' Miura may resemble an SVJ but it had a quite different birth. Chassis number 4302 was originally manufactured in 1969 as a standard P400 S (if any Miura can ever be called 'standard'). Bertone delivered the complete shell to the Sant'Agata plant on 12 July 1969, and after having its mechanicals and trim installed, the car was completed on 24 October, with its certificate of origin released on 13 November. Five days later, the 4302 was sold for 6,775,000 lire and shipped to Lamborauto, the official dealer in Turin, where it was registered with the number plate TOB91445. It came out of the factory painted Blu Notte (Midnight Blue). But after two years of relatively quiet use, sadly the Miura was involved in a major crash.

Now it's time for Gianni Sotgiu to appear on the stage. In the 1970s he was managing a BMW dealership in Milan. He recalls: "My friend Walter Ronchi and I bought the Miura Jota in 1970, but it was really not suitable for driving on ordinary roads. So we sold it through Gerino Gerini to the Lamborghini dealer in Brescia one year later." Sadly the one-off Jota was then itself destroyed in an accident in April 1971, after it had been sold.

"After some time, we were again craving a 'driveable' Jota," continues Sotgiu. "I remember clearly, since the SVJ didn't exist then, that we had the idea to make a special Miura from a crashed example that could be used as a basis for our project."

No sooner said than done. Sotgiu received news of the damaged chassis 4302 Miura, which was being offered at 500,000 lire – less than a tenth of its original cost – but that reflected the seriousness of its condition, as Sotgiu recalls: "It was in a terrible state, although it was perfect for our purposes, so we sealed the deal. I contacted a friend who owned a body shop in Modena and I talked through my ideas with him. I handed him some sketches that I'd done, based on the lines of the Jota and the Porsche 917, which I loved."

The body was treated to a Jota-spec full-width front spoiler and Plexiglas-cowled Fiat Dino Spider headlamps, while the abundance of rivets gave it its 'thousand nails' nickname. The V12 was tuned and the exhausts beefed up, the tailpipes now in a slightly more central location compared to the standard version.

Says Sotgiu: "After five months of work, the Miura 'Millechiodi' was completed. The final bill was 4,500,000 million lire, but it was worth it! Repainted in dark green with a black leather interior, my dream car looked as beautiful as it was aggressive."

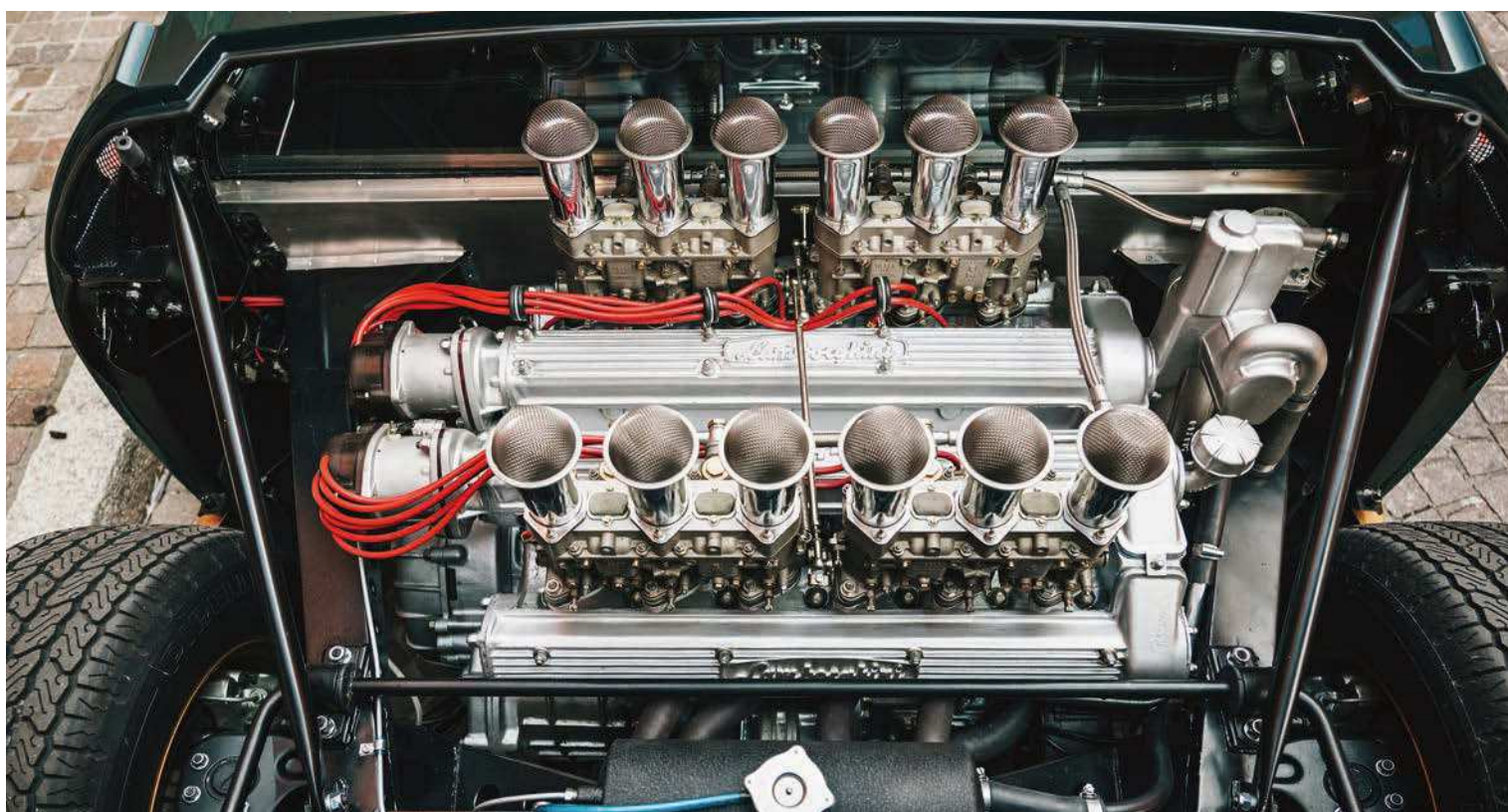
Racing driver Franco Galli was one of the many owners of the 'Millechiodi' during its life. He was close friends with François Cevert, who would of course go on to become an F1 racer. "We were at Monza for a race," recalls Franco, "and when the test sessions were over, François asked if he could borrow my Miura to pick up his girlfriend at the airport, and asked if I'd like to come along. I said yes, but when we reached the Milan Linate airport, the plane had been delayed by an hour. I asked François, if it was really worth the effort. 'Of course!' he replied.

"When the plane finally landed, I realised that François' girlfriend was Brigitte Bardot. What a surprise!





“ At the end of the restoration, it needed some careful breaking in, which I did myself ”



LAMBORGHINI MIURA P400 S 'MILLECHIODI'



Valentino Balboni driving the 'Millechiodi' from Sant'Agata Bolognese to his home town, Casumaro. He remembers the car well from the early days



She was wearing a miniskirt, a pair of white ankle boots, a shoulder strap bag and looked around with two unforgettable eyes. When she saw the Miura, she said: 'François, have you become a billionaire in Italy?' On our way from the airport to the Hotel de la Ville in Monza, there were three of us squashed inside the two-seat cabin. Cevert was behind the wheel and Brigitte was sitting on my lap. I'll never forget it!"

After many changes of ownership and number plate, in the late 1980s the car was sent to Padova-based Michelotto (the company that helped develop the Ferrari F40 and built the 333 SP racer) for a mechanical rebuild. The bodywork was also repainted red at this point. After more changes of ownership, and very little use, the 'Millechiodi' was rediscovered by car dealer Simon Kidston and sold to Federico Buratti. The present owner was delighted to accept our suggestion to hand his treasured Miura over to Valentino Balboni, the former chief test driver at Lamborghini, for a very special drive.

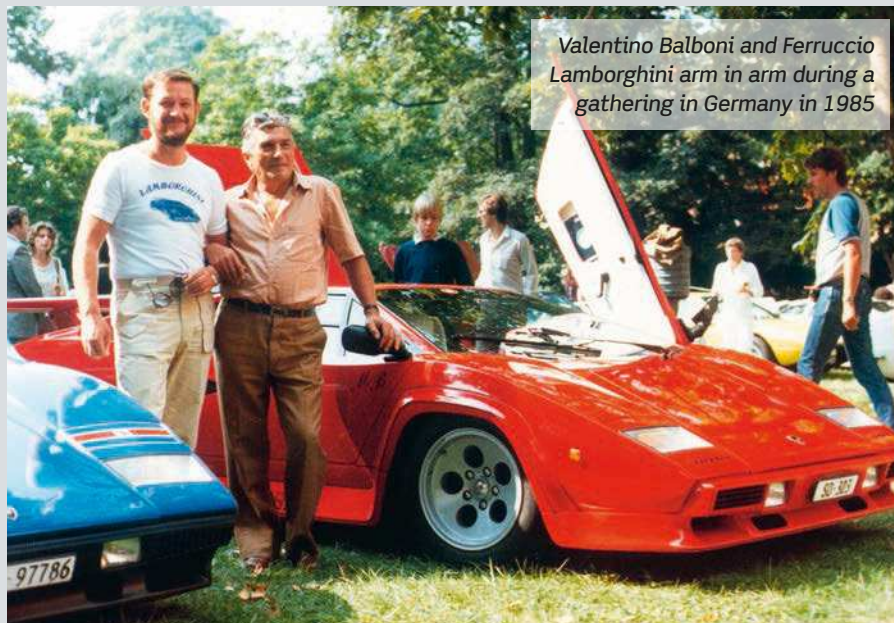
Balboni looks wistfully on. "I remember this Miura, of course. In the 1970s, its owner Aldo Cudone brought it to us for servicing and maintenance. How could you forget that unique body? I've always liked it and I must say that the engine never had any problems whatsoever, proving what a careful and attentive owner it had.

"When Kidston commissioned its restoration, I was

involved in the process. Yes, it was all working, but the typical flaws of an aging Miura were all there. We disassembled it completely and carefully inspected the subframes, opening panels and suspension. At the end of the restoration, the car needed some careful breaking in, which I performed myself, because the test benches no longer exist. I drove the first 250km keeping in mind that the car needed to be fully run in. Only after tightening everything up again was the car ready for full speed. Always remember, it's a Miura!" 🇮🇹



ABOVE: An old picture of the 'Millechiodi' in around 1973 when it was owned by the Tarchini brothers of Milan



Valentino Balboni and Ferruccio Lamborghini arm in arm during a gathering in Germany in 1985

VALENTINO BALBONI: OVER 50 YEARS OF LOYALTY

Born in 1949 in Casumaro, Ferrara – just a few miles away from Ferruccio Lamborghini's birthplace – Valentino Balboni began his career at Lamborghini on 21 April 1968 as an apprentice mechanic. He's remained utterly loyal to the Raging Bull marque ever since.

"It was very different back then," Balboni recalls now. "Attachment to the company was heartfelt. Ferruccio Lamborghini was very strict, but also respectful of other people's skills. At first I was a little restless. Every time I could, I would sneak away and take the Miuras out for a short drive around the factory. I was lucky enough to have Bob Wallace as my master and he taught me how to tame the bulls. I eventually became a test driver and a trusted colleague of Ferruccio."

Balboni retired in 2008 at the age of 59, having personally driven around 80% of all Lamborghinis ever built. To celebrate his 40 years of faithful service to the company, Lamborghini launched a special edition Gallardo, the LP550-2 Valentino Balboni, 250 examples of which were made from July 2009 onwards. To honour Balboni's much favoured rear-wheel drive format – and to echo how driving was in the 1970s – this edition was rear-wheel drive only, as opposed to the four-wheel drive that the Gallardo had had up until that time. Balboni continued as a special advisor to Lamborghini after his retirement. In 2016, he launched his own brand, 'VB', developing special parts for Raging Bull cars.





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Back to the Front

The 550 Maranello marked a return to front-engined V12s for Ferrari. One of the greatest driver's cars of its era, it's something of a bargain today

Words by Tim Pitt

Photography by Michael Ward and Peter Collins



Perched on a hilltop, I see a castle up ahead, its grandiose turrets soaring above the trees. It looks a fitting home for a Ferrari 550 Maranello, tailpipes ticking gently as its owner imbibes Ferrero Rocher on the terrace. Sadly, this is not deepest Umbria, and the fairytale is a façade; it's a set for a forthcoming Disney film. You see, our location is Longcross Studios, the film compound where both *Rush* and *Star Wars Episode VIII* were filmed.

At least the Ferrari is the real deal. Criticised for being derivative when launched in 1996 (some compared it to the Toyota Supra), the 550 Maranello has aged gracefully. Its tapered prow, athletic haunches and chopped tail draw on the classic 365 GTB/4 Daytona, with gills behind the front wheels that evoke the 250 GTO. Perhaps it lacks the classical beauty of the closely related 456; nor is it slavishly aeroled and aggressive. Yet it has a gravitas that befits a flagship Ferrari, particularly in

sober colours such as the Blu Tour de France you see here.

The similarity to the Daytona was no accident. Ferrari's then-president Luca di Montezemolo said buyers of its 12-cylinder cars wanted something more civilised, accessible and practical: a supercar with the qualities of a Gran Turismo. Thus, after 23 years of mid-engines 'twelves' – from the 365 GT/4 BB in 1973 onwards – Maranello went 'back to front'. Both the 550 and Daytona had a naturally aspirated V12 beneath a long



bonnet. Both were styled by Pininfarina, using a tubular chassis and aluminium panels. And both employed a manual gearbox with a transaxle. While the Daytona was never famed for its agility, though, the 550 was altogether more accomplished.

The brief ordered by di Montezemolo was for a car with “pronounced sports personality... able to meet the needs of Ferrari customers looking for driving emotions and exciting performance, who do not want to forego driveability and comfort”. Michael

Schumacher, who signed for the Scuderia in 1996, is said to have helped with development, with extensive changes made to the 456 engine and chassis. That Ferrari chose to launch the 550 at the Nürburgring spoke volumes: a classic formula didn't mean ‘traditional’ manners.

Shorter and wider than the 456, the 550 also cleaved the air more cleanly; a Cd of 0.33 was aided by underbody venturis, obviating the need for a large spoiler. It also had quicker steering than its four-seat





sibling, at 2.2 turns lock-to-lock. A welded frame, fortified with an aluminium and steel sandwich material called Feran, was suspended on double wishbones and coil springs with electronic dampers. Five-spoke magnesium alloys (split-rims optional) were wrapped in Pirelli P-Zero Rosso tyres, while brakes were drilled and ventilated discs with four-pot callipers.

While the 456 was named after the 456cc capacity of each cylinder, the 550 adopted Ferrari's other naming convention – referencing its 5.5-litre capacity. In fact, the 48-valve F133 V12's displacement was unchanged, but variable inlet and exhaust manifolds, titanium conrods and other lightened components boosted power and torque – and allowed a higher 7400rpm redline. Figures of 478hp, 415lb ft and 1690kg translate to 0-62mph in 4.4 seconds and 199mph – the latter aided by a loping 26mph-per-1000rpm sixth gear.

That gearbox, with its slender chrome wand and polished gate, is front-and-centre in the 550's elegant cabin. For me, with a Ferrari-driving CV mostly limited to pulling paddles, it's a huge part of the car's appeal. Who wouldn't relish the challenge of 12 cylinders, three pedals and, er, no stability control? I settle into cosseting Connolly leather (ribbed and perforated

'Daytona' seats were optional), facing crisp Jaeger dials and a simple steering wheel. The now-ubiquitous *manettino*, introduced on the F430, was still eight years away. As for 'infotainment', that's limited to a DIN-sized cassette player.

Disney might be having a day off, but plenty of drama lies ahead. I depress the weighty clutch, slot first (a deliberate shove when the oil is cold) and release the fly-off handbrake, then enter our banked test track. The driving position is commanding, with vastly better rearward visibility than the mid-engined F512 M. The speed-sensitive power steering is light and lucid, while the suspension feels supple. I'm surprised – perhaps a tad disappointed – at how muted the V12 sounds, too. No gratuitous pops or crackles here.

That's the 'driveability and comfort' boxes ticked, then. What about 'driving emotions and exciting performance'? The 550's throttle feels unusually heavy, as if encouraging you to think twice about your actions, and its measured movement, coupled with swelling thrust from that free-breathing engine, builds speed with wonderful linearity. The traction control has two settings, Normal and Sport, although your ankle ultimately does the same job. If the current 812 Superfast is a shock-and-

awe strike, this is a controlled explosion. Yet pull the pin and it's still ferociously fast.

How fast? Fully three seconds quicker to 100mph than a Daytona and 25mph faster at the top end. Keep the pedal planted and the V12 fills its lungs with a cultured snarl, propelling you 150mph in 23.5 seconds. I nudge 140mph on the main straight at Longcross, but the Ferrari feels scarcely into its stride. A huge 100-litre-plus fuel tank means a range beyond 300 miles, too – so it could outrun rivals over long distances, despite a thirst for super unleaded that's typically in the teens. If you absolutely *have* to be in St Tropez by breakfast...

When you arrive on the French Riviera, the temptation (after a coffee and croque monsieur) would be to head for hills. And rightly so, because the 550's chassis is a masterpiece: balanced, benign and capable of smearing black lines around every apex. It makes every corner an event, its finely calibrated throttle serving up everything from unflustered fluidity to sideways showboating, the steering a joint effort between palms and right foot.

Adaptive damping – with Normal or (slightly-too-firm) Sport settings – keeps a tight rein, allowing up to 1.1g in corners while remaining more malleable than mid-engined supercars of the era. In the dry at



TECHNICAL SPECIFICATIONS

FERRARI 550 MARANELLO

ENGINE:	5474cc V12
BORE X STROKE:	88mm x 75mm
COMPRESSION RATIO:	10.8:1
POWER:	478hp at 7000rpm
TORQUE:	415lb ft (658Nm) at 5000rpm
TRANSMISSION:	6-speed manual, RWD
SUSPENSION:	Double wishbones, coil springs, electronic dampers
BRAKES:	Drilled/vented discs
DIMENSIONS:	330mm front, 310mm rear 4550mm (L), 1935mm (W), 1277mm (H)
WEIGHT:	1690kg
MAX SPEED:	199mph
0-62MPH:	4.4sec

least, it breaks away progressively, rather than waiting to catch you unawares. Ferrari later introduced a Fiorano handling pack, with stiffer springs, 10mm lower ride height and thicker anti-roll bars, but my experience with a standard car suggests that's far from essential. Either way, the 550 Maranello is a sharper and more sophisticated steer than its arch-rival of the time, the Aston Martin Vanquish.

I'd bet the Italian car is more durable, too. In 1998, a mildly modified 550M set three world speed records at an oval track in Ohio, including 100 miles at an average speed of 190.2mph. The following year, *Car* magazine drove a 550 Maranello for 3000 miles from Buenos Aires to 'the end of the world' in Tierra del Fuego, Argentina. More recently, Harry Metcalfe covered 30,420 miles in 18 months in his car. "The only breakdown [was] caused by the failure of a £27 fuel cut-off solenoid," he reported.

Once upon a time, living this dream would have cost £150,000 or more. Today, you can buy a 550 for half that; we even spotted one with a six-figure mileage for £59,995. For one of the final V12 Ferraris with a manual 'box, and perhaps the best driver's car of its decade, that seems a steal. With a 550 Maranello on the driveway and a box of Ferrero Rocher in the fridge, I reckon I could live happily ever after. 🇮🇹



550 BARCHETTA PININFARINA

The special edition 550 Barchetta debuted in 2000 to mark the 70th anniversary of Pininfarina. Indulgent and impractical, its fabric top was more of a rain cover than a roof (reports suggest it blows off at speeds above 70mph). The 5.5-litre V12 was unaltered, but performance suffered slightly: 0-62mph in 4.4 seconds and 186mph. Cosmetic changes included a flatter windscreen, twin rollover hoops and 19-inch split-rim alloys.

Only 448 Barchettas were built, each with a numbered plaque bearing Sergio Pininfarina's signature. Many have tiny three- or four-figure mileages and are priced accordingly. At the time of writing, the cheapest we found was £270,000. Unless you're buying for investment, though, think twice before choosing Barchetta over berlinetta. As one owner says: "When it's dry, it's brilliant. When it *could* rain, you are constantly looking at the clouds... That can spoil the experience and driving home sitting in a puddle is no fun. I speak from experience."

Ferrari followed up with the more usable 575M Superamerica in 2005. With a tuned 540hp V12 and top speed of 199mph, it was marketed as the world's fastest convertible. Its folding hardtop used carbonfibre components and an electrochromic glass panel that rotated 180 degrees, then stowed beneath the rear deck. A total of 559 were made. Finally, in 2009, Zagato celebrated its 90th birthday with five examples of the Barchetta-based 550 GTZ roadster, featuring divisive styling and an electric canvas roof – plus a £1 million price tag.



575M MARANELLO

After six years on sale, the 550 became the 575M ('M' for *modificata*) in 2002. Pininfarina penned the mildest of facelifts – spot the rounder front grille – but there were major changes beneath the skin. The headline news was a paddle-shift 'F1' transmission, which became the default choice for most buyers.

Ferrari's electrohydraulic automated manual gearbox first appeared on the 355 F1 in 1997. This version, however, was more advanced, with computer-controlled dampers to minimise pitch between shifts – technology first developed for the Enzo. It had six speeds, no clutch pedal and could swap ratios in just 0.2sec. A traditional open-gate manual was still sold, but accounted for only 246 of the 2056 cars produced (69 in right-hand drive).

As its name implies, the 575M's engine grew in capacity to 5.75 litres, boosting power by 37hp to 515hp. That gave a useful boost in performance, reducing the 0-62mph time by 0.2sec to 4.2sec. Top speed edged just above 200mph, too. Ferrari also fitted bigger brake discs, improved weight distribution and refined the car's road manners.

Not everyone was happy, though. Some enthusiasts think the 575 lacks the poise and finesse of its immediate predecessor, while the F1 'box doesn't have the allure of a stick shift. Perhaps that's why there is little difference between 550 and 575M values today.





Maranello

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PRESERVING THE PAST, PRESENT & FUTURE.





21st CENTURY GTO

Story by Peter Collins

Images by Peter Collins/RM Sotheby's/M Ward

With the 550 Maranello, it was deeply satisfying for Ferraristi at the turn of the millennium to be able to see and hear serious front-engined racing Ferraris in action again, after such a long lapse of time since the 365 Daytonas. It was especially good as it maintained a presence that had been successfully established during the previous few years by the 333 SP although, like that car, the initial impetus did not come from Ferrari itself.

The first organisation to develop a competition 550 was Red Racing in 1999. Situated in France, it had been involved in running a Ferrari in GT racing in the mid-1990s. Its boss, Michel Enjolas, had been part of the management of the Peugeot World Rally Team, and his idea was to build a racing

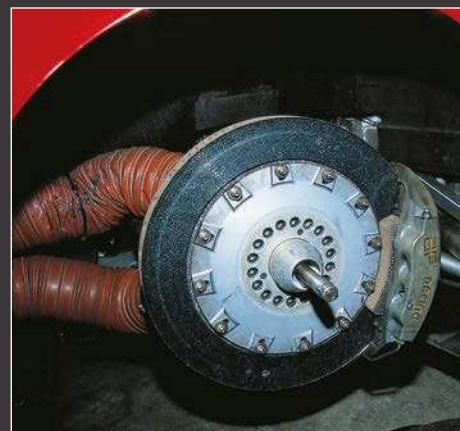
550 for the French national GT series. This took shape with the assistance of a new organisation, Italtecnica, situated in Trofarello south east of Turin, the project being completed under the supervision of Mario Cavagnero. The 550 ran in the French series and was then sold to XL Racing for 2001. A second car was also constructed, again for the French championship, but also for the American Le Mans Series.

Meanwhile, Stephane Ratel, who had resurrected GT racing in the mid-1990s, commissioned Italtecnica to develop a new 550, to be entitled the 550 Millennio, to run in the 2000 FIA GT Championship. The following year, two cars were run by Team Rafanelli, with a car also entered in the 2002 American Le Mans Series. They were subsequently reworked by the ex-Alfa Romeo ITC outfit JAS for the 2002 FIA GTs and then again run in 2003, this time by French team JMB.

Yet another 550 race version was created for the FIA GT races by Franz Weith in Germany and called the 550 GTS, with two cars taking part from 2001 on, ending their careers in 2006 Euro GT racing with two wins.

But there was clearly much more potential in the concept of racing 550s. It took the world-famous attention of Prodrive in Banbury to produce the ultimate 550 racers. The initial impetus for this project came from Frederic Dor, who ran Care Racing Development. He commissioned Prodrive to build a racing version of the 550 that would suit the various sportscar championships around the world, including the Le Mans 24 Hours.

At first the model was named, retro-fashion, the 550 GTO, but later this was changed to 550 GTS. Ten cars were built in Banbury with no support or connection with the Ferrari team in Maranello. Not only did the



cars look good, they sounded superb and were very successful.

The cars were fitted with a transverse gearbox which was deemed illegal by the FIA, which meant that by the time a 'correct' longitudinal unit had been developed, only half the 2001 season remained. As a measure of the cars' potential, the team took two victories that year.

For 2002, the 'works' cars were run under the banner of BMS Scuderia Italia and four wins were taken, along with one in the American Le Mans. It all came good in 2003 when Prodrive won at Le Mans in the GTS class and BMS took the FIA GT Championship after being on the top step of the podium eight times. It also won the 2005 Le Mans Series and thereafter the cars were entrusted to Care Racing. 550s were running in Japan and even Argentina as late as 2008 whilst the last event a

LEFT, TOP TO BOTTOM:
*Italtecnica 550 (2002);
 Abarth SE102 (Donington
 2003); 575 GTC (2005);
 Prodrive 550 GTS (2003)*






'Prodrive' 550 GTS took part in was the 2009 FIA GT round at Paul Ricard.

Waking up to this, the Ferrari factory, in the form of Corse Clienti, wanted a slice of the glory and signed a cooperation agreement with NTechnology to build its own car. The project was even given an Abarth type number, SE102, and to save time it was based on the original Italtecnica cars.

However, problems with this led to be the creation of a completely new car, the Abarth SE103, or 575 GTC. As Sergio Limone commented in his book, "Ferrari's involvement... was belated and in a state of confusion". The arrival of the Maserati MC12 in GT racing led to the two Modenese marques to fight against each other. The Prodrive 550 GTS was the best of the bunch,

but they were all great to watch and hear.

As an aside, a Ferrari 550 GT1 Prodrive recently became the most valuable car ever sold in an online auction when RM Sotheby's sold a 2001 example for \$4.29 million. This was the example that won the 24 Hours of Spa outright in 2004 (the very last Ferrari V12 to win a 24-hour race overall) and still has its Spa-spec engine and Spa race livery. 



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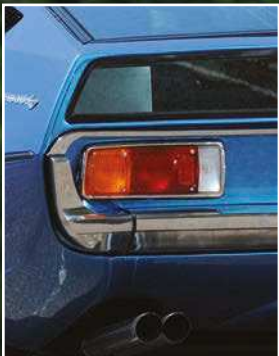
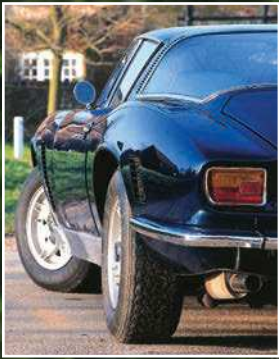
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TAIL LIGHTS OF THE UNEXPECTED

Look hard and you'll find bits of Alfa Romeos in hundreds of other more exotic cars. We illuminate the hidden world of cars that have 'borrowed' lights, glass and more from Alfa

Story by Gary Axon
Photography by Michael Ward





Earlier this year, on 24 June, thousands of Alfisti – plus many other petrolheads – will have taken a moment to raise a glass or two of the local Lombardian spumante to toast the Milanese marque's 110th birthday. Even if you've never owned an Alfa, you'll know, just as Henry Ford did when he tipped his hat whenever he saw one passing by, what it means to drive one. And not owning an Alfa doesn't mean you've necessarily missed out on a bit of the Milanese magic. Many aficionados have owned 'bits' of an Alfa Romeo without realising it.

You see, many other cars – from GTs to supercars and one-off prototypes – have been fitted with Alfa Romeo components, often well disguised and not always obvious at first glance.

Let's start under the bonnet. Alfa's acclaimed engines have powered numerous cars. For instance, the flat-four Alfasud 'boxer' motor was used by both the Nissan Cherry Europe and the Minari kit car. The fearsome Autodelta-built Alfa V8 could be found in the Tipo 33-based show car prototypes concocted by Bertone (Carabo), Pininfarina (33/2 Coupe Speciale and Spider Cuneo) and Italdesign (Iguana).

More visible exposed Alfa parts – though not always immediately apparent – include the extreme wraparound windscreen of the Bertone-bodied Giulietta/Giulia SS, which was used in the French mid-engined René Bonnet/Matra Djet and Group 5 competition Matra MS630. The Alfa SZ ES30 glasshouse was also adopted unchanged for the Lancia Hyena.

But it's Alfa's lights that have seen most use in other cars. The Bertone 105 Series GT Veloce's delicate combined side light/indicator units found their way on to the Iso Rivolta and Grifo. Unlikely recipients of the Alfasud's headlamp and front indicator combo units included two 1980s city cars: the Marden Channel and Zagato Zele II Minivan. Meanwhile the rare Mercedes-Benz S-Class-based Monteverdi Tiara adopted the Alfetta Series 3's twin headlights for its chrome-laden snout.

The 1950s Alfa Romeo 1900 and 750/101 Series Giulietta models donated their tail lights to various contemporary coachbuilt cars, many of which wore Lancia, Ferrari and Fiat badges. This trend continued right through to the Alfa 164, whose rectangular rear strips gave light to the Harrier LR9 (pic above right) and Lotec C1000 supercars, amphibious Hobbycar B612, Michelotti Pura (pic below left), Krauser Domani 1300 sidecar and even some early Bugatti EB110 prototypes.

More recently, the Alfa MiTo's tail lights have seen service on the rear of a wide selection cars, including the 21st century ATS 2500 GTS, Khan Vengeance Aston Martin DBg adaption, Zenos E10, Tauro V8, Fornasari Gigi, Huet HB Coupe, Vincis GT and Sbarro Essenza – as well as, of course, Alfa Romeo's own 4C.

By far the most prolific of all Alfa Romeo parts found on other vehicles, though, has to be the rectangular tail lamp units from the revered 105 Series Berlina four-door saloon models – the 1962-1978 Giulia and 1968-1977 1750/2000 series. Second only in terms of Italian component use to the simple round rear lights of the Fiat 850 (found on everything from Fiat 500 specials to Ford GT40s), the 105 Series Berlina's rear light clusters – in four subtly different designs – have adorned more than 100 other cars.





When Alfa Romeo first revealed its aerodynamic Giulia Berlina in 1962, its straightforward rectangular plastic tail lights, with a narrow raised central ridge, quickly found favour with a number of Italian design houses and low-volume sports car makers.

Frua used the early Giulia lenses for its AC 428 and BMW 2000 Ti coupes, while Ghia fitted them to its low-volume 450SS Coupe and Spyder models, as well as its 1969 Lancia Flaminia Marica one-off and 1968 Serenissima GT. Bertone chose the lights for the rear of its 1966 Jaguar FT coupe, with Michelotti fitting them to his one-off Ferrari 330 GT, Ford Mustang coupe, Triumph TR5 Ginevra and 1969-1970 Fiat 125 S-based coupe show cars. The light units also graced other styling studio prototypes such as Pininfarina's Mercedes-Benz 300 SEL 6.3 coupe, Fissore's TVR Trident, Vignale's pleasing Matra M530 coupe, the 1968 Lancia Flavia-based Nembo/Neri and Bonacini Studio GT coupe, OSI's 1966 Alfa Romeo Scarabeo 2 and the charming Ghia-Aigle Renault Dauphine.

The Giulia Berlina's original 1962-1974 Series 1 rear lights also found a willing home for some exclusive production exotica, including the Lamborghini Islero S and revised Maserati Mistral Spider, along with the Intermeccanica Indra, ATS 2500 GT and several Monteverdis (Hai S2, 375S High Speed, 375L and early 375C). A few late production Innocenti C coupes also used Alfa lights, as did some Moretti Fiat 128 Coupes, plus the Meccanica Maniero 4700 GT of 1967.

Beyond Italy's borders, the Belgian Apal Horizon GT, Austrian Ledl AR Dune Buggy, Triumph Herald-based Rom Carmel 1300 from Israel, Spanish Sedan Mustang prototype, Brazilian Owl Coruja S-1 and even the British 1970s Minette city car concept by Croydon Technical College, all used the Series 1 Berlina's back lights, as did Alfa's own revised 2600 Berlina (mounted upright), plus the appealing OSI Alfa 2600 rebody.

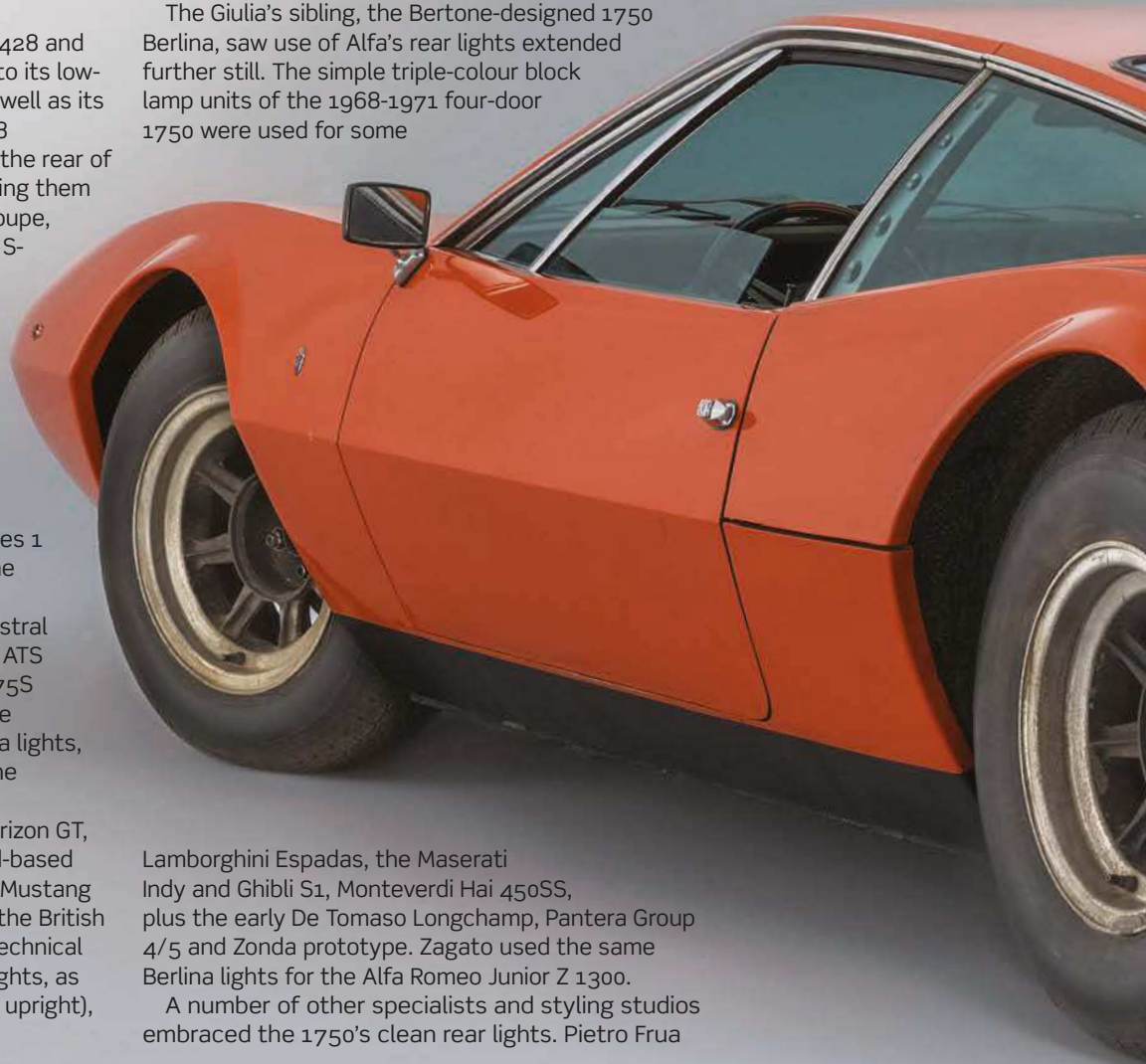
When Alfa Romeo introduced its subtly-revised Nuova Giulia Series 2 Berlina in 1974, the facelifted Maserati Ghibli employed its refreshed tail lights, as did the continuation Monteverdi Hai.

The Giulia's sibling, the Bertone-designed 1750 Berlina, saw use of Alfa's rear lights extended further still. The simple triple-colour block lamp units of the 1968-1971 four-door 1750 were used for some

CLOCKWISE: Trident, Maserati QP11, Lambo Islero, Maserati Indy

Lamborghini Espadas, the Maserati Indy and Ghibli S1, Monteverdi Hai 450SS, plus the early De Tomaso Longchamp, Pantera Group 4/5 and Zonda prototype. Zagato used the same Berlina lights for the Alfa Romeo Junior Z 1300.

A number of other specialists and styling studios embraced the 1750's clean rear lights. Pietro Frua



ALFA ROMEO DONOR PARTS



CLOCKWISE: Maserati Khamsin, Merak, Intermeccanica, Monteverdi

fitted them to his oddly reworked Jaguar E-Type, plus his 1968 Chevrolet Camaro CS 327, 1970 Dodge Challenger, BMW 2002 GT4 and 528 GT, 1971 Ford Escort Monte Carlo GT and 1972 Escort Mexico GT fastback, Jaguar S-Type, AC 429 prototype, 1969

Opel Admiral B Coupe/Diplomat E coupe, Maserati Quattroporte II and 1971 Hispano-Aleman Vizcaya VW-Porsche 914/6.

Italdesign's 1969 Abarth 1600, plus the Giugiaro Ford Maya prototype, also used the same 1750 lights, as did Bertone's Maserati Khamsin prototype, the unique Diba GTC 911 coupe, Momo's Mirage/Mach1 and Tom Tjaarda's 1970 Giacobbi Synthesis.

In late 1971, Alfa Romeo replaced its 1750 range with the revised 2000, the Berlina model gaining a more complex three-section horizontal rear light design. These new units were fitted to the production Alfa

Romeo Junior Z 1600, along with the Lamborghini Espada



Early Alfa Giulia lights were fitted to many cars, including this sublime 1968 Serenissima GT



S2 and S3, Maserati Indy SS America S2, Ghibli SS, Khamsin, Bora and Merak, De Tomaso Longchamp S2, Pantera and Deauville, plus the revised Monteverdi 375L, Intermeccanica Indra 2+2, Vector M12 and gullwing Bricklin SV-1 from Canada.

Frua revisited the Alfa parts bin for his special Maserati Quattroporte II made for the Aga Khan, plus his mid-engined 1974 Audi 100 S coupe, 1976 BMW 520i/528 GT Coupe, plus Maserati Mistral V8 and Mexico III prototypes. The one-off Matra M560 Bagheera U8 test mule also used the 2000 Berlina rear clusters, as did Zagato's 1973 Ferrari 330 GTC Targa.

Beyond Alfa Romeo's four-door Berlinas, other rear light units from sporting 105 Series models also tempted car makers and designers. The second-generation Alfa Spider 'Coda Tronca' lights found their way on to such sports cars as the Francis Lombardi FL-1 and the Covini B24 and BT424. The later Series 3 Alfa Spider units (1983-1990) were adapted for Zender's 1987 Vision 3 concept car.

The legendary Bertone 105 Series GT Sprint Coupe found variants of its Carello rear lights used on the Iso Grifo. These GT lamps also graced the final production Alpine-Renault A110 SX models (as the Dieppe factory had run out of 'regular' Renault 8 units), as well as the mid-engined Elva GT160, Fiberjet Totem (an Italian version of the British Nova kit car),



the unique Swiss 1971 Ogo Phantom coupe, the Nembo/Neri & Bonacini Lamborghini Monza 400 GT. Alfa GT-inspired Lucas lights were also attached to the rear of the Jaguar E-Type Series 3 and Lotus Elan S3, Type 62, Elan 130 +2 and Europa S2 models.

I wonder how many owners of exotic cars never realised that their lights were borrowed from a much more humble Alfa Romeo. Or that the part they've just ordered could potentially have been sourced much more cheaply from an Alfa specialist... 🇮🇹

TOP: Frua Quattroporte
 ABOVE: Lamborghini Monza 400 GT by Nembo
 BELOW: Alfa 4C used humble MiTo rear lights





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It's Raby Baby!

With the sad demise of so many events this year, it was an absolute joy to be able to welcome hundreds of enthusiasts in the north of England to *Auto Italia's* first ever Northern Italian Car day at Raby Castle

Report by Michael & Phil Ward
Images by Michael Ward & Alexander Black



Well located near the A68 and A1, Raby Castle is an imposing and impressively intact 14th century castle surrounded by 200 acres of stunning parkland, gardens, and home to herds of deer and cattle. With its south-facing terrace, it was the perfect choice to display some hand-picked Italian classics and exotica. What would the Neville family have thought of that in the Middle Ages?

The gates opened at 8am but, true to form, Abarth Club North East was up bright and early in the superb autumnal sunshine, even

beating the *Auto Italia* team and helping set up the Abarth UK hospitality unit.

As the Alfa Romeo Owners Club and Club Alfa UK cars started to stream in, the day looked promising indeed. A great mix of classics and modern models filled up the main show area. With the display cars being pre-booked, it was a simple task to advise owners in advance that they had been picked to be displayed up on the Castle terrace. Whilst there were the obvious low-slung cars on the list, it wasn't all about prancing horses and raging bulls. Lamborghinis, from Gallardo to Murcielago, rubbed shoulders with not one

but two genuine Abarth 131 Stradales, both in striking sprint blue. A Fiat 128 Coupe and Lancia Beta made it down from Scotland, while a rare Fiat Strada Cabriolet sat among assorted Ferraris, Lancias and Maseratis.

All in all, over 40 cars were on display up on the terrace, all well spaced from each other for obvious reasons, but also to help with the flow of eager enthusiasts. The excellent Raby staff also implemented a one-way system around the outer wall of the castle proper, which proved successful.

The brace of bright blue 131 Abarths aside, the two cars which really stood out for a lot





of us and garnered many a positive comment were the superb Fiat Topolino and Innocenti Mini, both very rare and well-kept classics. People travelled from far and wide to get to the event. We even had an Alfa GT driven all the way from Orkney! Kudos to Barry Park.

Maseratis were well represented, with no fewer than two Mexicos, three generations of Ghibli, an immaculate Biturbo Spider, Granturismos aplenty and, all the way from Edinburgh, John Bennett's stunning blue Indy.

Back around to the main display area, you were faced with a field of colour. Both Abarth and Alfa Romeo were competing for attention in a socially distanced manner, again with a spattering of Ferraris, Maseratis and yet more rare Fiats, including two Uno Turbos.

One of the rarest Fiats worthy of mention was a green 132 which managed to look rather elegant between a midnight blue 8C Competizione, Lancia Flaminia Sport and Maserati Granturismo.

Around to the right-hand side of the





Portcullis, flanking the (now drained) moat, we had dozens and dozens of Alfa Romeos as far as the eye could see. Brand new Stelvios parked next to Alfa 33s, GTV6s, 105 Series, 164s, SZs and so on. Both AROC and the recently formed Club Alfa UK did us proud with their support, as well as helping to arrange the cars on the day.

As you might expect, Abarth was the most represented model here, especially the 500 family, followed by the 124 Spider and even a lovely Grande Punto Abarth – where have they all gone?

The day had a fantastic atmosphere and a big thanks go to Sophie Brown, Hannah Fretwell and all the staff from Raby Castle whose help and guidance was invaluable.

Due to Covid-19, all tickets had to be pre-booked, which was a first for us, and something we will be carrying forward with our events next year. There are a few small things to improve on for next year but for a first time event, it's got real potential.



2020 is a year that many of us would prefer to forget. At this time last year, no one could have imagined that almost none of the established Italian car events would take place. This year would have been *Auto Italia's* 31st year at Brooklands but the restrictions imposed on large gatherings meant that the historic venue's layout could not meet government criteria.

For some time, *Auto Italia* has been investigating a suitable venue to cater for Italian car owners in the north of England. Raby Castle was identified as a promising location and after a visit to view the superb, extensive estate, a date for the first Northern Italian Car Day was set. Given the open field nature of the location, social distancing of cars and visitors was straightforward to achieve for the restrictions in force at the time.

Given the number of major events that have been cancelled during this year, it was clear that Italian car enthusiasts were eager to support the event. As a result, the venue was at its permitted capacity by midday. The sun was shining and the social atmosphere was buzzing. The Northern Italian Car Day was a success.

Raby Castle was *Auto Italia's* first event of 2020, and sadly also the last. New restrictions due a resurgence of the virus have severely capped social groups – and winter is coming. We can only hope that 2021 will see a return to a normal events schedule, and Raby Castle will definitely be included. **Phil Ward**



LONDON CONCOURS

Italian icons kick-start the UK event season

Story by Gary Axon

Images by Tim Scott & Tom Shaxton



Widely advertised as Britain's first publicly accessible motoring event for almost six months – since the UK went into lockdown in March 2020 – August's London Concours made for a very welcome and refreshing respite from ongoing uncertainties. Even better, Italian exotica played a truly starring role.

Surrounded by the towering, but virtually deserted, office blocks of the City of London, the concours was

set in the lush green, almost surreal grounds of the Honourable Artillery Company.

Visitors were greeted by around 100 cars on static display. Italian machinery dominated the London event, with Ferraris, Lamborghinis, Lancias, Alfa Romeos and Fiats out in force, spread over 11 concours classes, all awaiting expert judging.

A special feature class of Ferrari's mid-engined Dino 246 made for an arresting sight, with a crescent of almost a dozen examples neatly laid out





on the immaculate lawns, including a distinctive 'restomod' Dino Evo 328 GTS, using a V8 engine from the later Ferrari 328.

Another special class was 'Lancia Legends', with an impressive display of 037 Rally Group B competition cars, flanked by a rallying Stratos and Beta Coupe, plus a supporting cast of the marque's finest road cars, from a 1920s Lambda, right through to a 1990s Delta integrale Evo 2. A dedicated Lamborghini 'Great Marques' selection was equally mouth-watering, with a circle of nine stand-out Sant'Agata models, from a 1967 400GT 2+2 to a current Aventador SVJ, via an Espada, Countach and menacing LM002.

Other Italian highlights included one of only 34 right-hand-drive Series 1 Iso Grifos, an open Bizzarrini P538 barchetta (both competing in the Lost Marques class) and an original Fiat Dino Spider and Alfa Romeo Spider Duetto. Among many Ferraris on display were a 330 GTS Spider, 365 GTB/4 Daytona, Testarossa, F40 and 599 GTE, while Lamborghinis present included a Miura S, Countach LP400 'Periscopio', Silhouette and Diablo VT. A brace of Zagato-bodied Aston Martins made a welcome Anglo-Italian addition.

The winner of the Lamborghini Great Marques prize was an Espada (which also won the Public Choice award), while the Lancia Legends prize (sponsored by Thornley Kelham) went to a Stratos HF Group 4.

A pristine sub-50,000-mile 1967 Ferrari 330 GTS took the prestigious London Concours 'Best in Show' trophy. This example had originally been the display car at the 1967 Turin Show before being sold in 1969 to a US customer.



visiting Brands Hatch



Festival Italia

The annual party at Brands Hatch welcomed a colourful array of Italian stallions. Here's all the action – on and off track

Story & images by Keith Bluemel & Tony Harrison

The fourth running of Festival Italia was held at Brands Hatch on Sunday 16 August 2020. Despite some wariness about the ongoing Covid-19 situation, it attracted a good turnout, not only on the track but also in the many one-make Italian car and motorcycle displays. Unfortunately the virus and its constraints on travel meant that there were no mainland Europe visitors, nor their cars, but we have to be grateful for what motor sport events that we can get at the moment.

For the most part the event enjoyed fine warm weather, apart from some early afternoon rain, which saw a number of the display cars depart. This was a shame, because had they persevered they would have enjoyed better weather and some exciting battles on the track, as well as the opportunity of parade laps at the end of the day.

The marque and club displays saw examples of virtually every Italian marque,

including a plethora of modern Abarths, a strong showing from the Ferrari Owners' Club and some lurid Lamborghinis.

The main event surrounded activity on the track. There were two races each for the BRSCC Alfa Romeo Championship, the 'Italiano versus Allcomers' race, the Ferrari Club Racing Series and the Pirelli Ferrari Formula Classic series. The latter was the second visit to the Kent circuit in three weeks.

There were also historic F1 demonstration runs featuring John Reaks's ex-Nelson Piquet Benetton B190 and a Renault F1 car, together with a Volpini Formula Junior car driven in period by Lorenzo Bandini, so it had a tenuous F1 connection.

With an eight-race programme, together with practice and qualifying sessions, the programme was very busy. It all ran smoothly, though, despite the inclement weather that appeared in the early afternoon, with few mishaps to cause delays. Italiano v Allcomers turned into an Allcomers-only event, as sadly

there were no Italian cars within the entry list. However, the first race provided the most exciting race of the day, with a titanic battle between the eventual winner, Graham Charman in his Caterham Superlight, and Ray Harris in his Ginetta G40 Silhouette, who quickly fought his way from a back of the grid starting position to try and wrest the lead from Charman, just failing by 0.149sec at the chequered flag, despite drawing alongside on a number of occasions in the closing stages. In the second race, Harris had things all his own way after the Caterham retired on the first lap, lapping the entire field in the process.

In the Pirelli Ferrari Formula Classic races it was the invitation driver, Tim Mogridge (not eligible to score points in the series as his car doesn't meet the regulations) who was the winner in both races. In the second race he had a superb race-long battle with Tristan Simpson, the latter just failing to take the win by 0.489sec. In the first race, James Cartwright in his 328 GTB put in a





stunning performance to finish fourth on the road, third in the series standings, despite a five-second penalty for exceeding track limits. His luck ran out in race two, as an apparent right rear suspension failure saw him fly into the gravel trap at Druids Hill Bend, and out of the race.

The Ferrari Club Racing races saw a win apiece for James Little in his 458 Challenge and Vance Kearney in his 430 Challenge.

Little took the race one win from Kearney and the positions were reversed in the second race.

The Alfa Romeo Championship races saw the biggest fields of the day, and also the greatest variety of models, including some Fiat variants which are permitted to participate, being of the same family. On a Fiat note, there were great battles in both races between brothers Chris and

Simon McFie in their virtually identical Fiat Punto Abarths, running nose to tail for much of the time. The win in the first race went to the Alfa Romeo 75 of Mark Osborne, who beat Riccardo Losselli's MiTo to the flag by 1.591sec. The win in the second race was taken by Scott Richard Austin in his Alfa Romeo 155 from the GTV of Graham Seager, by a slightly closer margin of 1.329sec.



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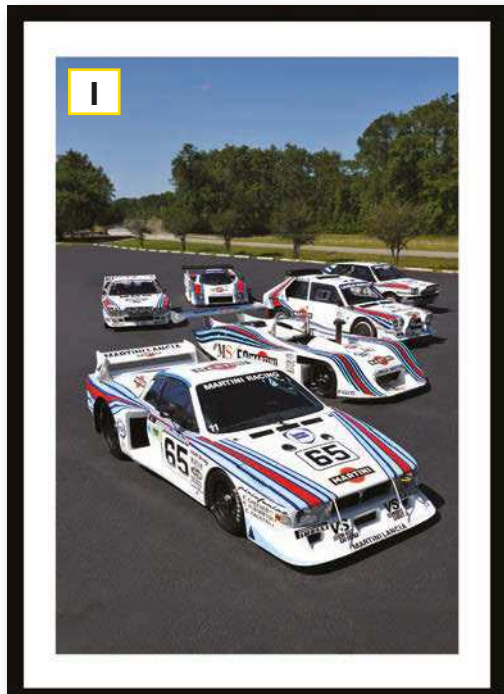
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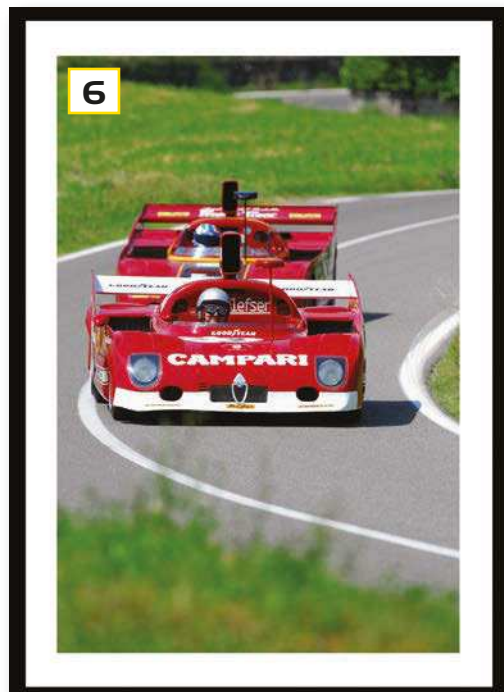
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THE LANCIA RALLY COLLECTION



THE ALFA CORSE COLLECTION



*Frames for illustration only

Abarths at Shuttleworth

The late August 'Abarth On The Runway' event organised by three Abarth clubs was meant to be held at Sywell Aerodrome in Northants. Instead, we found ourselves driving into the tree-lined Old Warden estate at Shuttleworth

Story & images by Tony Skipper, Colin Rear and jjsphotography.co.uk



The Hertfordshire and East & West Midlands Abarth clubs had worked hard to organise the Abarth event on the aerodrome, with all 150 spaces quickly filled and a waiting list started. Then on the Tuesday prior to the event, the site had to be closed for various reasons. After frantic phone calls and emails, a potential new location came forward.

With the help of the new location and the hard work by club members, it was all back on just in time. Old Warden Park consists of 425 acres of stunning grounds and houses

the famous Shuttleworth collection of aeronautical and automotive pieces.

165 cars had pre-booked by the time of the event. Shuttleworth had set a special area up for us, with all parking pre-marked in boxes, giving social distancing to all and room to get chairs out for a picnic. We even had a lanyard for every entrant, which is a real keeper.

The turnout was simply stunning. Every modern Abarth was there: 595s, 695s, Puntos and 124 Spiders. Not one seemed to be the same – and trust me, looking at all the cars takes time!

The event was supported by Abarth UK, and coffee and tea kept visitors watered all day. A big thank you goes to the Abarth team for all their hard work. During the afternoon there was a raffle with five nice prizes, then the show awards which I must say I could not keep up with, as so much was going on!

Shuttleworth laid on a great show and there was even a single-decker bus giving visitors rides around the grounds. A very old traction engine and wheat-grinding demo sitting alongside a Second World War anti-





aircraft gun made the event like a country fair. A bonus was being treated to two Pitts Special aircraft taking off and going into a fantastic close-practice full display – a fitting end to a brilliant day.

It could not have been pulled off were it

not for the very hard work of Hertfordshire president Dan Deyong, West Midlands president Aleksandra Mazic and East Midlands president Paul Vissani, and of course the team at the Shuttleworth collection. A big thank you to all.



ABARTH MEET AT SHARNBROOK HOTEL

Another Abarth Owners Club event creating a real buzz was at Sharnbrook Hotel in Bedfordshire, which had arranged a meeting under its 'petrolheadonism.mind' banner. The hotel is owned by top enthusiast **Ciro Ciampo** and set in 3.5 acres of Italian-themed grounds, plus loads of parking. We were treated to a large grass plateau overlooking the grounds and vast hotel.

It was great to meet members old and new, and spend time looking at the range of Abarths covering every modern model. The entrance fee included a large pizza and soft drink, with plenty of tables set out on which to distance socially but still feel connected. The organisers also gave out a map for a drive-out of 30 miles around Bedfordshire, ending at a riverside café.

I'm sure if Carlo Abarth were here today, he would be proud. The 70th Anniversario special edition offers a kick back to the days when bootlids were open to help cool the cars, with the rear spoiler echoing that theme. I must say, I would love to own one, one day. For me, it was great to be able to get out in my new red 595 Turismo automatic, which I bought one week before lockdown from Thames Abarth. **Tony Skipper**



WRITE TO THE EDITOR AT: AUTO ITALIA, GINGER BEER PROMOTIONS LTD,
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OR EMAIL CHRIS@AUTO-ITALIA.CO.UK



PANDAS & PATROLS

Further to the Panda book review, and following in the spirit of the Ford Model T (Tin Lizzie), 2CV (Tin Snail) and VW (Beetle), the original Panda enjoyed some nicknames as well. In Germany, it was affectionately called Die Kiste (Box) and the advertising strap-line in France was headed *La Voiture a Malices*, which translates delightfully as 'The Mischief Machine'.

Jan Wintein's letter in the September issue mentioned a "4x4 from the Arna period". What he stumbled on was the prototype Alfa Romeo 148 (picture above). In 1981, Bruno Magnaghi was tasked with developing two 4x4 military vehicles. The first was the 146 (a model number that would reappear later!), of similar size to a Land Rover and in two wheelbases. It was given the nickname 'Magnagona' as a play on the creator's name.

The 148 was a smaller machine using the 1.5-

litre Alfasud engine with 4x4, a system to appear in 1983 in the 4x4 Alfa Romeo 33, but the military specified a reduction box. The styling, incidentally, was not dissimilar to the Repetti & Montiglio Panda 4x4. The 148 also acquired a nickname, this time 'Magnaghina'. A very clean and pretty civilian SUV variant was also built, and both that and the military version are in the Arese Museum – somewhere. Very sadly, neither got beyond the prototype stage.

Stefano Coprimozzo

NOT MESSING ABOUT

I really enjoyed the article on the Fiat 128 Sport Coupe in the



September edition. I owned one in the 1970s and it was a joy to drive. It was also refreshing to see an Italian non-supercar displayed as the manufacturer intended, i.e. no racing numbers on the doors, no flared wheelarches, no bumpers and no modified engine. More articles like this please!

Tom Tottle

IN PRAISE OF ENRICO FUMIA

First, I would like to say how much I enjoy your magazine, so passionate and at the same time so professionally written and well balanced. It manages to surprise and impress me with every issue and keep the spirits high.

In issue 295, you



published yet another inspired and timely article entitled *Living Legends*, dedicated to 12 of the most acclaimed living designers of Italian cars. After reading it, my first thought was that the number of names should have been updated to 13. In my opinion, the missing name is Enrico Fumia, the designer of the Alfa Romeo 164 and GTV/Spider 916, two models that are quickly becoming classic icons.

I am saying so, not only because I am the owner for many years of a pristine GTV, and which shares my garage with other beloved Alfas, but also because Enrico Fumia was the designer of one of the most successful small Italian cars – the Lancia Y of 1996-2003 (picture above), as well as many others.

He is not only a genius designer but also a non-conformist and an original thinker. In his autobiographical book *Autoritratto*, he explains why modern cars resemble jogging shoes and why some contemporary Italian cars remain the last resort of truly beautiful design. It would be a good idea to dedicate the next design

article to Fumia.

Gueorgui Gueorguiev

As it happens, we have just visited Enrico at his studio in Italy – expect a feature on him very soon!
– Editor

ENTERTAINING THE LOCALS

I am still enjoying the magazine – after 20-odd years, it looks like AI is stuck with me now. It is great to see the way you have all adapted to the current situation and still manage to produce a great read. Loved the notes from the readers on what they are up to while they can't attend functions.

We are currently locked down and only allowed out to collect food, so I am entertaining my local area by 'shopping' in a different car each time I go out. I have an Alfa 105 Spider which has entertained the suburb for 30 years, a manual Maserati 4200 Spyder (my wife's), a Ferrari 599 HGTE which has been with us for about 10 years, a GranTurismo and a Bora which all manage to keep people entertained! Sorry to rabbit on, keep fighting the good fight.

Peter Fitz



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Some features may appear in a later issue

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ALFA ROMEO



Alfa Romeo 2 pick up. 1960, 4800 miles, grey. Running classic truck, very rare, wonderful patina, complete and very original (better rear lights included), £18,000. Tel: 07973 711948. Email: edseymour@outlook.com (can be viewed in Shropshire). A297/068



1985 Alfetta GTV 2000. 71,000 miles, red, featured in Classic Motoring magazine in September 2018. Mechanically sound with good engine and gearbox, serviced by Italia Speed, MOT until September 2021 and old MOTs dating back to 1991. Excellent original interior, good wheels and tyres but body requires some work. Original manuals and keys, fantastic project and genuine reason for sale, £4500, please call for full details. Tel: Dave, 07767 880990. A297/006



1989 Alfa 75 3.0 V6 Veloce. 99,600 miles, red, reluctantly selling my cherished 75 due to loss of storage, partially stripped for track day use but easily reversible for everyday road use. No corrosion, MOT until July 2021, exhaust and suspension upgrades by Chris Snowdon, £6250. Please contact for more information and photos. Tel: Chris, 07774 850019. Email: chris@bmsecurity.co.uk. A297/007



1990 Alfa Romeo 164 2.0 Twin Spark Lusso. 94,000 miles, red/grey, early Phase 1 'H664 YHR' (private plate will come off this month). 1962cc pre-cat, 8v twin spark engine. Virtually no rust, original paint, front subframe replaced about 5 years ago, stainless steel exhaust (including downpipes). All electrics still work, black leather interior, 17" Zender Milanos. Spares including headlamps, original 15" Lusso alloys, passed MOT in July 2020 with no advisories. Ring for full history and description, £2900 ono. Tel: Alec, 07872 391880 (Liverpool area). A297/008



Alfa Romeo GTV 3.0 V6. Year 2000, mileage 103K, extensive service history and original manual, colour AR659A Grigio Eclipse. 3 keys incl master, GTA clutch, flywheel and Q2 LSD, suspension: Koni Sport and Eibach springs, 17" teledial wheels refurbished with Pirelli P7 tyres, brakes 330mm Brembos, exhaust: Alfaholics sports cat with Wizard quad, Alfaholics sports shifter adapter, top mount brace and BMC CDA air filter, £6500 ono. Email: richardmorrill@ymail.com. A297/071



2008 Alfa Romeo 159 Sportwagon 1.9JTDM Lusso diesel auto. 38,000 miles, Grigio, full service history, major service and cambelt in Nov 2019. Outstanding condition with unmarked beautiful black leather interior, some paintwork undertaken in 2019 to maintain the showroom appearance. Extremely rare for a 159 with this mileage and condition, £4500. Tel: David, 07799 417607 (East Sussex). A297/014



2002 Alfa Romeo GTV 2.0TS. Metallic silver GTV Lusso, red leather interior, very low mileage, Cup alloys, good Eagle tyres, MOT'd Aug 2021, 2 owners, selling with heavy heart, would suit collector/enthusiast, only 12,500 miles, comes with all the keys, vgc, good service history for any further details, please contact, might consider p/ex for petrol/diesel Giulietta, £9800 ono. Tel: Robin, 07939 260080. A297/010



Alfa Romeo 156 Sportwagon Facelift. '04 2.4 JTD M-Jet Veloce, professionally remapped to 210bhp, 400Nm torque, new battery, recent clutch and flywheel, 4 Michelin Pilot Sport 4s, water pump and cambelt 20K, 84,000 miles only, oil changed every 5000 miles, Alfa Red, £4250. Tel: 07788 422678. Email: pgregory275@gmail.com (Coventry). A297/018

1997 Alfa Romeo GTV Phase 1 2.0 TS. 96,477 miles, 12 months' MOT, no advisories. Vela Blue/tan leather, owned 5 years, brilliant, reliable drive, has never let me down. Not perfect paint but amazing from ten feet, two spots of corrosion but controlled and not visible. Ring Calvin for more details, £2000 ono. Tel: 07811 461207. A297/009



2005 Alfa Romeo GT 3.2 V6. 93,500 miles, 130 B/B Rosso Alfa, extensive service history and original manual. With tan leather, 2 keys, GTA clutch, flywheel and Q2 LSD. Suspension: Bilstein dampers and Eibach springs, wheels: 17" fins with Pirelli P7 tyres, brakes: 330mm Brembos, exhaust: Alfaholics full system, Bose speaker system CD player, factory fitted alarm, £6750 ono. Email: richardmorrill@ymail.com. A297/013



2004 Alfa Romeo GT 3.2 V6. 105,000 miles, black, three owners from new, originally supplied by SGT, serviced by Monza 2008-2015. Spent lots on her during my four years. Full size spare, never welded, new cambelt fitted 2016, windscreen chip repaired 2019, radio could do with updating. Good unmodified example, MOT February 2021, £4750 ovno. Tel: Mark, 01579 347290 (Cornwall). A297/012



2003 Alfa Romeo 916 Spider 2.0L Twin Spark. 57,000 miles, Saffire Blue metallic, 5 owners from new, tan unmarked leather seats, 12 months' MOT, it has just been serviced by experts at Autolusso, Ferndown, Dorset at a cost of £3376. New cambelt, completely overhauled rear suspension, 4 new tyres, £7000. Tel: John, 01202 876272. A297/011



Alfa Romeo Giulietta 1.4 TB MA TCT 170ps Exclusive. 2015, 27,800 miles, Ghiaccio White. Regrettably I have to say goodbye to my G, house move forces sale. Private plate not included, usual Exclusive trim plus: steering wheel paddles, black half leather, electric sunroof, front and rear parking sensors. Built-in rear view camera linked to Garmin Nuvi sat nav with all-time map updates, rear guard boot sill protector, rear mudflaps. Full annual dealer servicing, MOT'd Sep 2021, £9725. Email: alan@thepuds.plus.com for full spec (Tavistock, Devon). A297/066



Alfa Romeo 159 Sportwagon TBI Lusso. 2012, red, one owner, FSH by Alfa dealers and specialist and 70K just carried out, new windscreen. A rare opportunity to purchase a fine example of one of the last 159s, £8000 ono. Tel: Peter Lloyd, 01264 860686 (Hampshire). A297/070



Alfa Romeo 166 3.0 Ti Sportronic. 2005, 190,000 miles, Nuvola Blue. 4 enthusiast owners, very good condition for age/miles, 18-inch Ti alloys (recently refurbished), black Momo leather and DSP audio. MOT January 2021, serviced (engine oil and all filters) less than 1K miles ago, front upper arms replaced @ 174K, cambelt kit Sept 2014 (@164K) incl spark plugs and aux belt kit. Air con not working (cabin fan does work), history on request, exhaust flexis March 2020. Reluctant sale, £2990 ono. Tel: Mike Basketter, 07739 974011. Email: mike@purple-jellyfish.co.uk (Peterborough). A297/069



2008 Alfa Romeo 3.2 JTS V6 Q4 petrol. 67,000 miles, black Sv Q-Tronic automatic. Immaculate, 1 careful lady owner, garaged from new. FSH, Alfa specialist maintained, full spec, new tyres, new battery. MOT, taxed, the best Brera around, £8150 ono. Tel: Julia, 07801 947783 (W.London). A297/015



2008 Alfa Romeo Spider JTDM. 46,500 miles, red, 2 previous owners, full service history by Jamie Porter. Full service and cambelt kit April 2019, recently under-sealed, great condition, few stone chips as expected. Electric roof in good condition, rubs on roll-loops, apparently a common issue, alloy wheels good condition, HPI clear, £7500. Tel: Franco, 01480 384776. A297/016



Alfa Romeo 939 Spider 2.2 JTS Limited Edition. 2008, 68,250 miles. Alfa Red exterior, black Limited Edition leather interior, 'Tough Coat' treatment by professional valeting company. Electric hood, electric memory seats (heated with lumbar adjustment), air con, electric windows and door mirrors, Bluetooth, wind deflector, remote central locking, full history, 68,250 miles, MOT to December 2020. RAC Gold Warranty and Roadside Assistance to June 2021, private number plate not included, £9995. Tel: 07831 877778 (location 2 miles M6 Jct16). A297/067



2007 Alfa Romeo Spider 939 2.2 JTS. 29,150 miles, red. Excellent condition, all usual spec, leather seats, 6 gears, cruise control, climate control etc, service history, £8500. Tel: 07753 422271. A297/017



Alfa Brera 3.2 JTS SV. Owned and maintained by an enthusiast and ARUK member for over 4 years. Full blue and tobacco leather interior. Factory sat nav unit with Bose sound system, panoramic sunroof with electric sun blind, parking sensors, part stainless steel exhaust system. Alloy wheels have been refurbished and are unmarked, body has been undersealed. Dual zone climate control, electric seat backs, 10 disc CD changer in boot. Full service history, includes 3 keys with manual pack, next MOT due 01/03/2021, service history, £5850. Tel: 07900 492354. Email: cooper1997@hotmail.co.uk. A297/002

FERRARI

Ferrari 458 Spider. 2013 in Rosso Corsa, FSH, 10,500 mls. Full carbon fibre, has £60K extras from new, owned three and a half years, well retired owner who uses very little and wants to stay with Ferrari so will consider exchange for red 430 Spider. Tel 07785 277780 (north east). A297/060

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1997 Ferrari 355 Berlinetta. RHD, 6 speed manual, one owner for last 16/17 years. Full dealer service history with all upgrades and maintenance carried out with no expense spared, including a recent engine out cam belt service. Extensive history file, all factory tools and accessories are present and correct. Some main features include, at the rear: stainless steel Fabspeed headers with Challenge exhaust system, Challenge rear grille, carbon fibre air boxes with rear window intakes, SS flexi brake lines, upper and lower arms re-bushed and painted, cooling fans upgraded and extra radiator fitted for better cooling, all hoses upgraded to silicone. At the front: new shocks, springs, brake lines, upper and lower arms re-bushed, headlights refurbished, all brackets and bolts replaced, new master cylinder. Interior: all handles and switches de-rubbered, carbon fibre door sills. The car is in excellent condition inside and out, and because of the upgrades it has, and a manual gearbox, it's the one to have. For further information email: tom@tbmotorsportlogistics.com or paul.goodge@sclconsulting.co.uk. A297/075



Ferrari 360 Michelloto. Factory built 360 Challenge on 22/12/2000, assembly number 39879, one of only 2 cars built to Carbon Michelloto specification. This particular car has had £80,000 spent over the last 6/7 years, including a new Stradale engine (invoices on file), and lightly used since then. Full air jack system, Ohlins fully adjustable dampers, Autotel Comms system, slicks and wets, plus a spares package. Always maintained to the highest of standards, £149,950, happy to p/x a road car. Tel: Robert, 07802 638618. A297/023



Ferrari 430 Scuderia LHD. 2008, 15,675 miles from new, 1st registered Switzerland, imported UK 2015. Rosso Scuderia with Argento painted stripe, Oro wheels, black interior, all Scuderia features. Stunning car, excellent condition, never tracked by me, certificate conformity included. Purchased by me from DK Engineering 4 years ago, serviced by Dick Lovett each year since, all advisory items completed. Suspension overhaul 2020, 4 new Pirelli Corsa tyres – Pirelli UK, history, £119,000 ono. Email: bob.challis1960@gmail.com.



Ferrari California 2014. In Tour de France Blue. Outstanding spec with full service history, just 32,150 miles, MOT July '21, free service to June '21, new tyres, new Pioneer audio system. Special handling pack, 20" forged diamond rims, ceramic brakes with yellow brake calipers, parking camera, front and rear sensors, carbon fibre spoiler. Carbon fibre drive zone, electric heated Daytona seats, £80,000 ono. Email: klein682842@gmail.com. A297/020



2003 Ferrari 360 Spyder. Rosso/Corsa, 6 speed manual, 19,500 miles. FSH, cambelts replaced at 18,236, clutch replaced at 19,018. Tubi exhaust, red brake calipers, Challenge grille, Scuderia shields, master key, all original wallets, toolkit, battery charger etc. Fuller details and photos on request, £79,950. Tel: David, 07977 911663. A297/021



Ferrari 456. Great condition 456 in silver Argento Nurburgring with blue hide and light blue carpets. This car has been meticulously maintained, having 20 stamps in the service book, an extensive file of invoices and old MOT certificates accompanies the car, and it is complete with the original tan hide tool case, leather owner's wallet and all of the original factory books and car cover. I am more than happy to put you in touch with the garage who have looked after it, who are well known in Ferrari circles. Email: ajcleeds@gmail.com. A297/055



2008 Ferrari 612 Sessanta Coupé. Coachwork by Pininfarina, VIN/chassis no: ZFFJY 54B000157955. Engine no: 128351 / 5.7L V12, 7300km (4500 miles), LHD. Two tone Rubino Micalizzato (ruby red mica)/Nero Daytona (metallic black) with Rubino Micalizzato side line. Date of purchase : 15 April 2008. Fully serviced by Ferrari with all books. Dedicated to Michael Schumacher and Ferrari's 2000 F1 Championship (2000 Schumacher Ferrari F1 Champions). Email: clink.robert@gmail.com. A297/053



Ferrari 612 Scaglietti F1. 2005, in Grigio Silverstone/black leather, 56,500 miles with full service history including recent cambelts, 4 new tyres and battery etc, and always maintained regardless of cost. Please contact for further information, £59,950, p/x considered. Tel: Robert, 07802 638618. A297/022



Ferrari F12 Berlinetta 2015. Grigio Silverstone, 14 months balance Ferrari warranty, full Topaz PPF, yellow calipers, yellow dial, black/Bordeaux Daytona comfort seats, Bordeaux carpets, carbon driver's zone and bridge, front lift, f&r parking cameras. A strongly specced car in top condition purchased from Meridian Modena, £175,995 ono, club member, first to see will buy, strictly no canvassers. Tel: Charles, 07919 046630 for more information. A297/054



Ferrari 360 F1 . Immaculate black hide interior with red carpets, Bi Xenon headlights, air conditioning, electric windows, electric seats and mirrors, red brake calipers. Standard features: remote central locking, Ferrari crested head restraints, alarm/immobiliser, 18" 5 star alloy wheels, Rossa calipers, CD and nice sound system, Ferrari tool kit, stainless steel pedals, plus much more standard specification. This Ferrari 360 Modena is offered in exceptional condition throughout and has covered only 44,900 miles from new. Stainless steel sports exhaust system, full stamped service history. Tel: 07466 021553. A297/052



Ferrari 348TB. 1991, Rosso, crema leather, RHD, 42,000 miles, comprehensive service history by Ferrari specialists, Hill Engineering clutch slave cylinder and cam belt tensioners fitted, I have owned this car since March 2012, sensibly priced at £45,000, contact for more information and photographs, no agencies please. Email: greggibson@rocketmail.com. A297/019



2009 Ferrari 599 GTB. Stunning example is finished in one of the most desirable colour combinations, ordered with the addition of an extensive options list that include: fully electric Recaro seats, leather headlining, leather rear parcel shelf, leather sill kicks, carbon fibre interior trim, front and rear parking sensors, Scuderia shields, Rosso Corsa brake calipers, Bose hi-fi system, electrochromic inner mirror and Bluetooth connectivity. Presented in 'as new' condition throughout. Email: james@okanelovers.com. A297/056



Ferrari 488 GTB. Atelier specified car, 2017, 4000 miles, FFSH, Rosso Corsa with Nero roof, Nero leather with Rosso stitching and central seat stripe and central tunnel, Goldrake carbon seats, HELE, Scuderia shields, NavTrak, parking cameras, parking sensors, yellow rev counter, forged diamond rims, full external carbon, carbon engine covers, carbon drivers zone/LEDs, carbon central bridge and dashboard inserts, yellow brake calipers, PPF. Showroom condition, £170,000. Email: a.davey@gardiner.com. A297/051



Ferrari F430 Spider Ceramics Reduced. Beautiful black with Nero leather, many original extras and upgrades including Ferrari Sports exhaust, headers, stereo and much more. Mine for 8 years, knew previous owner too. 27,200 miles, full service history, new battery and front tyres. Private 430 plate by extra negotiation, ceramics and lots of carbon, sounds awesome, £75K, call for more info. Tel: 07710 835837. A297/059



Ferrari 355 GTS. Very good manual 1994 GTS with FSH, red/crema, 34K miles, coded roof, Challenge, Larini. Mine for 8 years, considering 458 Spider, reg '355 FER' available at additional cost. RHD, UK supplied, £75K for car. Email: andrewbailey@dimatec.co.uk. A297/025



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Alfa Giulia Super 2.0. Stunning and unique 1968 Alfa Giulia Berlina super. 5 speed Gearbox. Restored at massive cost by a German pharmaceutical company as a promotional vehicle then dry stored for seven years in a private collection and bought by me and brought to the UK in 2020. Left hand drive and just awaiting registration number from the DVLA. Original period dash with period tachometer. New interior with both Carbon and leather door cards. New wheels/tyres and brakes all round. Fully adjustable Showa shocks. Carbon bonnet. New MoT. £24,995 ovno. 07879 897737

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Ferrari 308 GTB Vetroresina for sale. The car has been left in a garage since 1987 with 69,441 miles. It is now in storage with a performance car specialist, they have got the engine running and it is holding good oil pressure. The car will need fully restoring, £65,000. Tel: 07957 752217. A297/026



Ferrari 599 GTB Fiorano F1. 2007, Nero Daytona metallic black, Bordeaux leather/grey stitch interior. Carbon racing seats, dashboard inserts, centre console, steering wheel, door trims, sill covers, red calipers, yellow rev counter, Scuderia shields and unmarked polished Challenge wheels, V12 VFF, car cover and charger included in asking price. Full Ferrari service history, with JCT600 Leeds now for annual service, handbrake adjustment and factory flickering dashboard repair, £96,500. Tel: Jon, 07758 936009. A297/024

FIAT



1967 Ferves Ranger. One of only 50 remaining worldwide out of 600 produced in the late 1960s by Ferrari Veicoli Speciali and understood to be the only running example in the UK. Completely original, in excellent condition, with hood, side screens and tonneau cover, plus an extra set of spare wheels and tyres. Built as an off-roader with fully detachable doors and fold flat windscreen, it would be an excellent addition to any collection or advertising promotion. Exhibited, by invitation, on the Cartier Lawn at Goodwood, £27,000 ovno. For further details call: 01753 883707 or email: slpjrpf@f2s.com. A297/076

PARTS

Ferrari F40 body panels. Ferrari F40 body panels, email for details. Email: david.potter@live.com. A297/030



Original F360 split rim alloy wheels for sale. Complete with centre caps, wheels have been completely refurbished by Pristine Wheels and are literally as new, never having had tyres fitted since, £2450. Tel: Tony, 07854 994950. A297/034



17-in Speedline Corse wheels. Complete with once-used Pirelli PZero Trofeo R tyres, 2 x 225/45-17 fronts; 2x 255/40-17 rears. Impeccable condition, perfect for 308, 328. £1250 the lot, possible to deliver, contact John Swift. Email: cs.man@btinternet.com. A297/038

OEM factory Ferrari 360 Challenge grille. Like new, no signs of use, only been on the car less than a year, for the 360 Modena, Spider and Challenge, original owner. Email: markstp@europemail.com. A297/027

Ferrari F430 wheel bolts. Here is a set of genuine and original boxed Ferrari F430 wheel bolts x20. There is no corrosion on any of them. Email: michaelcarr1965@gmail.com. A297/043



GT4 doors. Ferrari GT4 panels, new old stock. One pair of door frames and skins, £3000. Email: david.potter@live.com. A297/029



Ferrari F355 wheels. The 1996 F355 was sold last year, going through the garage I have 2 wheels I found, 1 front and 1 rear. Both have light scratches and/or some kerb rash but are not bent from what I can see. Email: carlobetr@gmail.com. A297/064



Ferrari F40 rear screen. Good used condition, sensible offers. Email: david.potter@live.com. A297/031

Set of Ferrari F430 wheels and tyres. Set of 4 F430 wheels and tyres in excellent condition outside and in. Finished in correct Argento Nurburgring colour, three tyres are legal and the 4th has more tread than the rest, also suitable for a 360, bargain at £1500. Tel: John, 07860 600032. A297/033

Ferrari Challenge Stradale/308 various. As new, perfect tool kit for Challenge Stradale. Also as new and again perfect, battery condition for Challenge Stradale, only opened to check contents. 308 starter motor, alternator and distributor from 1977 GTB, all used but good condition. New early 308 distributor cap in wrapping, new later distributor cap from twin distributor car in (tatty) box, offers invited. Tel: 01722 780275 (near Wilton, Wiltshire). A297/042

Ferrari 365 rolling chassis. Includes wheels, suspension, 5spd gearbox, diff, driveshafts, torque tube and shaft + ZF power steering. Tel: John Lewis, 07879 810707. A297/044

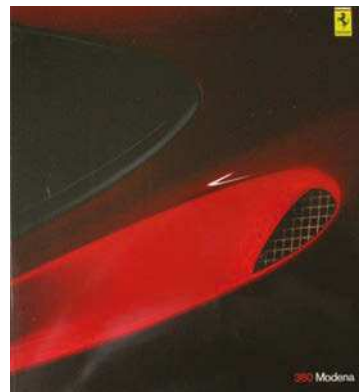
Ferrari 550 Barchetta caps. 2 caps supplied as original equipment with my 550 Barchetta which I sold in 2005. In original plastic bag unworn and as new, £550 the pair. Email: jmj550@gmail.com. A297/046

Rear bumper and grille for Ferrari 430 Spider. In black, excellent condition and unmarked, bumper has been removed and replaced by Scuderia bumper and grille, sensible offers please. Tel: 07572 520655. Email: davidball360@googlemail.com. A297/048

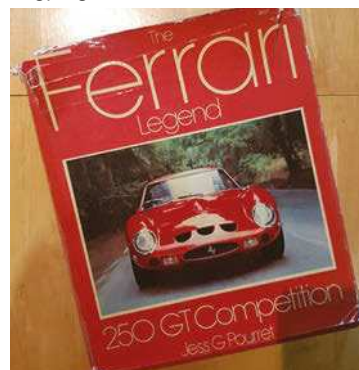
MISCELLANEOUS



Ferrari 360 CS brochure. 2003 Ferrari 360 Challenge Stradale hard backed brochure in 'as new' condition, 71 pages, size approx 11" sq, £55 plus £4.95 p&p. Email: pcuthbert250@btinternet.com. A297/049



Ferrari 360 Modena brochure. Rare 1999 brochure in 'as new' condition, 40 pages, size 10.5" x 9.5", £45 plus £3.95 p&p. Email: pcuthbert250@btinternet.com. A297/050



Ferrari 250 GTO - 3757GT. This classic volume is a must for any car library, my copy includes a double sided A4 hand written letter discussing 250s from Ronald Stern, the former owner to the new owner in 1977. The now current owner is Nick Mason, only £75. Email: Douglas, smithmearns@aol.com. A297/037



Registration number 'WOW 575'. £3850, on retention. Tel: 07768 028400. Email: briantdavies@aol.com. A297/001

Auto Italia magazines. I have a collection of the magazines from issue 1 in 1995 up to 2016 which I now have to pass on due to imminent house move, free to collect from me in Battle. Email: kinross99@gmail.com (East Sussex). A297/005



Ferrari brochures. Genuine Testarossa brochure (1989), £30; genuine Ferrari model range brochure (1990), including price list, £15; genuine Ferrari model range brochure (1989) 328, Mondial 3.2, 412, Testarossa, F40, including price list, £15. Email: jon.leo@btinternet.com. A297/028

OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Frua Amectran EXAR-1

THIS FRUA-STYLED BMW COUPE-TURNED-ELECTRIC CAR WAS SHROUDED IN CONSPIRACY AND INTRIGUE

Story by Gary Axon



The origins of this attractive coupe stretch back to a one-off prototype launched at the 1975 Turin Motor Show, where Pietro Frua unveiled a BMW 3.0 Si-based creation wearing the marque's iconic double-kidney grille. It was part of a campaign by Frua to extend the productive relationship he'd enjoyed with Glas in the 1960s with the marque's new owner, BMW. A number of BMW-based prototypes were penned, alas all to no avail.

Fast forward four years, and the 1975 BMW prototype was revived and reworked by the Italian designer as Project 374-2E. The BMW grille was removed and the chassis lengthened to incorporate what was boldly claimed by the prototype's new promoter – Texas-based Edmond X Ramirez – to be the “world's first production electronic powered automobile”, with the

Frua design “rivalling the best of Ferrari and Lamborghini”.

Presented in 1979 as the Amectran (AMerican EColgical TRANsportation) EXAR-1, the old BMW 3.0-litre straight-six engine and rear-wheel-drive platform were replaced by a weighty pile of lead-acid batteries in a front-wheel drive chassis, leading Ramirez to claim “anything else is obsolete!”

The EXAR-1 was Amectran's second all-electric prototype, the first being an oddly-styled 1976 ‘Yellow One’ family minivan, which Ramirez declared to feature not only the world's first in-car computer, but also to be the first ever MPV/SUV.

Ahead of its scheduled US debut, the Frua-built EXAR-1 prototype was previewed across Europe in 1979, being photographed in such iconic settings as Monaco, the Eiffel Tower and Big Ben, and driven by some famous faces, including Stirling Moss, who was

claimed to have said that the EXAR-1 could tempt him back into motor racing!

The EXAR-1 was planned to have ‘space age’ colour-impregnated Kevlar coachwork in a choice of eight hues. No other options were offered, as Ramirez said: “If it's not already on the car, it's not good enough to be there”. Innovative features included a numbered code start system, plus a low-pitch hum below 28mph to warn pedestrians of the electric car's presence.

Amectran quoted a 150-mile range between eight-hour charges, with regenerative braking, an 85mph top speed and 0-60mph in 12 seconds. Sales of 10,000 cars a year were forecast at a price of \$7500.

It was even claimed to be the first electric vehicle assessed by the US Department of Transport, at the Ontario Motor Speedway track in 1980, with double Indy 500 winner Roger Ward vouching for the car's

performance and handling.

If that all sounded too good to be true, sadly it was. At the opening of the model's scheduled 1980 Chicago Show debut, Ramirez and his staff were allegedly attacked by security officers in an attempt to prevent the EXAR-1 entering the exhibition. Ramirez later alleged a joint conspiracy by oil companies and American car makers to squash the EXAR-1 flat.

That was just the start of a messy blur of intrigue, accusations and conspiracy. The EXAR-1 never reached production and the American Federal forces seized the prototype in 1993, before auctioning it off in 1997. The car was subsequently modified and abused, including having a Porsche 944 bodykit fitted – enough to make Frua spin in his grave.

Whether this was an elaborate con trick or a genuine attempt at producing an electric car, we may never know. But it was simply all too soon for 1979.



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