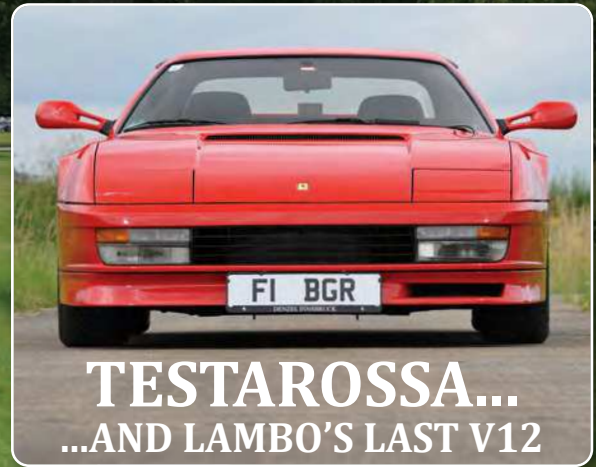


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Editor Chris Rees

chris@auto-italia.co.uk

Photographic Editor Michael Ward

michael@auto-italia.co.uk

Events Director Phil Ward

phil@auto-italia.co.uk

Editor at Large Peter Collins

Contributors Peter Collins, Richard Heseltine, Andy Heywood, Simon Park, Steve Berry, Simon Charlesworth, Tim Pitt, Richard Dredge, Keith Bluemel, Bryan McCarthy, Phil Ward, Richard Aucock, Mike Rysiecki, Nathan Chadwick

Art Editor Michael Ward Tel: 01462 811115

Back Issues Tel: 01462 811115

Subscriptions www.auto-italia.co.uk
claire@auto-italia.co.uk

Managing Director Michael Ward

General Manager Claire Prior

Advertisement Managers

Robert Dubery

Rob.Dubery@tickomedia.co.uk

+44 (0)7929 427862

Charlie Wise

charlie.wise@tickomedia.co.uk

+44 (0)1398 310250

Classifieds email liz.solo@ntlworld.com

Printed in England

The MANSON Group Limited, Hertfordshire.

Worldwide Retail Distribution

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

Auto Italia® is published twelve times a year by: Ginger Beer Promotions Ltd, Enterprise House, Building 52, Wrest Park, Silsoe, Bedfordshire, MK45 4HS
Email: claire@auto-italia.co.uk
ISSN 1357 - 4515

While every effort is made to ensure the accuracy of this publication Ginger Beer Promotions Ltd cannot accept liability for any statement or error contained herein.

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Following hot on the heels of last month's shock news that Lamborghini has revived its Countach badge on a new special edition, this month we're back on the theme of refashioning the spirit of the past. Yes, you guessed it: the thorny subject of the 'restomod' – classic cars that are reinvented using modern or upgraded parts.

Actually our cover car this month – Kimera's EVO37 – isn't strictly speaking a restomod. Other than a Beta Montecarlo centre body, it's an entirely new car that reinvents one of rallying's biggest icons, the Lancia Rally 037, as if it were still being made today by the factory. Great idea. And I'm delighted to report that it's a great car, full stop. After a quick drive when I met Luca Betti at Salon Privé, I was blown away by how focused it feels.

As you can read on page 6, it's not the only reinvented classic being unveiled this month. A German company has decided to modernise the Alfa Romeo Giulia 105 GT coupe. Sacrilege? Some may well think so, but it's not without successful precedent, as the Alfaholics GTA-R proves. Someone's made an electric Giulia GT, which leaves me completely cold, but a Giulia GT powered by the current Alfa QV 2.9 V6 turbo? I absolutely get that.

I must just mention a couple of significant birthdays in this issue. The Alfasud was unveiled exactly 50 years ago, while the Lancia Lambda celebrates its centenary. Both cars were absolute pioneers. The Alfasud ushered in the era of front-wheel drive at Alfa Romeo and also, with the Ti of 1973, set the template for compact performance cars that flourishes to this day. Lancia's Lambda, meanwhile, was the harbinger of the modern era, introducing the world to the monocoque body/chassis for the first time. Italy has given the world a lot, but few cars have given as much as the Alfasud and Lambda. Let the party-poppers burst!

Chris Rees
Editor

chris@auto-italia.co.uk

CONTRIBUTORS

Auto Italia is brought to you by a group of journalists and photographers united by a passion for Italian cars.

Contributors to this issue include:



Chris Rees



Michael Ward



Claire Prior



Phil Ward



Richard Heseltine



Richard Aucock



Nathan Chadwick



Peter Collins



Mike Rysiecki



Matteo Grazia



ALFA ROMEO STELVIO TB VELOCE

RRP 50599, this latest MY2021 specification Veloce is finished in Alfa Red with Black Leather upholstery and dashboard and is available for viewing and test drive. This latest Stelvio Veloce has an amazing specification with Convenience pack, Lane keep assist, Adaptive cruise control and wireless phone charging pad. The Veloce also features 20 inch Dark alloy wheels, Climate controlled air conditioning, Electric windows, Electric door mirrors, Steering wheel paddles, Keyless entry and start, Touch screen Infotainment system complete with reversing camera and sat nav. This one has the limited slip differential as an option. £49,995
Was £50,599



ALFA STELVIO V6 BITURBO QUADRIFOGLIO NRING

#83/108. The Nring models benefit from an electric sunroof with rear panorama, 20" Dark Alloy wheels, red brake calipers, Carbon Ceramic brake disks, Carbon "V" shaped front grille and wing mirror caps on the exterior while inside there is a unique number badge on the carbon fibre dash insert. Carbonshell Sport seats by Sparco compliment the Red lower dashboard, door panels and stitching whilst the Quadrifoglio Leather/alcantara steering wheel with Carbon Fibre insert matches the Carbon gear stick insert. Active cruise control. The retail price new was 89,500. This one owner car has a full Alfa Romeo service history and an extremely low mileage....
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FIAT 500e LA PRIMA

The all new Electric 500e is available now to view. Offered with a choice of power outputs and specifications culminating in the 500 convertible. The interior and exterior design is instantly recognisable but takes the car to a whole new level. The electric motor provides effortless and very quick acceleration on a sustainable basis. Price: £30,995



ALFA ROMEO GIULIA TB VELOCE

Latest MY2021 specification Veloce is finished in Vulcano Black with red leather upholstery and dashboard. Amazing specification with Convenience pack, Lane keep assist, Adaptive cruise control and wireless phone charging pad. The Veloce also features Alloys, Climate controlled air conditioning, Electric windows, Electric door mirrors, Steering wheel paddles, Keyless entry and start, Touch screen Infotainment system complete with reversing camera and sat nav. Price: £37,995 Was £41,295



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ITALIAN CAR NEWS

Giulia Restomod Packs QV Power



A new 'restomod' based on the Alfa Romeo Giulia GT is set to house a modern 510hp Giulia Quadrifoglio V6 turbo powertrain. The German tuner Emilia Auto has revealed details of its new project, called the Emilia GT Veloce, which pairs the classic 1960s coupe with a high-performance engine borrowed from the Alfa Romeo Giulia QV.

Developed in partnership with VELA Performance, under the bonnet sits a Giulia Quadrifoglio 2.9-litre twin-turbocharged V6 engine with 510hp and 600Nm (442lb ft) of torque, mated to the QV's eight-speed automatic transmission. No performance figures have yet been released.

Other spec highlights include an electronically controlled limited-slip differential, adaptive power steering, 19-inch wheels (9in wide up front, 8.5in rear), Brembo ventilated discs made of a steel/aluminium compound, six-piston monobloc callipers up front and four-pistons at the rear. There will be independent suspension all round via double wishbones up front and a multilink rear, with axle components made of aluminium, plus KW coilover dampers.

Emilia will cut away most of the donor car's steel bodywork, replacing the underbody with a bespoke spaceframe steel chassis on to which the drivetrain bolts. The spaceframe also replaces the factory bulkhead, engine

cradle and rear subframe, while forming a basis for the integrated roll cage inside the cabin. The fuel tank is located in a protected area between the axles.

From the donor Giulia GT, only the glasshouse and roof remain in their original form. All new body parts will be constructed in carbonfibre, including the doors, bonnet, boot lid, wings and front and rear ends. Emilia says the new design has "a balanced approach to maintain the feel of the original, while updating the surfacing and lighting elements to something more contemporary".

Among the changes are a bonnet with a power bulge to clear the V6, lines running towards the front of the Scudetto and a 'step



TECHNICAL SPECIFICATIONS

EMILIA GT VELOCE

ENGINE:	2.9-litre V6 twin-turbo
POWER:	510hp
TORQUE:	600Nm
TRANSMISSION:	ZF 8-speed automatic
SUSPENSION:	Double wishbones (front), multilink (rear)
BRAKES:	Vented discs 360mm (front), 350mm (rear)
TYRES:	235/35 R19 (front), 265/35 R19 (rear)
DIMENSIONS:	4008mm (L), 1874mm (W), 1344mm (H)
WEIGHT:	1250kg (dry)

front' character line. LED headlights echo the original Giulia in appearance but at the rear the look is much more modern, with U-shaped LED lights and a spoiler integrated into the bootlid. The wings are strongly flared, the front ones incorporating air outlets.

The interior will also be updated, with Recaro seats, modern instruments, state-of-

the-art stereo, air conditioning and gearshift paddles, although the traditional dashboard, wood-rim steering wheel and raised centre tunnel keep a classic feel. Colours, trims and finishes will be to the owner's choice, while the fascia can be finished in carbon, aluminium or wood. The rear seats are eliminated to boost space for front

passengers, the area behind the seats being given over to a roll cage and a leather-lined luggage space.

A total of 22 units of the Emilia GT Veloce are planned to be constructed in Germany for around £343,000 inclusive of local taxes. The first running prototype is scheduled to be completed by mid-2022, with the first



WALTER DE SILVA'S NEW S9 HYPERCAR UNVEILED

A new hypercar designed by ex-Alfa Romeo stylist Walter De Silva has debuted at Milan Design Week. The S9 is the first in a new series of sports and luxury cars by De Silva. The product of an Italian-Chinese joint venture called Silk Faw, the show prototype anticipates the final production version, which will be manufactured in Emilia-Romagna, Italy's 'Motor Valley'.

Walter De Silva & Partners created a design described as "very elegant and refined... bound to the history of the most prestigious sports cars and design icons". Its so-called 'AeroDesign' has been developed in collaboration with Dallara Automobili, with a structure in carbonfibre. Covered-wheel racing cars inspired the shape, with design highlights including a long tail and variable-geometry rear wing. Inside are digital readouts for the driver and passenger, with instrumentation on the steering wheel and dashboard.





COUNTACH 50TH CELEBRATED IN CALIFORNIA

The 70th Concours d'Elegance in Pebble Beach, California saw the Lamborghini Countach's half century honoured with its own dedicated concours class. Eight Countachs were present, six of them owned by private collectors (three LP 400s, one LP 400 S and two LP 5000 Quattrovalvole).

First prize went to the 1981 Countach LP 400 S owned by Robert Bishop, in the unusual colour scheme of Verde Metallizzato over a khaki interior (*below right*). Second place went to the 1976 Countach LP 400 Periscopio of Mouse Motor, finished in yellow. Third prize went to the 1985 Countach 5000 Quattrovalvole in Rosso Siviglia owned by Jeffrey Ajiuni.

Two additional cars were brought by Lamborghini itself, but were not judged in the concours. These were the very first and the last Countachs manufactured. The first LP 400 (chassis 1120001) was unveiled at the Geneva Show in March 1973, initially painted red. After being used for development and magazine features, it was repainted in its current Verde Medio in time for the 1973 Paris, Frankfurt and Earls Court shows. It was found abandoned in a barn in Switzerland and purchased by Lamborghini in 2004. The very last Countach is a 25th Anniversary model (chassis KLA12085) which rolled off the line on 4 July 1990 (*pic above right*).

Also unveiled for the first time was the brand-new Lamborghini Countach LPI 800-4 (*above*), a new limited edition directly inspired by the 1971 Countach LP 500 (see last month's *Auto Italia* for more). The new Countach has an 814hp 12-cylinder hybrid engine, and 112 examples are to be produced.



RAYO HURACÁN TARGETS 300MPH

A one-off British-built custom Lamborghini Huracán has been unveiled with power raised from 610hp to a scarcely believable 1900hp. The Rayo was conceived by 7X Design and debuted at the recent Concours of Elegance at Hampton Court, London.

Lamborghini's V10 engine has been given a twin-turbocharged boost by Underground Racing. The resulting power output of 1900hp is enough for the company to claim a top speed target of 300mph.

7X has made extensive changes to the aerodynamics, with less drag and more downforce than standard. The coefficient of drag (Cd) is 0.279, compared to the standard car's 0.39. The unique, Sport Orange-painted body has been engineered in carbonfibre by Coventry-based Envisage Group. The new panels fit on to the Huracán's sub-structure without affecting the integrity of the monocoque, says 7X, enabling the car to pass IVA certification.

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FIAT 500X DOLCEVITA SOFT TOP

A new open-roof version of Fiat's 500X has been launched. Called the 500X Dolcevita, it aims to provide a rare combination of open air driving plus SUV practicality. The canvas soft top opens electronically in 15 seconds and can be operated at speeds up to 62mph. Fiat promises "good visibility and an open-air experience, even for passengers in the back", while load capacity is unchanged. The canvas roof is available in either black, grey or red.

The 500X Dolcevita is on sale now across all four trim levels (Cult, Connect, Cross and Sport). There's a choice of two engines – 120hp 1.0-litre or 150hp 1.3-litre. Prices range between £23,415 and £29,215 in the UK, and the first deliveries are expected later this year.



GTO SQUALO ADOPTS HEWLAND 'BOX

GTO Engineering has announced that it is partnering up with Hewland for the transmission in its new Squalo model. The five-speed transaxle gearbox, which also houses a limited-slip differential, should weigh less than 70kg and is claimed to be among the most compact packages ever seen.

GTO Engineering founder Mark Lyon said: "We've chosen to partner with Hewland, who have a unique presence in the market, as not only do they have access to design for 'gold standard' gearboxes for ultimate driver engagement, but also vast experience in adapting and overcoming engineering challenges."

The Squalo is a bespoke-build car that mixes modern and classic design elements. Its profile has clear echoes of Ferrari's 250 GT SWB but it features a double-bubble roof, LED lights and bespoke 18-inch wheels. Underneath are aluminium subframes, independent suspension all round and modern brakes. With a carbonfibre body, plus aluminium doors and bonnet, overall weight will be below 1000kg.

GTO's new 4.0-litre quad-cam V12 engine weighs only 165kg, produces 460hp and revs to 10,000rpm. Production of the Squalo will start in 2023, with orders open now, priced at £1.28 million each.



ITALY SEEKS TO SAVE ITS SUPERCARS

The Italian government is negotiating to protect its supercar makers from phasing out internal combustion engines. The EU plans to ban the sale of new petrol-engined cars by 2035 and, while Italy supports the move to electrification, it thinks the likes of Ferrari and Lamborghini are a special niche.

Italy wants high-end car makers selling limited numbers of vehicles to be exempted from the new rules. Ferrari sold around 9100 cars in 2020 and Lamborghini around 7400. Oliver Zipse, president of the European Automobile Manufacturers' Association supports the Italian effort, saying: "For very small manufacturers, who in the bigger picture of overall emissions play almost no role, there are good arguments for considering these exemptions."

The EU is considering Italy's plan. It is thought that other EU countries with niche supercar makers could well support the move, while France is also advocating more lenient emissions targets.

Ferrari already makes hybrid models – including the SF90 and new 296 GTB (pictured left) – and will reveal its first full-electric vehicle in 2025. Lamborghini is set to unveil a plug-in hybrid Urus imminently and its first full-electric vehicle will make its debut in 2025.



MICROLINO RANGE FINALISED

Microlino has announced its new Isetta-inspired electric microcar will be marketed in the three versions: Urban, Dolce and Competizione. The entry-level Urban (below left) has a simple fabric interior and two colours: white or orange/black.

The retro-themed Dolce (above) adds chrome details, LED light bars, vegan leather upholstery, a sunroof and three extra colours (green, red and blue). The Competizione (below right) comes in one of three matt body colours (grey, green or silver), complemented by a glossy black roof.

Three battery sizes are available: 6kWh, 10.5kWh and 14kWh, with ranges of 95km (59 miles), 175km (108 miles) and 230km (143 miles) respectively. Peak power is 19kW and a top speed of 56mph is claimed.

Prices start at €12,500. Production begins later this year in Turin, with a capacity of 7500 units per year. More than 24,000 reservations have already been received.



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ABARTH RALLY CHAMPION CROWNED

The driver/navigator team of Dariusz Polonski and Lukasz Sitek has won the 2021 Abarth Rally Cup champion with two races in hand. The 45-year-old Polish driver, piloting an Abarth 124 Rally prepared by Rallytechnology, sealed the championship after winning the Czech Rally. He said: "We are very happy with this result because it was one of the hardest rallies I've ever participated in. We had some difficulties in the wet with rear-wheel drive but overall our Abarth 124 Rally was perfect."



ITALIAN CAR DAY AT BROOKLANDS

Having been postponed twice this year due to Covid restrictions, the *Auto Italia* event at Brooklands is finally happening on October 10th. The on-track demonstration and Test Hill runs will take place and owners of interesting Italian cars are invited to apply for spaces. The area around the Club House, reserved for special cars, has been extended and will include a display of Twin Cam-powered Fiats and Lancias as a tribute to the late Guy Croft, legendary race preparation engineer.

A capacity turnout is expected and improved access will ensure that the major clubs and groups will have phased entry. However, owners of any Italian car, Fiat or Ferrari, are welcome to join the displays. To ensure entry, pre-booking tickets is strongly advised. For information visit:

www.brooklandsmuseum.com/whatson/italian-car-day



ITALIANS STAR IN HALL OF FAME

Historic car organisation FIVA has announced the first 14 winners of its new Heritage Hall of Fame awards. These "reflect the opinions of FIVA clubs around the world, who nominated their own favourite national figures," says FIVA. A panel of international judges, including Nick Mason from the UK, made the awards. More awards were given to Italians than any other country, with three being inducted into the Hall: Mauro Forghieri, Marcello Gandini and Giorgetto Giugiaro. Forghieri (pictured above with Jody Scheckter) was an engineering legend at Ferrari, Lamborghini and Bugatti. Gandini is famous as the designer of the Lamborghini Miura, Countach and Alfa Romeo Montreal, while Giugiaro is responsible for more cars on the roads today than any other designer in history.

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Open & Shut Case

It's very nearly the end of the road for naturally aspirated V12 Lamborghinis. We bid farewell to a glorious era in the SVJ Roadster

Story by Chris Rees
Photography by Michael Ward



And now, the end is near. You face the final curtain. You've lived a life that's full and travelled each and every highway. But more, much more than this, you did it your way. Paul Anka's lyrics could have been written for the Lamborghini Aventador. Today, the big V12 Lambo – never less than utterly unapologetic throughout its lifespan – is preparing to shuffle off its

mortal coil. Its replacement, due within the next year or so, will bid farewell once and for all to the naturally aspirated V12 that Lamborghini has pursued right from its first breath. In its place? A V12 plug-in hybrid.

So now it's time to say goodbye to the pure V12 era and reflect on one of the most extreme models Lamborghini that has ever made: the Aventador SVJ Roadster. Extreme? Just look at it. Its paint is so



orange that it's almost a second sun (the shade is called Arancio Fux, by the way – yes, seriously). It looks like a spaceship built by gigantic alien wasps, those scissor doors giving the impression that it's about to launch into the stratosphere. Lamborghini has seemingly used up the entire planet's supply of spoilers, air dams, skirts and diffusers. Subtle it absolutely ain't, but it's guaranteed to excite every

seven-year old you meet, and to ignite in you exactly that same feeling you've lost since you were seven. Officially the SVJ (short for Super Veloce Jota) is "a track-focused iteration of the Aventador S". So here's the first of my existential quandaries about the SVJ Roadster: why would you cut the roof off a track-focused car? There is no car that I have ever experienced where removing the roof doesn't affect

TECHNICAL SPECIFICATIONS

LAMBORGHINI AVENTADOR SVJ ROADSTER

ENGINE:	6498cc V12
POWER:	770hp at 8500rpm
TORQUE:	720Nm (531lb ft) at 6750rpm
TRANSMISSION:	7-speed sequential, four-wheel drive
BRAKES:	Carbon-ceramic discs
TYRES:	255/30 ZR20 (fr), 355/25 ZR21 (rear)
DIMENSIONS:	4943mm (L), 2098mm (W), 1136mm (H)
WEIGHT:	1575kg
MAX SPEED:	217mph
0-62MPH:	2.9sec
PRICE:	£390,000



rigidity, and the SVJ is no exception. It's not as bad in this regard as some open-roof supercars I could mention, but there's no getting away from the fact that the body flexes more without a roof. The SVJ coupe I totally get; but why offer the SVJ with less rigidity engineered in?

You'll also ask yourself why when you attempt to remove the roof, which is frankly more hassle than it's worth. Not for the Aventador some fancy electric folding mechanism. No, it's back to basics with an old-school manually removable split-section roof. To extricate it, you need to fiddle around behind the seats to undo levers that Lamborghini describes as "quick-release" but are anything but; I even drew blood as my fingernails scabbled to make it work. You then have to stow the two carbonfibre halves in the front boot, a process so complex and fiddly that it would likely fail the cut for *The Krypton Factor* on the grounds of being too challenging. And damaging, too, apparently: the roof panels on our test car were already chipped and scratched.

Of course there is one very good reason to opt for the peeled-back-roof SVJ: the sheer joy that results from driving top down and hearing that engine in its full intensity. And let's not understate it: Lamborghini's V12 is one of the world's greatest powerplants, with a soundtrack that you'll want to experience again and again. Six and a half litres of unadulterated ecstasy. Revs that beg you to explore the 8700rpm red line. Instant throttle response with no turbo lag or electric torque-fill to spoil the gloriously analogue party. Titanium exhaust system that zings with energy, popping, crackling and blapping as you fire your way up and down the gearbox. All utterly intoxicating.

Ah yes, the gearbox. No road test of the Aventador can ignore this white elephant in the room. No supercar made in the 2020s should suffer the ignominy of a single-clutch automatic transmission, let alone one that sits right at the top of the range. This *faux pas* is an age thing, of course: the Aventador is

now more than a decade old and has failed to divest itself of its noughties-tech tranny. In auto mode, the gearchanges are chasmodically sluggish. Even when you make the wise decision to use the flappy paddles exclusively, the changes are not what you'd call lightning-fast. They're thumpingly brutal, too, especially when you're in the most extreme of the three driving modes (Corsa).

As you can see from our images, the SVJ is equally extreme in terms of ride height and aero appendages. On bumpy roads, it can turn into a bit of a nightmare. In Strada mode, the damping is too soft to prevent the car bottoming out. That means you have to drive in Corsa (or set the hardest settings in 'Ego' mode), which of course results in a ride so hard that your teeth feel they're about to exit through your cranium.

Then there's visibility, or rather the lack of it. Even a regular Aventador is near-impossible to see out of; the SVJ's phantasmagorical rear wing puts the final nail in the coffin that is your rear view. Another game to play is 'spot the Audi component'. While the Lambo's cabin is genuinely exciting to sit in – like a cross between a hexagonal theme park and the Millennium Falcon – too much of the switchgear owes its origins to Ingolstadt rather than Sant'Agata.

If you're thinking right now that the SVJ is a nonsensical disaster, I'm sorry to have given you such an impression. Sense is exactly what it all begins to make when you venture on to a racing circuit. To be exact: the correct circuit. The SVJ's pace in a straight line is crushingly quick. Through corners, there's zero body roll and the grip from the four-wheel drive system and Pirelli P Zero Corsas is simply astounding. It feels most at home on long, sweeping bends, where it squashes understeer flat (thanks, four-wheel steering) and makes the front end so easy to place.

Today, though, I'm at Llandow Circuit in Wales. Here the SVJ is not enjoying its tight, twisty turns nearly so much. It's simply too big, too heavy and too unwieldy to shine here. Where a smaller, lighter car would be dancing, the SVJ slugs through bends like a cage

Star of the SVJ show is unquestionably the V12 engine, which never fails to raise neck hairs at full chat

LAMBORGHINI AVENTADOR SVJ ROADSTER



“ At Llandow Circuit, the SVJ slugs through bends like a cage fighter, attempting to overcome physics but not succeeding ”





fighter, attempting to overcome physics but never quite succeeding. Nor is there a chance to assess the SVJ's Aerodinamica Lamborghini Attiva (ALA) aero tech here. This channels airflow either side of the rear wing to boost downforce when cornering; you'd need to be on a much quicker circuit to feel that.

Sense or no sense, if you want to enjoy the full-fat, unfiltered, undiluted experience of a naturally aspirated V12, this is pretty much your last opportunity. You'll need to be very well heeled to grasp it, though. The SVJ Roadster – whose production is limited to 800 units – costs £390k in standard spec. Add on a few extras, such as the carbon goodies fitted to our test car, and the price starts to nudge a scarcely believable £500k.

Frankly a Huracán Evo Spyder at well under half that price is a discernibly better car in almost every

respect. The SVJ Roadster is, simply put, a preposterous proposition. It's extreme in every way: an absolute beast to drive, and so way out that it seemingly wants to make your life impossible at every turn. Yet customers continue to fall over themselves to get their bums into an Aventador. The 10,000th example (coincidentally an SVJ Roadster) was made in September 2020, making the 'Vent the most popular V12 in Lamborghini's history, and by some stretch.

I think the reasons are pretty clear. This is the most *Lamborghini* of any car ever made at Sant'Agata. In another era, V12 Lambos were bought by leopard-skin-spandex-pantalooned rockers. These days, they're bought by people who just want to say: "Look at me! Look at my Lamborghini! Isn't it crazy?" And the answer is, of course, yes. 🇮🇹

It shouldn't make sense, and it many ways it really doesn't, but you can't deny the sheer drama and joy

LAMBO'S V12 ROADSTER TIMELINE



MIURA ROADSTER

There was only one official Miura Roadster: a P400-based one-off built by Bertone for the 1968 Brussels Show. This had no roof at all above the passengers, not even a removable one. A second, non-official, P400 SVJ Spider one-off was built for the Swiss Lamborghini importer and displayed at the 1981 Geneva Motor Show, achieved by butchering the yellow Miura S that starred at the 1971 Geneva Show.



DIABLO ROADSTER

There was never an open-topped Countach, so the 1995 Diablo VT Roadster was the very first open-roof V12 Lamborghini ever offered

for sale. Its carbonfibre targa top was electronically operated, neatly sliding back atop the unique engine lid. Other changes included a different front bumper and lights, plus repositioned brake cooling ducts. Initially the 5.7-litre V12 had 492hp, good for 202mph, making this the world's fastest convertible at the time. Power rose in 1998 to 530hp, and again to 536hp in 1999. In 2000 came a limited run of 30 'Millennium' Roadsters with a short-ratio SV rear differential and special leather interior.



MURCIÉLAGO ROADSTER

A Roadster variant of the Murciélago was introduced in 2004. Its so-called 'R-Top' was more basic than the Diablo's: a manually-fitted flap of canvas that could only be used at speeds of up to 100mph. The roadster weighed 29kg more than the coupe due to its chassis reinforcement, denting its 0-62mph time slightly (3.8sec). In 2006 came

the upgraded LP640 Roadster with a bigger (6.5-litre) V12 pumping out 640hp. Production ended in 2010.

AVENTADOR ROADSTER

The Aventador went roofless in 2012 with the launch of the LP700-4 Roadster. There was yet another new roof system: two removable carbonfibre panels, weighing 6kg each. 700hp made this Lambo's fastest roadster yet: 0-62mph in 3.2 seconds and 217mph top speed. Things got more extreme in 2015 with the SuperVeloce LP 750-4 Roadster (50kg lighter than standard), then the 2017 Aventador S Roadster with 740hp. In 2019 came the SVJ Roadster, the subject of this review, also offered in two special editions: SVJ 63 Roadster (63 units) and Xago Edition (10 units). The very last of the line is the just-announced run-out Ultimae Roadster (250 units, pictured below).





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Gold Star

Is Abarth's latest special edition, the black-and-gold Scorpioneoro, a gold medal winner?

Story & images by Chris Rees



For those of us who remember, the black-and-gold colour scheme sported by the latest 'special series' Abarth, the 595 Scorpioneoro, is a dead ringer for the John Player Special livery – you know, the one that adorned various Lotus models in the 1970s. As ever, Italy has its own take on such things and this Abarth 595 pays homage not to classic British fag packets but to a 1979 Autobianchi A112 Abarth special edition called the Targa Oro (pic above right). Like its '79 forebear, the 2021 car also features black paint, gold detailing and uprated equipment.


'Scorpioneoro' looks a hell of a mouthful written down but it simply means 'Golden Scorpion'. Like the 1970s Abarth, its main body is painted black (not just any black, either, but Scorpione Black), on which gold lines are added. Also gold are the 17-inch alloys, with natty little gold-on-red scorpion wheel centre caps – shades of Impreza WRX

maybe? The matt black chessboard roof is complemented by dark grey handles, mirror caps and air dams front and rear. If you want a gold scorpion on the bonnet, that's an optional extra (not fitted to 'our' car).

It's a shame that the gold colour scheme doesn't make it inside the car, apart from car floor mat decals and a gold plaque on the centre tunnel attesting to the model's exclusivity. Otherwise, it's a temple to black, with black leather-and-fabric seats embroidered with 'Scorpioneoro' lettering (the seats are the best thing about this edition, I reckon). The dashboard is all-black too. Standard gear includes a leather steering wheel, tinted windows and black brake callipers. Customers also get a special Breil watch thrown in, although for some reason this wasn't provided in our press car. Roy Lanchester would already have knocked one star off his review...

This special edition is more about show

than go, to be honest, as it's based on the regular 165hp Abarth 595. While it's not exactly a slowcoach (0-62mph in 7.3 seconds), I do miss the 180hp Competizione's crackling exhaust note. In Sport mode, it's surprisingly quiet for an Abarth. To compensate, I suppose you have the Beats audio system. This edition also lacks a mechanical limited-slip diff, although the Koni FSD rear suspension is a boon in corners.

Limited to 2000 examples globally, you'll need to hot-foot it to your dealer now if you want one. It's priced at £22,345. 

TECHNICAL SPECIFICATIONS

ABARTH 595 SCORPIONEORO

ENGINE:	1368cc 4-cyl turbo
POWER:	165hp at 5500rpm
TORQUE:	230Nm (170lb ft) at 2250rpm
TRANSMISSION:	5-speed manual
MAX SPEED:	135mph
0-62MPH:	7.3sec
PRICE:	£22,345



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Alfasud at 50

In honour of the Alfasud reaching its landmark half century, we present our 50 favourite facts about Alfa Romeo's much-loved best seller

Story by Richard Heseltine
Photography by Michael Ward



Unveiled in November 1971 at the Turin Show, the Alfasud turns 50 years old this month. The famous 'Sud remains Alfa Romeo's most popular model ever, with 1,017,387 sold between 1971 and 1988. And it remains popular with enthusiasts today, as a gathering of no fewer than 36 examples at the recent National Alfa Day confirms. Here is the story of 50 years of the Alfasud in 50 facts, from its origins to its amazing legacy.

1 Alfa Romeo considered a basic, small-displacement car as far back as 1952. The 750cc twin-cylinder prototype, referred to as Project 13-61 or Vetturessa ('little car', pictured right), predated the Mini in having its engine transversely mounted and driving the front wheels.





2 The engineers in Arese returned to the theme in 1960 with the Tipo 103 prototype (*pic below*). It resembled the forthcoming Giulia 105 saloon, albeit scaled down, and boasted an 896cc four-cylinder DOHC engine mounted transversely with an in-unit gearbox. However, the project was annulled as Alfa Romeo stuck with selling Renault R4s and Dauphines in Italy.



3 Alfa Romeo's CEO (and published poet) Giuseppe Luraghi revived the idea of building a small car in 1967. He initiated what would become the Alfasud and, in doing so, requested a considerable amount of money from the state to manufacture it.

4 In order to secure the 360 billion lire loan, Alfa Romeo was obliged to build the car in southern Italy rather than its traditional base in Milan. It agreed to operate out of the old Avio facility in Pomigliano d'Arco near Naples (*pic below*).



5 A new company – *Industria Napoletana Costruzioni Autoveicoli Alfa Romeo-Alfasud SpA* – was born on 17 January 1968. Its shareholders were Alfa Romeo, Finmeccanica and the Istituto per la Ricostruzione Industriale, owning 88, 10 and 2 percent respectively.

6 Fiat was outraged that Alfa Romeo was encroaching on its territory, claiming it had breached a gentleman's agreement not to do so. Fiat seemingly forgot that its large saloons, its 124 Spider and assorted Dino models did much the same in reverse.

7 Fiat was even more miffed after the brainiest of its brains trust jumped ship. Chief among the Fiat exiles was Rudolf Hruska who oversaw the Alfasud project. His resumé spanned everything from the VK 45.01 (P) 'Tiger Tank' to the Cisitalia 360 would-be Grand Prix car, and the Alfa Romeo Tipo 750 Giulietta to the Fiat 128.

8 Giorgetto Giugiaro and his collaborator Aldo Mantovani of Italdesign (*né Studi Italiani Realizzazione Prototipi*) were tasked with designing the car. Among Hruska's stipulations was that the car be capable of carrying four suitcases of a certain size, which he went so far as to provide personally. Giugiaro (*pictured below*) told the author that he used to have nightmares about Hruska and his suitcases.



9 A raft of 'names' was associated with creating the car. Hruska oversaw the project, Montovani engineered it, Carlo Bossaglia was responsible for developing the flat-four engine, and Federico Hoffman was tasked with devising the suspension. Carlo Chiti, the ex-Ferrari/ATS man who by then headed the Autodelta squad, purportedly played a role in engineering the car, but how great a role remains a subject of debate.

10 While the Alfasud nomenclature makes perfect sense, Giugiaro petitioned for the new car to be called 'Sfida' ('Challenge').

11 The Alfasud was unveiled at the November 1971 Turin Motor Show in two- and four-door configurations. According to *Quattroruote* magazine, the former would not be put into production. However, it emerged in 1973 with the release of the sporty Ti.

12 At the same 1971 Turin Show, Giugiaro displayed the Caimano (*pic below*) that employed a shortened Alfasud platform. Its signature feature was a domed canopy which also incorporated the doors.



13 Production of the Alfasud was to have commenced in November 1971. However, due to supply chain problems and industrial unrest, it didn't get underway until April 1972.

14 Deliveries began in Italy in June 1972, but the Alfasud didn't go on sale in the UK until July 1973.

15 Due to protectionist tariffs, the 1186cc Alfasud cost close on £1400 when launched in the UK. *Motor Sport* concluded its road test report by suggesting the 2.3-litre Vauxhall Magnum was cheaper, faster, more practical and better value.

16 In an effort not to upset workers in the south, the 'Milano' part of the Alfa Romeo badge was discarded in 1972.



17 Many reviews commented on the lack of buttons on the Alfasud dashboard. Almost everything was controlled via two levers on the steering wheel, including the horn, wipers and electric fan.

18 At its launch, the Alfasud was available in seven colours, five of which were associated with settings in Campania (Capodimonte White, Posillipo Blue, Blue Procida, Vesuvius Grey and Ischia Green). The fetching beige hue moved a little further north (Beige Ponza), while Rosso Alfasud was merely self-referential.

19 Production of 1000 cars per day was mooted. However, labour relations proved abysmal from the start, absenteeism being rife, and as such, 70 cars per day was closer to the truth early on.

20 An advert in 1973 (*below*) showed a caricature of an Alfasud being pursued by a group of Giulias. The intention was to forge a common identity between the un-Alfa-like 'Sud and its more established brethren.

Alfasud: molto vivace. E' tutta sua zia Giulia

sportiva Alfa Romeo. Tanto è vero che i consumi sono bassi: appena 7,6 litri di carburante per 100 km, solo 3,6 kg per il cambio dell'olio ogni 8000 km, nessun ingrassaggio. La potenza è un elemento della sicurezza Alfasud: non l'unico. Diverremo citare anche i freni a doppio circuito speciale, la struttura differenziale, il gesto guida su misura, ecc. Potremmo descriverli tutti. Ma una cosa non riusciremo a comunicarvi mai, con le parole: il senso di sicurezza che si ha guidando un'Alfa Romeo. Provatela, volante in mano, presso un Concessionario: risulterà senz'altro a rendersi conto perché il nome Alfa Romeo è uno dei più illustri e amati di tutto l'automobilismo mondiale.

Il sigillato dell'autostrada è il vostro starter, a 13 secondi 8 decimi dopo voi avete già raggiunto 100 all'ora. Questa è la ripresa dell'Alfasud, con un motore che non è mai sotto sforzo, perché ha un regime massimo di tutto l'aprile 8000 giri, e una rotolantezza che gli sorregge meglio, saltemo, vicino al limite (oltre 150 km/h), senza nessun rischio. Le sue prestazioni brillano derivano dalla qualità del progetto, dalla precisione delle lavorazioni, in una parola, dall'esperienza.

L'Alfasud più essere avvertita anche non restano. CEE 81

Alfasud è un'Alfa Romeo





21 The Alfasud represented a mix of the refined (it had an adjustable steering wheel and four-wheel disc brakes, the fronts inboard) and the rudimentary (there was no brake servo until May 1973, for example).

22 The arrival of the sporty Ti in November 1973 saw such niceties as a steering wheel with perforated spokes, a rev-counter as standard, extra gauges in the middle of the dashboard and a centre console.

23 In Sweden, middle class customers had come to expect headlights to feature washers. The Ti's arrangement created 'issues', hence those sold there featured the usual one-piece Alfasud items. The same was true of cars sold in South Africa.

24 Alfa Romeo didn't win the coveted Car of the Year gong until 1998 (with the 156). However, the Alfasud did claim the Scandinavian Car of the Year award in 1974, beating the Austin Allegro, Opel Kadett and VW Passat.



25 In 1974, renowned tuner and car builder Gianfranco 'Wainer' Mantovani created a twin-engined 'Bimotore' Alfasud (*above*) with a second engine in a mid-rear position (see March 2021 issue).

26 A new luxurious Alfasud L model was launched in 1975. This was known as the SE (Special Equipment) in the UK.

27 The arrival of the L saw the standard 1.2-litre car become known as the 'N'. It retained the same wheel trims as the L, but lost the chrome strip on the grille which was now the sole preserve of its fancier sibling.

28 The launch of the Giardinetta in May 1975 heralded the first estate car ever made in-house by Alfa Romeo, rather than by coachbuilders such as Colli and Pavesi.

29 The Alfasud Giardinetta wasn't a roaring success. A mere 5899 were made up until January 1981.

30 The Trofeo Alfasud one-make race series was launched in 1976. The winner of the 12-round championship received two million lire and an Alfetta GT as a prize.

31 It took the better part of six years, but the 1186cc boxer was finally expanded in August 1977. The four-door and Ti versions were equipped with the 1286cc unit from the Alfasud Sprint coupe.

32 Germany launched the Alfasud Corsa 7 and Tour d'Europe II in September 1977. Limited to 1000 units, they boasted elements of the five-speed 5M model and the Ti.

33 The second-series Alfasud was presented in December 1977. The Super employed thick rubber bumper strips, a bonnet-sited air-intake fairing, optional Cromodora 'ribbed' alloys, and a 1.3-litre engine from the Sprint as an alternative to the 1.2-litre unit, but with only a single-choke carb.

34 1978 saw the introduction of the "Alfasud Super, Born to Stay Outdoors" advertising campaign. It trumpeted the Zincrometal anti-corrosion treatment that was guaranteed for two years. Insert your own jokes here.

35 A small run of Giardinetta vans (estates with panelled-up flanks) were assigned to Alfa Romeo dealers from 1978 for use as support vehicles, in particular for roadside assistance.

36 In May 1978, the Ti adopted the bumpers from the Super plus a new rear spoiler. There was no longer a chrome surround around the windscreen. The 1286cc received a displacement hike to 1351cc, while a 1490cc version was also available.

37 In July 1978, the Alfasud Super's engine capacity was raised from 1286cc to 1351cc.

38 1978 also saw the Alfasud constructed in Malaysia from CKD (Completely Knocked Down) kits via City Motors. While offered in four-door configuration only, there was a choice of 1.2, 1.35 and 1.5-litre engines.

39 Legendary German tuner/race entrant Dieter Gleich produced a 106bhp variant of the 1.5-litre Ti at the behest of Alfa Romeo Deutschland. 500 cars were produced.

40 Not content with building an Alfasud 'Bimotore', Gianfranco Mantovani followed through in 1979 with his Turbowainer conversion for the 1.5 Ti (*pic right*). Identifiable by its additional bonnet-sited air scoop, GTV Turbodelta-style rainbow go-quicker stripes, and oil radiator sited to the left where the number plate usually sat, this turbo 'Sud was purportedly good for 125mph.

41 The third series Alfasud made its debut in March 1980. Big news was the elimination of the unsightly hinges on the leading edge of the boot lid. In reality, they were still there, just concealed by plastic.

42 The end of 1980 saw the emergence of the Italian market Valentino edition. It boasted a black vinyl





USEFUL CONTACTS
 The Alfasud Register:
 email alfasud-register@aroc-uk.com
 To register your Alfasud (free of charge):
www.myalfasud.co.uk
 Registrars: Ian Brookfield and Gary Walker

roof which contrasted beautifully with the brown paintwork, black velvet seats (with red edging) and ochre carpets.

43 Alfasuds excelled on British circuits, Jon Dooley's class victory in the 1981 British Saloon Car Championship being a highlight.

44 Australia received the third-series Alfasud in 1981 but with only the 1.5-litre engine offered across both body styles.

45 In addition to Malaysia, Alfasuds were constructed in South Africa from 1981 to 1984 – as you can read in our feature starting on page 28.

46 The Alfasud finally received its long overdue tailgate in June 1981. It was originally set to debut with the arrival of the second-series edition at the end of 1977.

47 Racing drivers who owned Alfasuds included Jacques Laffite, Derek Bell, Ayrton Senna, and Gerhard Berger. The latter also competed in the Trofeo Alfasud one-make race series.

48 The Quadrifoglio Verde, a sort of super-Ti with a 1490cc engine that produced 105hp, arrived in October 1982.

49 A commercial variant was offered in France from September 1982, essentially as a tax dodge. The Alfasud Affaires looked much like a regular production model but had no rear seats.


50 A raft of enterprising British companies offered glassfibre makeovers for rusty Alfasuds. The most comprehensive, if not the prettiest, was the Alfa Plus offered by FF Kit Cars & Conversions from 1983 (pic below). If anything, it made the 'Sud look rather like an Alfa 33, if you squinted.

Giugiaro said he had nightmares about Hruska's strict insistence on the boot swallowing suitcases



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Deep South 'Suds

The Alfasud was famously named after its southern Italian factory. But an even more southerly Alfa outpost in South Africa made some real oddities – like this ultra-rare GTA and Giardinetta pairing

Story by Richard Aucock
Photography by Michael Ward



Did you know there was an Alfasud GTA? Or a lifestyle-focused estate called the Giardinetta? Today, these would be high-margin halo models in a car range, premium-priced to bring in the big bucks. Decades ago, however, things were very different. That's why these two Alfasud derivatives are so rare and little-known. Car company marketing people: this is how things were done, how opportunities were missed, before you truly started wielding your power.

I'd spotted the Alfasud GTA on the classic car sales website, *Car & Classic*, and I admit that it was the 'GTA' badge that first excited me, with the Giardinetta on the same website being just a nice added extra. I was wrong – I'd soon find out how brilliant both cars are.

Owner Joubert van Zyl introduces me to the unknown 'Sud with the hallowed GTA badge. He imports classics from his home country, South Africa, to supply enthusiastic Brits with rust-free and generally immaculate Alfas. The GTA was a real find, even for him, and he immediately started researching it when he was offered it for purchase.

"The GTA was a South African special," Joubert explains as, with the help of his charming parents, he cleans the car ready for our photoshoot. "They used these 200 or so GTAs to test the more powerful 105hp 1.5-litre boxer engine, which was destined for the new Alfa 33. They are super-rare, even in South Africa."

Built between 1981 and 1983, the Alfasud GTA wasn't quite the road racer or homologation special those three letters flattered to make you believe – even if it did, in a way, help with homologation, albeit for a road car. "The obvious addition is this huge rear wing," says Joubert. It really is enormous, and made from that spongy, rubbery plastic so popular in the 1980s. The top is broad and sits flat, to serve as the perfect picnic table. Below this is the fabled GTA badge, alongside a cloverleaf logo, and while this car is dark grey, Joubert says white was also available. They all had green stripes on the doors and green polka-dot upholstery inside.

Taking the opportunity to jump in, I settle





comfortably into the hip-hugging seats, complete with plentiful under-thigh bolstering, and clock details such as the Raid Turbo leather steering wheel. Its small diameter and thick leather rim feel so very '1980s', with metal spokes where today you'd find an airbag. Passive safety was one for the future.

"They're great cars," said dad Wilhelm. "Great to drive, and they handle magically. I've got a real soft spot for them." He knows a good driver's car, too:

left-hand-drive only, the Giardinetta is a three-door estate focused purely on practicality. Sporting an obvious likeness to the Austin Allegro Estate, it has enormously long rectangular rear windows, a near-vertical tailgate (with a handle seemingly pop-rieveted on below the unmistakable Alfa Romeo badge) and a delightful lack of pretension. Even the oddball side stripes, so charmingly of their time, look brilliant.

Despite those stripes and the seemingly 1970s

“ I'd wager that these are some of the rarest production Alfa Romeos in the world ”

Wilhelm van Zyl is a former racer, competing in South Africa's Group 1 series in the 1980s, plus numerous endurance events – including the Kyalami 9 Hours. He raced Alfas, of course: Giulia Super, Berlina and multiple GTVs, including an RSA-special 3.0 V6. This passion clearly runs in the family.

Joubert had been a man on a mission. Leaving the GTA spick and span, he has been perfecting the Giardinetta before we depart for the photo location. It's a delightfully curious thing. First launched in 1975 in

colour, don't be fooled. This car was actually built in 1983 – and unlike Italian-made Giardinettas, it's right-hand drive. Joubert explains. "It was a rarity even in its home Italian market, but even rarer in right-hand drive form from South Africa. To save on tax and import duties, they were built up from kits between 1982 and 1984, and it is believed that fewer than 200 were made. I'd wager it's one of the rarest production Alfa Romeos in the world."

Inside, it intrigues further. Despite being a 1983 car,



SOUTH AFRICAN ALFASUDS



105hp GTA feels like a Ti to drive. Super-rare RHD Giardinetta is a real charmer in every respect

it still uses the original Mk1 'Sud dashboard. To match the vinyl seats and pared-back door trims, the instruments don't include a rev counter or even a water temperature gauge, while the rest of the interior is suitably parsimonious. How bizarre, then, to find it has a five-speed gearbox – and not only that, it's fitted with a 1.5-litre engine with power not far shy of the GTA. A real curio.

A virtual coin-flip sees me take the Giardinetta to the photoshoot, following Joubert in the GTA. The boxer four starts on the button and, rather than requiring any choke, just needs the occasional throttle-tickle to keep it idling smoothly. The gearchange is fingertip-precise, super-light and tactile, while the steering transforms from muscular to light and incisive as my speed rises. Right away, this little wagon feels like a thoroughbred.

The engine is a charm. So sweet, smooth and quiet, it's also impressively willing. With a bit more heat through it, I can press on at a surprising pace, encouraged by the clarity of feedback you rarely find even in the most acclaimed of cars. To think this was pitched as a working hack when new; a tradesman back then would be getting the most mesmerising tool to do his job. I imagine all the overtime work I'd willingly have done.

I'm full of enthusiasm when we get to the photo location. This is such a well-engineered and willing car, I tell Joubert breathlessly. "Pretty good, huh?"

You'd never believe it from looking at it. That's why I think it's such a cool car." He's right.

As the Giardinetta is an estate, I decide to do the practicality test. Twist a rotary lever to flip forward the front seat and climb into the rear. Despite its diminutive footprint, it's pretty good back here. The deep seat is comfortable, and there's ample space even for lanky legs. An armrest is hollowed out in each rear side trim panel (don't think about side impacts), while the huge side glass gives an almost panoramic view out. It's a really nice place to be.

The boot floor is low, square and well-shaped too. It's all lined in work-proof rubber, which normally lined the rest of the cabin too; this car's been fitted out in carpet as an aftermarket addition, as Joubert explains: "They claimed at the time it could all be easily hosed out. Many people did: that might explain why there are so few survivors today."

Sitting spick and span alongside, the GTA is another happy survivor. This car has clearly enjoyed an easy-going and completely rust-free life. It's particularly resplendent thanks to a recent respray, while Joubert explains that the seats are so smart because they've been reupholstered in the original trim, sourced from Italy. There's enough left over to do the door cards too.

I do like the Mk2 Alfesud dash, with its more modern appearance, even if some of the switchgear remains idiosyncratic. I'm itching to have a go and finally we get



TECHNICAL SPECIFICATIONS

ALFA ROMEO ALFASUD GTA

ENGINE:	1490cc 8v flat-four OHC
BORE X STROKE:	84mm x 67.2mm
COMPRESSION RATIO:	9.5:1
POWER:	105hp at 6000rpm
TORQUE:	133Nm (98lb ft) at 4000rpm
TRANSMISSION:	5-speed manual, front-wheel drive
TYRES:	165/70 x 13
WEIGHT:	895kg
MAX SPEED:	114mph
0-62MPH:	9.6sec

the green light. Joubert hops in alongside me, not to slow me down, I soon discover, but to encourage me to stretch the car's legs fully.

The engine has a clear extra slice of potency. It's wonderfully raspy and charismatic, with particular enthusiasm as the revs rise up to and beyond 3000-4000rpm (yes, this car has a rev counter so I can report on such details). It's a clean, carb-fed delight, and the inherently perfect balance of the boxer four applies to the chassis, too. It's just so flat, stable and confident, with an abundance of delicacy and tactility.

It's no exaggeration to say that, straight from the off, the naturally 'right' feel imbues me with confidence, aided by steering that tracks fantastically straight and pure. Positioning the GTA is child's play, so well telegraphed are the sensations and so excellent is the engineering.

The ride is never harsh, and the steering remains surprisingly manageable despite the much smaller wheel. It weights up in corners, but again the load-up is natural, and feels very organic. If there's a weak spot by modern standards, it's the brakes. That's to be expected when driving period cars – although the amount of feel and progression here would embarrass a modern car.

"It's tragic," opines Joubert: "These cars are so wonderful to drive, but rust has claimed so many of them. When you drive one, it almost makes you weep."

Is the GTA fantastically different to something like a regular 'Sud Ti? Frankly, no. They're mechanically near-identical. The appeal here is the sheer curio factor, the chance to own a genuine Alfasud GTA with all the bragging rights that affords. For this reason alone, I think it's hugely desirable. That you would also get to enjoy such an unsullied, time-warp car only adds to the appeal. Definitely one for real Alfa Romeo aficionados.

And the Giardinetta? It's equally rare and equally charming. I admit, it completely surprised me and I ended up falling in love with it. An unlikely-looking drivers' car, it's an undercover gem, something that won't be everyone's cup of tea to look at, but a faithful and fantastic car to drive.

I'd have it like a shot, again just for the curio factor, safe in the knowledge I'd also own something that is nicer and more rewarding to drive than many more conventionally pretty classics costing 10 times as much. Very much the sort of car we at *Auto Italia* like to champion.

Photoshoot wrapped up, Joubert drives me back to base in the Giardinetta to pick up my modern, mundane motor, and take me back to reality. It was a brilliantly spirited, flat-out blast. Like his dad, Joubert's a former racer, and his experience is obvious: the car seems to come truly alive underneath us, barrelling from corner to corner with delightful finesse. It must, I wager, be quite the sight for onlookers, seeing such an unusual-looking car being driven with such commitment, two blokes on board beaming broadly.

They're still out there, the Italian car surprises. As the Alfasud celebrates its 50th year, here are two more curios uncovered from the archives, giving us another chance to confirm just what a special car the Alfasud remains. You may not have known about the GTA, or the right-hand-drive Giardinetta, but we all know what a sublime people's car the Alfasud is. Further proof isn't needed... but how satisfying to find it anyway. 🇮🇹

Many thanks to Joubert and Wilhelm van Zyl, Car & Classic and Elan PR for all their assistance with this feature



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Berger Sauce

All Testarossa experiences are special. But we go full-on 1980s fantasy by sharing the same driving seat as Ferrari F1 legend Gerhard Berger – this very car's ex-owner

Words by Nathan Chadwick
Images by Michael Ward



I've pored over the Testarossa's angular form at endless car shows, watched countless videos and read many more magazine articles on this most '80s of Ferraris. It's become so familiar that it's hard not to feel blasé when my eye drifts over its form. Well, that is until I've closed the door and caught sight of its wide hips in the rear-view mirrors, and gazed upon the scarlet italicised font on the binnacles – *I'm about to drive a bloody Testarossa!* Even when the Testarossa was never my dream car – more on that later – it's impossible to stop a frisson of excitement coursing through my veins.

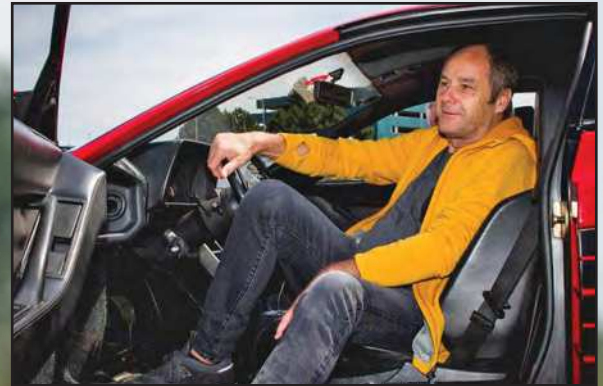
This isn't just any Testarossa, either, because chassis number 80974 was originally given to Gerhard Berger by Ferrari as part of his F1 contract to drive for the Scuderia. Supplied by the Denzel dealership in Güssing, Austria and first registered on 19 May 1989, it was soon adorned with Berger's personal plate – T.4798 – which had previously been used on his 328 GTS.

The 1989 season saw a lot of firsts for the Scuderia, although sadly not too many firsts on track. Nigel Mansell joined the team and the new 640 featured not

only the team's first V12 engine since 1980 but also a semi-automatic gearbox. This was also the year of Berger's horrific crash at the San Marino Grand Prix at Imola, when a broken front wing speared him into Tamburello corner at high speed. The car burst into flames and Berger was briefly knocked out, had minor burns and a couple of broken ribs. He suffered a run of 11 retirements until he took second at the Italian Grand Prix, an outright victory in Portugal, and another second place in Spain, earning him seventh place in the drivers' standings. The following year Berger would lose his Ferrari F1 seat to Alain Prost, as he moved to McLaren alongside Ayrton Senna.

It wasn't all grim news – 1989 would end on a high note for Berger with a company car upgrade from Testarossa to F40. He certainly enjoyed the former. On one occasion that's mentioned in his memoirs, he was cruising at 270km/h (168mph) when a truck pulled out to overtake another car at 60km/h – avoiding the inevitable took all of his F1-honed skills.

As I hover myself over the wide seat and shoehorn my oversized feet into the car – there's a reason why



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F1 drivers tend to be on the short side – I'm hoping I won't have my skills similarly tested. It's cramped in here – my head's forming an intimate relationship with the sun visor and my right knee's covering the gearknob – so manipulating a typically belligerent cold Ferrari gearshift is proving even trickier than usual. Add in heavy unassisted steering for low-speed manoeuvring and my inner eight-year-old boy is chuckling away to himself.

That inner youngling's mirth is because, so far, this Ferrari is living up to his expectations. The Testarossa is feeling more pose than poise, the automotive equivalent of Cameo's 'equipment package' in the *Word Up* video. The Testarossa always seemed to me a car for people who liked saying they owned a Ferrari rather than actually driving it over 3000rpm. You've heard the adage about never meeting your heroes, but what about meeting your enemies?

The powers of persuasion, or to put it more accurately the persuasion of power, begins with the throbbing grumble emanating from just behind my head. The Tipo F113 is often referred to as a flat-12, but in reality it's a V12 with a 180-degree vee. First introduced in the 365 GT4 BB in 1973, by the time the Testarossa whinnied into public consciousness in 1984, its 380hp output had made it the most powerful

production car in the world.

Of course, power is nothing without control, and this where the Testarossa has a tricky reputation. That enormous engine gives it a weight distribution of 40/60 front/rear and a reputation for on-limit handling woes. Do you have to be Gerhard Berger to tame a Testarossa? No, not really. For what lies beneath is an exceptionally well-mannered GT car. The 255/50 ZR16 rear tyres do bring bump steer issues on B-roads, but such routes are not what this car was built for – and given its huge width, best avoided.

The key thing is compliance. This may be a car capable of cracking 60mph in a smidge over five seconds, with 100mph popping up less than seven seconds later, but the Testarossa doesn't assault you for the privilege. There's a lot of give in the wide sidewalls, and bumps are dismissed with ease, giving you more confidence to place the car on lumpier roads. Try wrangling more modern hypercars over such knobbly surfaces and your nerves will shred.

This compliance makes for truly useable power. No, not all of it, but certainly enough to get the adrenaline going, thanks largely to one of motoring's finest orchestras. Yes, 380hp isn't a great deal these days but in the Testarossa you feel each every one of those nags dragging you towards the horizon with a

Gerhard Berger owned this example for just one year but loved driving it at up to 170mph on the autobahn



FERRARI TESTAROSSA EX-BERGER

cacophony of 12-cylinder artistry. Punch the throttle into the floor and the response is immediate, the engine rousing from its refined burble into a gurgle, growing into a smooth, waspish howl as the rev needle catapults around the dial.

Torque impresses in equal measure. According to the stats, the peak is 361lb ft at 4500rpm, but you start to feel it from as little as 2000rpm, and it doesn't really let up until the rev limiter at 6800rpm. It's a truly flexible engine, this, perfect for the kind of outside-lane-of-the-autostrada blasts it was intended for. The notchy open-gate gearshift is less of a bugbear on such roads; there's enough urge that you can simply leave it in fifth. Even the widest A-roads of Bedfordshire seem too small a playpen for this car; each prod of the throttle draws the next apex with the speed and smoothness of scissors through taut tracing paper, accompanied by loud, vivid tones.

At higher speeds the Testarossa becomes a coherent car. The steering lightens considerably but is still quick to respond; it's not overwhelmingly feelsome but it's clear and concise rather than verbose in its feedback. That's what you want from a GT, after all – at 140mph, you don't want each minor hand movement translated into a tree-climbing instruction. Quick, sweeping curves are a delight, with the Testarossa

never feeling anything other than confidence-inspiring, while on mildly knottier corners there's a dartiness to the front end that belies the car's girth and weight.

Settle back down again and the quirks become more apparent. It's hard to ignore the gawping, beeping and waving – and the swearing, spitting and frowning – from the general populace that goes along with driving a big red monument to 1980s excess. There are many who love the Testarossa's visual assault, but I'm not one who covets attention. In a Testarossa, you have to get used to it.

It's not all for show, however. Those dramatic side strakes do serve a purpose. This car's predecessor, the 512 BB, was well known for cockpit temperatures as hot as its performance. For the Testarossa, Ferrari moved the radiators from the front end to behind the cockpit; hence the cooling side strakes. This was a controversial decision, as it was thought they wouldn't pass US regulations; they were also intended to be much smaller. However, Pininfarina's design team – Ian Cameron, Guido Campoli, Diego Ottina and Emanuele Nicosia, led by Leonardo Fioravanti – chose to make strakes a feature of the car and it became a much copied, but never bettered, design theme in the 1980s.

In this pre-Montezemolo era, interior ergonomics were seemingly given less attention than which

Side strakes may look melodramatic but as ever at Ferrari, form follows function with cooling role



TECHNICAL SPECIFICATIONS

FERRARI TESTAROSSA

ENGINE:	4942cc 12-cyl DOHC
POWER:	380hp at 6300rpm
TORQUE:	361lb ft at 4500rpm
TRANSMISSION:	Five-speed manual, RWD
WEIGHT:	1506kg
MAX SPEED:	171mph
0-62MPH:	5.2secs



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grappa was going to accompany lunch. My arse is perched near the super-wide sill, my feet are somewhere near the centre of the car and my right knee's hanging over first gear. As such, each roundabout represents an impromptu yoga class. Funnily enough, though, I find myself in forgiving mood the next time the road opens up.

This particular car's own road has been rather more twisty – and tinged with tragedy. Berger owned the Testarossa for just one year, before he sold it to a friend in March 1990. He would only own it a year before it passed into the collection of a renowned Ferrari collector called Wimpissinger. Although well-maintained, it wouldn't be much used – especially after a fire at Wimpissinger's home. While the Testarossa was saved, his daughter wasn't, and his grief led to the car being sold on in 1993. Sixteen years later, Oliver

Robert Schlachter, an Italian car enthusiast and fan of Gerhard Berger, heard about the car (he had worked on the insurance file from the Wimpissinger fire) and after buying he used it sparingly, clocking up at most 200km. The car then passed to Thomas Zettl in 2014 and was then used as the official press car for the Mille Miglia and driven to both Maranello and Imola.

The current owners, John Marton and Martin Taylor, came across the car via a European classifieds site in February 2015. "It just said it was an ex-F1 driver's car," says Martin. "We decided to go to Augsburg to meet the owner, but it was snowing so badly we were diverted to another airport and had to be driven another 50 miles."

A deal was soon done and the car was trailed back to the UK a month later. "Barkaways looked after the car for us," says John. "The belts had already been

Berger signed dashboard, engine bay, former race helmet and overalls for car's current owners



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done, so it was just a check-over, some new tyres, wheel bearings and seals, and a new horn, as well as changing the lights to UK specification.”

More work followed in 2017 – new spark plugs, fuel filters and a replacement vacuum pipe – but better was to follow. Gerhard Berger was coming to the UK to do some work with Bentley and agreed to meet John and Martin at Birmingham airport. Berger signed the dashboard and engine bay, as well his former race helmet and overalls that John and Martin had acquired to match the car.

This car has been used alongside another Testarossa that the pair own for events such as Salon Privé, Festival Italia at Brands Hatch and the

Tour of Kent. Now it's heading for auction with Historics, as the pair have an eye on something new. It'll have to be something special to live up to this Testarossa with its genuine F1 history.

The Testarossa is a car that, once experienced, silences those who view it as more of a trinket than a driving tool. It may put the 'grandiose' into 'grand tourer', but it deserves to shout about its talents. In an era when today's cars have fake exhaust tips and fake engine sounds, the Testarossa is a gloriously analogue experience, one that cuts through the image to deliver a truly engaging, addictive experience. There are faster, more amenable, better-handling Ferraris but there is only one Testarossa. 🇮🇹

Thanks to John Marton and Martin Taylor, and Historics Auctioneers, where this car is due to be put up for sale soon



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EVOLUTION of the Species

What if Lancia still made its world championship-winning Rally 037 today? Now we know what it would feel like: the new Kimera EVO37 completely modernises Lancia's icon with superb results, as we discover on a first drive

Story by Chris Rees
Photography by Michael Ward



So here it is in front of me, bristling with purpose, a beauty and a brute both at the same time, its engine burbling with intent. The creator of this new Italian car, dubbed the Kimera EVO37, is a genial chap called Luca Betti and he's just invited me to drive his new baby. Excited? Me? Surely not. Sweaty palms and a silly grin tell a different story. However vanishingly short my drive of this pre-production prototype may be, the excitement is genuine because this is, for me, the most anticipated newcomer of 2021. If you could roll together all the elements that most excite me – little things like a world rally championship-winning pedigree, rear-wheel drive, brutal performance and analogue controls – the new Kimera EVO37 has it all in spades.

Kimera Automobili, based in Cuneo in Italy, may be a small company but it's making big waves. It was founded by 43-year-old ex-rally driver, Luca Betti. Racing is truly in his blood: his father and uncles were all racing drivers and his parents met at a race. However, when his mother didn't want Luca – the only male

of eight children – to follow the family's racing roots, he insisted. He went on to become a WRC rally driver but after losing his works seat, he set up a company called KMR, standing for 'Keep My Road'. It was only a short hop to the name Kimera, a mythical creature from Greek legend. In English, a chimera is a single organism made up of two or more organisms, which seems perfect for the EVO37. Oh, and in Italian, to 'follow your chimaera' means to chase impossible dreams – again a perfect analogy. As Luca comments: "A life spent dreaming is the perfect life, and that's just what I'm doing!"

The Kimera EVO37 certainly looks dream-like. It's absolutely spectacular in the flesh. The concept was all Luca Betti's but he admits he's not a car designer and so of course he sought help. Among his talented team was a certain famous designer whose identity, sadly, we are not at liberty to divulge. Suffice to say that he's designed one of the world's most lauded current supercars...

Like the original 037, the Kimera uses the centre section of an original Beta Montecarlo

(which incidentally eases the registration process no end). There's a degree of 'reverse engineering' involved, too. Kimera's background is restoring and building Lancia 037 and Delta S4 cars (both Stradale and Group B), so it has a deep knowledge of what makes these things tick.

However, other than the Montecarlo centre section, everything else on the car is completely new. Freshly developed tubular framework front and rear is resolutely modern in specification, designed using computer modelling and made of molybdenum chrome steel. All of the componentry is cutting-edge, too, from Pirelli run-flat tyres to adjustable Öhlins dampers to Brembo brakes. The construction techniques and materials are also very much 21st century, including Kevlar, titanium, aluminium and – above all – carbon, out of which the whole body is made.

What really makes the EVO37 so special is the involvement of so many of the team members who created the original Lancia Rally 037 back in 1982. Chief among these has to be Sergio Limone, who was



intimately involved in the development of the new Kimera chassis, as Luca Betti explains: "He was very important in the process, suggesting ideas at every stage. He was always very attentive and whenever he saw something and said 'hmmm', we knew we had to change it immediately. He is the professor!"

It's a similar story with the engine, with Claudio Lombardi on board to guide the development of the new power unit. He was the man in charge of all the engines in Lancia's classic 'Martini' era. Of special significance was his work on the Delta S4 engine, a true monster of rallying, whose essential concept is used in the Kimera: a supercharger to boost torque at low revs and a turbocharger to add power at higher revs – although the supercharger now has electric rather than pneumatic actuation.

The chassis and subframes have been engineered by Bonetto, with a set-up that echoes the Lancia Delta S4's. Engine development has been by Italtecnica. Apart from the cast-iron four-cylinder twin-cam block (which is original), everything else is completely new. It retains a modest capacity (just 2150cc) but succeeds in extracting incredible peak power of 505hp. For the record, 235hp per litre is the highest specific power output of any road car powerplant. There's one other person to name-check: rally driver Miki Biasion, who has been testing the car – very fittingly considering he won both the Italian and European Rally Championships in 1983 in a Lancia 037.

Some cars just look and feel 'right'. The Kimera is definitely one of those. It's physically bigger than the 1982 original (165mm longer and 105mm wider) but has

reduced front and rear overhangs. Because of the increased track width, the wheelarches are massively flared. Cleverly, they pick up on the famously chiselled profiles of the Delta integrale Evo, giving the car a truly muscular presence. In so many of its details, you really appreciate the small things, like the rear badge that reads 'Autentica Evoluzione' (Authentic Evolution), using exactly the same font as Lancia's integrale – a neat touch. Luca Betti tells me: "We use the word 'authentic' very small because we don't have to say it at high volume to the world. We keep the tradition and philosophy of the original car, its soul. This is not a restomod, though. It's a brand new car, as Lancia would be making today if had kept going with the 037. It's a modern car that respects the legacy of the Rally 037."



One thing draws my attention more than anything else: the achingly beautiful wheels. Kimera's 'secret' designer has done a stellar job here. Wheels so often make a car, and here is a case in point. They synthesise elements of classic Lancia designs, in particular the Delta integrale 16V with its anthracite centres, but very much modernised.

Quad LED headlamps are also resolutely modern but still in keeping with the classic theme, recalling the 'eyes' of the 1982 Rally 037. Even the metallic grey paint – not perhaps an obvious choice for this car – looks great. It's inspired by an original Delta S4 colour and has been created to look distinctive in different lights and to highlight the shape of the car.

Stepping inside, the cockpit looks and feels superb, exactly like a 'Stradale' version of a

rally car should. This pre-production car is very near to the finished spec but some parts have still to be finalised, such as the sills (which will be in carbonfibre), the climate control knobs (which will be in machined aluminium) and the steering wheel. The unique Kimera-branded instruments are as they will be in terms of layout and design, even if they're not the definitive production spec yet. I love the classic orange-on-black look and the separate boost gauges for the supercharger and turbo, while an LCD screen has even more detailed parameters and doesn't look remotely out of place in the Alcantara-lined centre console. The rows of little red buttons above it configure various electronic settings.

The superb ribbed seats are a mix of Delta S4 Stradale and Rally 037 Stradale themes and look just sensational. They're

comfortable to sit in, too, the optional racing harnesses holding you firmly in place. By the way, customers can personalise all colours and materials using a virtual reality oculus.

OK, it's time for my test drive. Starting the car is akin to a fighter plane: prime two red switches, then press together two little black buttons on either side of a small binnacle and the four-cylinder engine burbles into life. A few discreet dabs of the throttle immediately call attention to the exhaust: loud, snarling and head-turning.

I'm warned about the clutch, which is to competition spec and very sharp (production cars will have a 184mm dry twin-plate hydraulic clutch). Sure enough, it's ultra-sharp and I stall on take-off. I clearly need to use a lot more revs to get it off the line. Not remotely a chore, given the sweet, sweet sound of the engine.

Supercharger and turbo combine to produce huge torque at all engine revs. Quality is impeccable



“ A few discreet dabs of the throttle immediately call attention to the exhaust: loud, snarling and head-turning ”

A short acceleration up the road reveals the instant kick on tap. Clearly audible mechanical whine betrays why: the supercharger is already working to give you plenty of torque even at very low revs. By 2000rpm you've already got all of 400Nm, plenty enough to break traction if you hoof the loud pedal, and further up the rev range peak torque is a huge 550Nm. As your revs rise, a distinctive whistling introduces part two of the power boost story: the turbocharger kicking in. If I thought the Kimera was fast off the line, the jump in performance with the turbo in full flow comes as a real wake-up. With only 1100kg to haul (and this is before new carbonfibre parts reduce the weight to a target of 1050-1080kg), it scampers off like... well, like a Group B rally car.

While a sequential automatic gearbox is available, if ever there was a car that calls out for a manual transmission, this is it. Luckily, it's got a great manual gearbox: the same six-speed 'box used in the Lamborghini Gallardo. The gearchange is ultra-mechanical yet slick. A three-point turn





Wheels synthesise several Lancia designs. Gear lever is a work of art, as are the Delta S4-inspired seats



reveals how brilliant the gear lever is: a real work of art, its metal base a sculptural focus that mimics the reverse-gear lock-out of the original 037 Group B racer. The manoeuvre also provides evidence of how much feel there is in the power-assisted steering.

A few other initial impressions. Considering the ultra-low-profile tyres (245/35 R18 front and 295/30 R19 rear), the ride is surprisingly good. Visibility is very tricky with that enormous rear spoiler blocking any view out of the back and the door mirrors being so tiny. As for the brakes, this pre-production car has no servo, so the pedal requires some hoofing – perfect if you're a rally driver like Luca, but he recognises that most customers prefer servo assistance so this will be fitted to production cars.

My drive is too brief to get full cornering impressions but Luca reassures me: "We are fortunate in following a brilliant original concept in the Rally 037. I was surprised to find that the set-up was pretty much spot on from the first drive. It's so precise, so fast entering the corners. The wide track, suspension and tyres make this an incredible car on twisty roads."

Although not set up as a track machine, it's well suited to both road and track use, says Luca. It's more comfortable to drive than a Ferrari, he says, and I do take his point in many respects. Incidentally, Luca Betti has ruled out an 'integrale' version with four-wheel drive.

It's great news that you can buy the Kimera today, with the first deliveries expected in October. Even priced at €480,000 each, you'll need to hurry if you want one. Only 37 are to be made and at the time of writing, 21 have



already found homes, from the UK to the USA, Switzerland to Japan. Right-hand drive is perfectly possible, by the way, using an original RHD Beta Montecarlo.

It's an equally great pleasure to report that the Kimera EVO37 does not disappoint on any front. It's a brilliant car that lives up to every millimetre of the promise of its looks and specification. The quality of design, engineering and manufacture are impeccable. It certainly helps that the team behind it is such a serious one, including several of the original people who conceived Lancia's original 037, to the which the Kimera pays perfect homage. 🇮🇹



TECHNICAL SPECIFICATIONS

KIMERA EVO37

ENGINE:	2150cc 4-cyl turbo & supercharged
BORE X STROKE:	85mm x 95mm
COMPRESSION RATIO:	7.5:1
POWER:	505hp at 7000rpm
TORQUE:	550Nm
TRANSMISSION:	6-speed, rear-wheel drive
BRAKES:	365mm vented discs front & rear
TYRES:	245/35 R18 (front), 295/30 R19 (rear)
DIMENSIONS:	4055mm (L), 1905mm (W), 1200mm (H)
WEIGHT:	1050kg
0-62MPH:	4.0sec
PRICE:	€480,000

ORIGIN STORY

Lancia's Rally 037 provides the clear inspiration for the Kimera. First seen at the 1982 Turin Show, it immediately started winning in rallying, taking the 1983 WRC constructors' title after victories in Monte Carlo, Corsica, Greece, New Zealand and Sanremo – the very last two-wheel drive car to win the world rally title. Despite the arrival of four-wheel drive in WRC, the rear-wheel drive 037 continued to win: in 1984, it took the Tour de Corse, for instance, while it also won the European championship in 1983, 1984 and 1985. Some 200 road-going 'Stradale' versions were built to comply with Group B regulations. Genuine Rally 037s are today worth anything between £350,000 and £650,000.





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PUNTEGRALE

What happens if you mash together a Fiat Punto and a Lancia Delta integrale? We recall driving Maggiore's sensational Punto Grama 2 more than 25 years ago

Story & images by Peter Collins



After being hidden away in Modena for some 20 years, the Fiat Punto Grama 2 one-off you see here has recently come up for sale. That reminded me of an exhilarating afternoon back in 1994 that I spent in its company in Chivasso, not far from Turin. Recognise that name? Any Evo integrale owner worth his salt will know Chivasso as the birthplace of his favourite car. Sadly the location no longer exists as a factory, its place taken by an anonymous housing estate.

'Anonymous' is certainly not a word you could apply to the outstanding and legendary cars that issued from Chivasso's gates in its glory days. One of which is the Punto Grama 2, which was built by Maggiore not long after it the coachbuilder took over the ex-Lancia plant in 1992. Maggiore was originally established in 1925, primarily offering bespoke coachwork to companies that didn't have the space or time to manufacture their own bodywork. In the 1930s it established a

close relationship with Viotti, building its Fiat 1500 Cabriolets. After the war, Maggiore set up lines to produce specialist vehicles such as the Lancia Ardea Furgoncino and Fiat 1100 Viotti Giardiniera.

From 1951, Maggiore's premises were in Borgo San Pietro near Moncalieri (where GFG – the new Italdesign – now resides). Its work became increasingly sophisticated, building the likes of the Lancia B20 GT, Alfa Romeo 2000/2600, Maserati Mistral, Lancia Flaminia Touring, Fiat 2300 Coupe and De Tomaso Mangusta, to name but a few. By the 1980s core



production was the reworking of Fiat Pandas as vans for the Italian telecoms industry, as well as the Bitter and later De Tomaso Panteras.

In 1992, with the complete subsumption of Lancia by Fiat, Maggiora took over the former's purpose-constructed factory at Chivasso and took continued making the Lancia Delta HF integrale Evolution there, as well as developing special versions on its own initiative. When this finally reached its crescendo with the 1994 Final Edition, Maggiora developed and produced the Fiat Barchetta Spider and Lancia Kappa Coupe, plus several one-offs and show cars. Perhaps one of its best was the beautiful Fiat Barchetta Coupe – another title mash-up!

I visited Chivasso in November 1994 for the celebration of the Lancia Delta integrale. Many were asking, "Have you seen the Punto?" Which Punto? Well, that in-er-face metallic gold one over there. Wow! Maggiora's Punto Grama 2 was amazing then and it still is. And I got to try it. Abandon all thoughts of those *Max Power* projects languishing in suburban side-streets with badly-fitting add-on body parts and wheels twice the width they should be. The first thing to hit me was the Grama's sheer presence and beautifully put together show car finish. The carrozzeria-standard bodywork meant it was impossible to detect where the extra body parts

started, while the paintwork was superb.

So, what actually was the Punto Grama 2 – some sort of bloated turbo'd show-off or something cleverer? Very definitely it was the latter, being a fully formed R&D car. Technically, this was a first series Fiat Punto body stretched over the mechanicals of a Lancia Dedra integrale. Inevitably, it immediately became known as the 'Puntegrale'. As for its 'Grama' decals at the bottom of the A-pillars, the word means 'bad' in Piemontese slang – which in 1990s-speak meant 'good' of course.

To stretch a Punto over a Dedra base would have required inserting length and width into the shell, spoiling both its aesthetics and rigidity. Instead large colour-coded bumpers were used to disguise the extra seven inches of length, plus fat arches to cover the extra six inches of track. Maggiora carried off the illusion well to create an integrated (sorry) look without making it seem like its extremities were simply added on. Discreet 'M' badges were situated at the rear of the waistline on the bottom of the C-pillars and on the wheel hubs.

Perhaps the real giveaway of the car's roots were its wheels: 17-inch alloys taken straight from the integrale. The interior was also improved, although the dashboard was left standard, which made it feel even more tantalising. Was it really going to go? And would

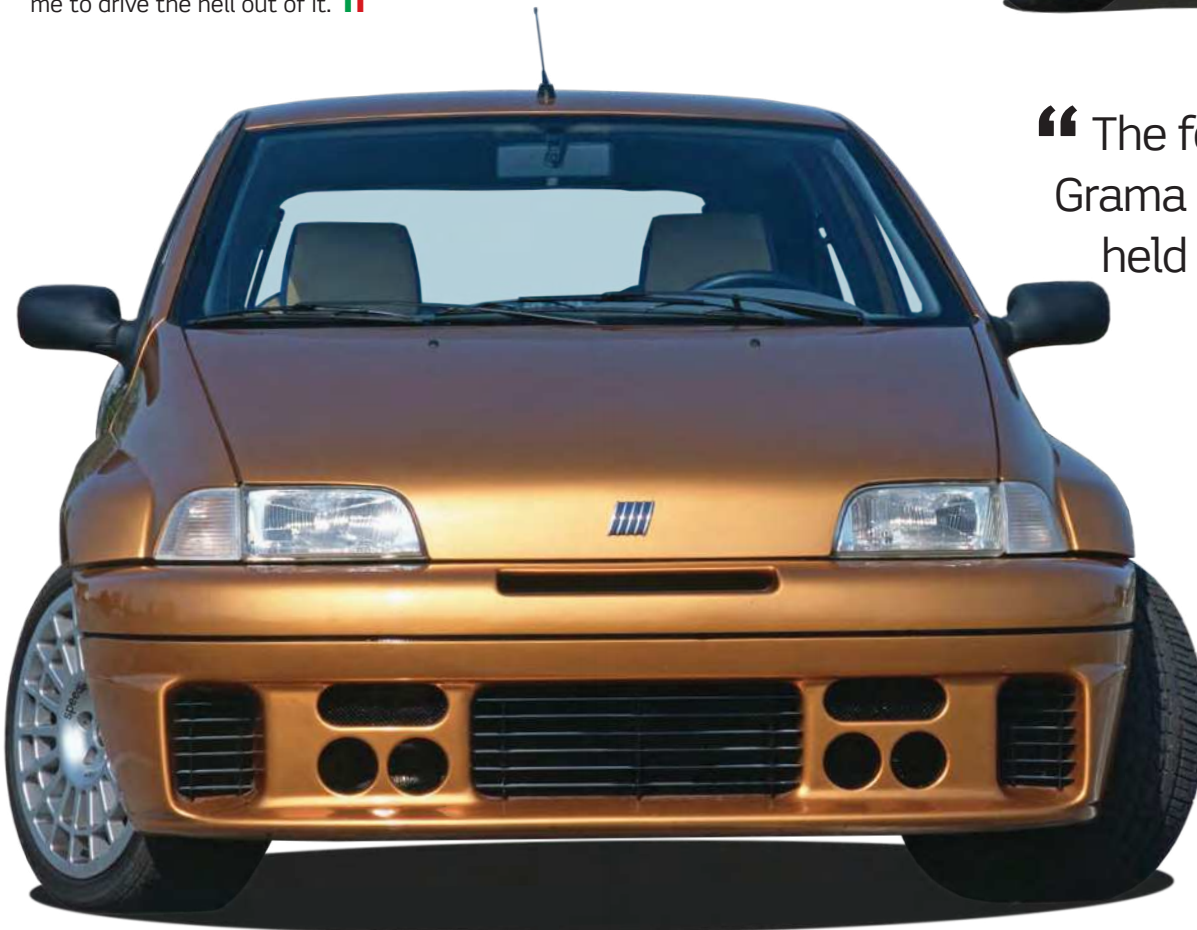




that 'go' be delivered in a spectacular way?

There was plenty of space to exercise the little beast on the test track, luckily. And after driving it, I was moved to call it a 'refined beast'. There were no dramatics on turning the key in the ignition and moving into first and pressing the throttle immediately told me it was going to go like no Punto ever before. The 2.0-litre 162hp turbo 'four' delivered incredible pace (a 0-62 time of 7.3 seconds was quoted).

What's more, the four-wheel drive Grama 2 turned in and held its line just like, well, just like an integrale, actually. Further evidence of the car not having been just thrown together was its integrity whilst being hurled around over potholed tarmac. A good ride and equilibrium are always the ultimate sign of a properly developed car. With less weight than the booted Dedra, everything about it was sharper, while those looks made it seem even faster. On the track it just taunted me to drive the hell out of it. 🇮🇹



“ The four-wheel drive Grama 2 turned in and held its line just like an integrale ”

Grama 2's 162hp turbo engine suited car well. Fat-arch bodykit was of extremely high quality

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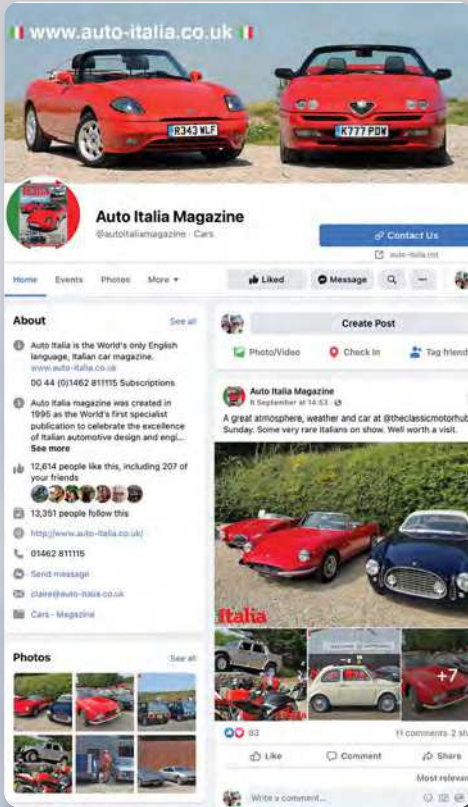


THE KIMERA 037 COLLECTION



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NEW AGE CENTENARIAN

The modern era of cars was born exactly 100 years ago with Lancia's Lambda. From its unitary structure to its pioneering front suspension, so advanced was it that it still feels fresh today – as we now know after driving four different examples on track

Story by Marco Visani/Ruoteclassiche
Images by Massimiliano Serra/Ruoteclassiche





Alongside the Aprilia, the Lambda is the best known of Lancia's pre-war models – with very good reason. Launched in 1921, here was a revolutionary machine; arguably the world's first truly modern car. The Lambda pioneered the idea of a load-bearing unitary body/chassis, as opposed to the separate chassis that were fitted to all previous cars. Initially viewed with deep suspicion, not only by other manufacturers but also by car buyers, the novel concept eventually swept the world.

According to Battista Pinin Farina, the idea of abandoning the chassis came to Vincenzo Lancia while looking at how boats were made. Why not fix all the mechanical elements directly to the structure, rather than using a separate ladder frame? Lancia duly designed a steel skeleton structure with sheet steel bodywork overlaid, making the new Lambda light, rigid and with a low centre of gravity.

Lancia's engineer Battista Falchetto recalled that his first meeting about the unitary structure idea occurred in March 1921. He was tasked with designing new sliding pillar independent front suspension – not the first car with IFS, but certainly the first popular one. Another advanced feature was standard drum brakes all round. Falchetto also had the idea to design a tapered tail that was able to

accommodate passenger luggage – the very first integrated boot.

Another masterpiece was the V4 engine with its very narrow angle of 'vee' (only 13 degrees initially), something that allowed for a very short crankshaft, while it also boasted aluminium pistons and a gear-driven single overhead camshaft. Its power output of 49hp at 3250rpm was unheard of for the time. All of this put the Lambda in a class of its own in terms of driveability and security on the road. Even today, it is the easiest pre-war car to drive, very much not feeling like a century-old design.

Like Greek muses or Beethoven symphonies, there were nine series of the Lambda. But in terms of important evolutionary steps, there were actually only three major iterations. The initial version went from the first to the fifth series with minimal changes; the sixth series is viewed as a version in its own right; and the seventh to ninth are the most mature and sophisticated.

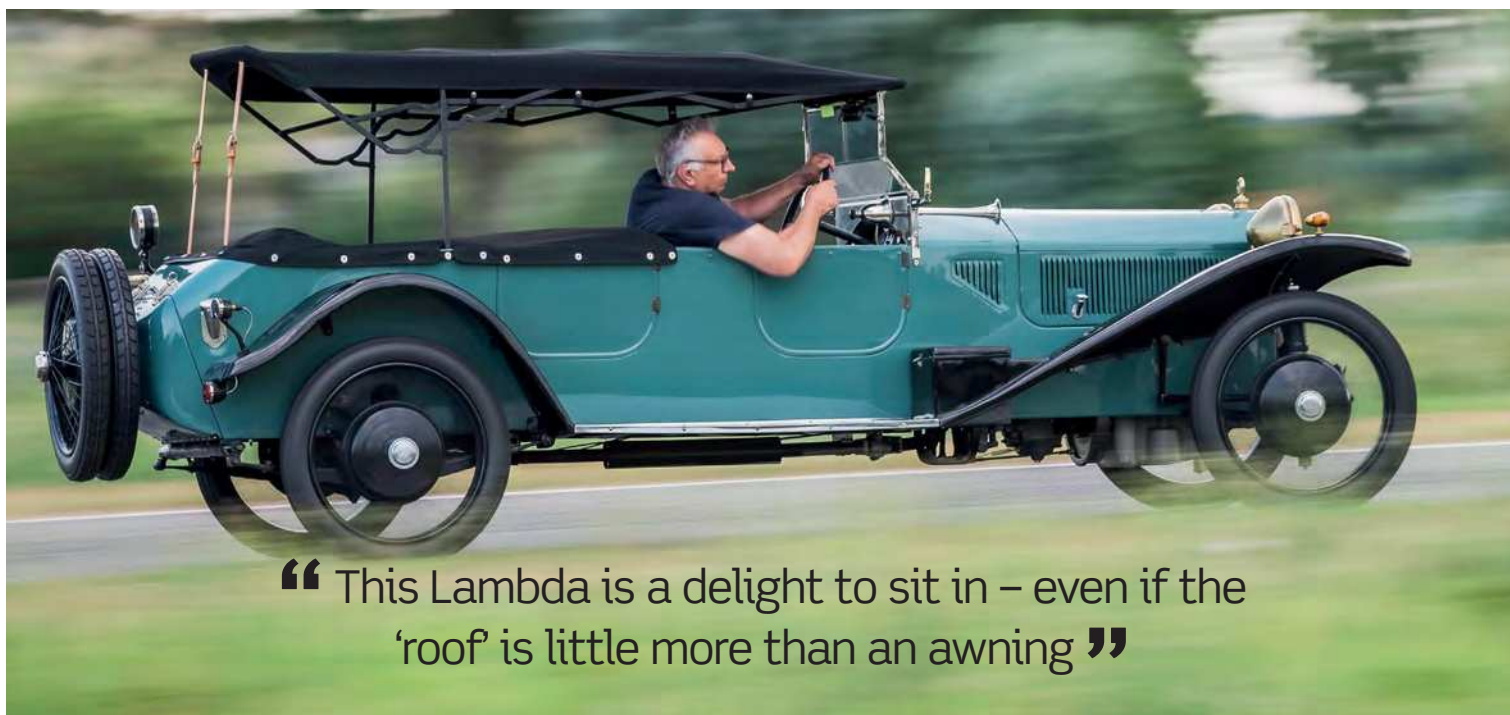
In terms of engine development, the original 2119cc V4 engine, with 49hp on tap, was kept from the first to the sixth series. Only 400 examples of the first series were made from 1921 to 1923. The second series (November 1923 to May 1924, 1100 examples) included changes to the engine bearings. With the third series (May–November 1924, 800 examples), the

pistons changed from aluminium to cast iron and the electrical system was Marelli rather than Bosch. On the fourth series (November 1924 to February 1925, 850 examples) came a new tappet cover and different flywheel. The fifth series (March–September 1925, 1050 examples) added a fourth gear and better brakes.

The sixth series (Tipo 216 instead of 214) came with a chassis made available for coachbuilders (Tipo 217). An alternative wheelbase lengthened by 32cm was offered, allowing two extra folding seats to be fitted. 1300 units of the VI Series were produced from September 1925 to July 1926.

The seventh series (July 1926 to March 1928, 3100 units) had an engine 'vee' made slightly wider and the bore increased from 75mm to 79.37mm, bringing the displacement to 2370cc and power to 59hp. For the eighth series (March 1928 to August 1930, 3903 cars built), there was a narrower 'vee' and another boost in displacement to 2569cc thanks to an 82.55mm bore, plus a hike in power to 69hp. The final ninth series (January–October 1931, 500 examples) merely had a different distributor.

We've gathered together what are in our opinion the most significant examples of the Lambda line at Vairano circuit. Even we were surprised by just how modern they feel to drive.



“ This Lambda is a delight to sit in – even if the ‘roof’ is little more than an awning ”



TORPEDO IV SERIES (1925)

This fourth series Lambda was produced on 11 April 1925. It was discovered in Switzerland (where it had first been restored in 1961) by its current owner, Claudio Montagni, in 2017. It's just come out of a new restoration (a lot of mechanical stuff but very little bodywork) and our track shoot was its very first outing.

“I have owned a Casaro-bodied Lambda

Spider VII Series for years,” says Claudio. “I took it on the Mille Miglia last year, although unfortunately I had to retire in Parma. I wanted to add a Torpedo-bodied Lambda alongside it because I was very curious to drive an older Lambda that was less sporty. To my surprise, I found it even easier to drive. Although it has lower power and one less gear, it's super-sweet to drive.” What about the magneto, which is the Lambda's Achilles' heel? “In Italy, seemingly no one knows how to get involved any more. But in France there are still good craftsmen: problem solved.”

The starting procedure for vintage cars can be pretty laborious. Not so the Lambda: it starts like a car that's half a century younger. Apart from needing to open the bonnet and open the fuel valve, everything else is extremely easy. In fact it starts first time even after the car has stood for months. Clutch down, engage first gear, turn the key a notch and push your finger on the button: the

logic is exactly the same as a car of today. In the middle of the steering wheel is a *manettino* to adjust the ignition advance but it's not essential to use it.

This Lambda is a delight to sit in – even if the ‘roof’ is little more than an awning. You look out towards a plethora of shiny brass up front (in contrast to the later cars) and the pedals are set in a familiar position for anyone used to a modern car. The three gears, on the other hand, are arranged in a way that takes some getting used to. Being a Torpedo body style, there are rear seats that can be covered by a tonneau if necessary.

The most obvious difference over later Lambdas is the extremely narrow tyres, which require some circumspection at speed. The brake drums are smaller, too – the same comment about speed applies. And speaking of speed, the maximum achievable by this car is 70mph.





“ The Spider feels the sportiest member of our gathering thanks to its lighter two-seat body ”



SPIDER CASARO VII SERIES (1926)

This Casaro-bodied Spider emerged from a famous street in Turin: Corso Trapani, nestled between the Lancia and Ansaldo factories. This street name will be familiar to many as the location of Pinin Farina's works – not surprising since Pinin Farina acquired the site from its previous owner: Mario Casaro. For years, Carrozzeria Mario Casaro produced some of the sportiest Lambda bodywork of all, including this one.

Perhaps to reward his courage in overcoming the difficulties involved in building bodywork on its monocoque Lambda, from 1928 Lancia began to supply Casaro with what we would call today a full platform. Importantly, the Lambda Spider Casaro was included in the official Lancia brochure as its sporting variant. The sportiness was, however, mostly aesthetic since the mechanicals remained unchanged.

This beautiful Casaro-bodied Spider is based on the seventh series Lambda, with its 'intermediate' engine of 2370cc and a power output of 59hp. It was made by Lancia on 27 August 1926 and built into a Spider by Casaro over the succeeding months. It was originally sold to a client in the UK but has since been repatriated to Italy. The car still has its original paint, protected by a transparent film to prevent damage. It's been owned for many years by Gianmario Fontanella, a well-known face in regularity events such as the Mille Miglia, in which he finished third at this year's rally, in between two other Casaro Lambdas.

When Gianmario talks about his Lambda, he comes across as a mix of skilled salesman and mad lover: "This is a machine that was made to last and it's very easy to drive. It has shockingly good agility, an incredible turning circle and, above all, monstrous torque. When I was racing, both first and second gears

broke but despite this, I was still able to travel for over 50km in fourth gear.

"This is a very robust car – if something breaks you can rely on it keeping on going. Even if the head gasket goes (which has happened to me), you can carry on driving because the exhaust gases can easily exit without affecting the cooling system. The headlights are good enough to navigate by at night, too. The car's weakest points are the gearchange, clutch and magneto."

This Spider feels the sportiest member of our gathering. Even if there's no more power under the bonnet, it feels much more agile to drive than the Torpedoes here, thanks to its lighter two-seat body. The brakes require some acclimatisation, though. You need to anticipate things well in advance and apply your foot to the pedal several times to avoid overheating the drums. Overall, it's an absolute pleasure to pilot.



“ On the eighth and ninth series Lambdas, the larger engine’s boost in torque makes it very easy to drive on the throttle ”



TORPEDO VIII SERIES (1929)

Although the eighth series Lambda was similar in appearance to the earlier cars, it received many changes, including the vee of the V4 being made slightly narrower (from 14 degrees to 13.4 degrees). With 3903 units built (out of a total of 13,003), the VIII Series was the most numerous of all.

This example has been owned by the *Quattroruote* Collection since 1956, the year the famous monthly magazine was founded. It’s the only example left on the road with seven seats, achieved by a central row of folding seats in the rear compartment and a longer wheelbase of 3.24 metres than the alternative 3.1-metre one. Quite plush are the electric windscreen wiper and standard rev counter.

With its clutch pedal on the left, brake pedal in the centre and accelerator to the right, it very much feels like a car from today rather than the 1920s, when many cars had the accelerator in the middle and the brake on the right. The Lambda is thus one of the easiest vintage cars for modern drivers to pilot.

Don’t too carried away, though. While the stubby gear lever is reassuringly placed in the middle, and by the eighth series had four gears, it’s not that easy to use. There’s no

synchronesh and double-declutching is the order of the day. But even then, it’s all too easy to miss the correct shift point, resulting in a loud graunching noise. It takes time to know when to change gears, listening by ear for the correct revs.

Not that you need to use the gearbox much in reality, since the engine’s torque is so generous. On the eighth and ninth series Lambdas, engine displacement rose to 2568cc and the boost in torque makes it very easy to drive on the throttle.

Enthusiasts of the model call it ‘the roundabout test’: enter a roundabout at 10mph ‘forgetting’ that you’re in fourth gear and the car will happily pull away. Yes, it’s slow to get back up to speed but the V4 takes it in its stride. Even if the rear friction dampers don’t absorb bumps terribly well and the brakes feel somewhat unbalanced, the car corners in a pleasingly flat way, as if caressing the road.



LANCIA LAMBDA AT 100 YEARS



These Lambdas are among the easiest pre-war cars of all to drive, with surprisingly modern specs. They really don't feel 100 years old



“ It’s an unexpectedly fine animal around corners: thanks to sweet and responsive steering, it’s easy to get back on line ”



TORPEDO VIII SERIES (1930)

This eighth series Lambda has been owned for the past nine years by Antonio Calleri. It was originally built in 1930 as a saloon and was only later transformed into an elegant one-off ‘Torpedo’, whose more rounded lines seem better resolved than those of the


standard Lancia model. A ‘Lancia (England) of Alperton’ plate on the dashboard testifies to its early life in Britain.

“With a minimum of maintenance, this is a car that can happily do 125 miles in one run. That’s not at all common for pre-war vehicles,” says Antonio. “It’s best to keep engine revs below two-thirds of the maximum, in other words not beyond 2200rpm, because of the age of the aluminium in the engine. It’s also essential to fit a manually switchable electric fan for when the engine goes over 70 degrees.”

To appreciate a Lambda fully, you have to drive it with gusto. Throw it into a corner at the sort of speeds that make a comparable car (such as a contemporary Bianchi or Alfa Romeo) feel unsettled and the Lambda feels surprisingly modern in terms of its

precision and agility. You reach the limits of grip quite soon, of course, since the tyres are virtually the same width as a mountain bike’s, but you always feel confident about what the car is doing.

These late series engines have almost 70hp to play with, so you can reach a top speed of 75mph and find it quite easy to arrive at a corner carrying too much speed. That’s no problem for this Torpedo, which turns into an unexpectedly fine animal around corners: thanks to the sweet and responsive steering, it’s easy to get back on line.

As well as being innovative and elegant, the Lambda succeeds, 100 years on from its conception, to be a genuinely fun car to drive. Believe us when we say that no other car of this age is as beautiful or as easy to drive. 





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Classic Alfa Challenge At Thruxton

Report by Michael Lindsay
Photography by Michael Ward



Julius Thurgood has worked tirelessly to keep the Classic Alfa Challenge alive during this past year and was eventually rewarded by being able to open the season at the Racing Legends meeting at Thruxton in mid-July. Sharing paddock space with dozens of E-type Jaguars, Bentleys, single-seaters and classic touring cars, the Alfas were in good company.

Although the final grid was not as large as might have been hoped, it still represented a good cross-section of cars produced from the 1950s to the 1980s. There were loyal

supporters such as Chris Snowdon with Richard Melvin's Alfetta GTV, Alex Jupe's similar Marlboro-liveried car and James Wright with his ever-improving 75.

In addition we had Jonny Horsfield (Alfetta GTV), Gavin Watson (1600-engined Giulietta Ti), Richard Ibrahim (Alfasud Sprint) and Geoff Turall in another Alfetta. Particularly striking to look at was the Jeff Byloos Group 2 Alfetta, although sadly it did not perform as well as it looked. The weekend also saw an impressive in-at-the-deep-end appearance by a young Frank Horsfield in the Giulietta

saloon presented in the identical livery to his father Jonny's rapid Alfetta.

As the qualifying times came up on the excellent live stream, I was expecting to see Chris Snowdon topping the charts, but it was not to be. Ex-Clio champion James Colburn and his 2.0-litre Sprint GT headed the list by some two seconds from James Wright, with Chris back in third, ahead of Jonny Horsfield and Alex Jupe.

The 30-minute race would see Colburn dash away and build a 2.1-second lead over Chris by the end of lap one, a gap that he



would extend to some 11sec by the end of lap 6. Meanwhile, behind him a superb battle was taking place between Chris Snowdon and James Wright which was to last the whole race. James managed to get alongside on several occasions; on lap 11 he got ahead only to be bottled up behind a back-marker, letting Chris dive into the resulting gap and retake the place. As he admitted afterwards, he out-braked himself into the corner.

As the race continued it was clear that James Colburn was slowing. This was later revealed as a clutch problem but he was able to gauge his pace to perfection, taking the win by just under two seconds. James Wright never gave up and crossed the line 1.04sec behind Chris after a thoroughly entertaining race. When asked why he had been unable to keep up with the winner in the early stages, Chris said that his engine was now "tired"

while the unit in the Colburn Sprint was "new". Alex Jupe was able to keep up for two thirds of the race but drifted away towards the finish, crossing the line in fourth, well clear of Jonny Horsfield.

Looking at Chris Snowdon's excellent in-car video (available on Chris's website), the speeds attained at the circuit are impressive. Quickest was at the end of the run up Woodham Hill to the braking point for the chicane at 116-117mph, which Chris said was 2mph quicker than the last time the car was there.

Other Alfas being raced at Thruxton were Paul Clayton's Alpilatte-liveried GTV 3.0 and the ex-Luigi Racing Boule d'Or Alfetta of Peter Guest. Both were up against some seriously fast cars in the Historic Touring Car race. Look out for more reports in *Auto Italia* soon, including Brands Hatch at Festival Italia.





SILVERSTONE CLASSIC

Record-breaking racing returned to Silverstone

Words by Mike Rysiecki
Photos by Leigh Jones



Ferrari 250 GT 'Breadvan'



1963 De Tomaso Formula Junior



Alfa Giulietta SZ



Alfa Giulietta Sprint Veloce



Ferrari 458 GT3



Alfasud Sprint Veloce

After an absence from the events calendar in 2020 due to the pandemic, the Silverstone Classic bounced back in record-breaking style, with more competitors than ever before permitted to attend in 2021. The world's biggest retro racing event has become even bigger. Over three days, 'The Classic' hosted 21 exceptional races featuring more than 900 entries and a record six-figure audience. There was a uniquely positive, post-pandemic atmosphere for the 2021 event, with everyone very welcoming and obviously pleased to see each other.

To mark the event's 30th anniversary, the race card included all the 'greatest hits' from the full spectrum of historic racing.

The oldest cars were legendary Bentleys from the 1920s, the most modern were Le Mans-style endurance prototype racers from as recently as 2016.

While travel restrictions held back European international participation and spectator attendance, there was no shortage of Italian-made cars participating. The close track action kicked off with a full grid of 54 Formula Juniors and a memorable dice for victory. Westie Mitchell upheld Italian single-seater honours with a pair of top 10 finishes in his immaculate 1.1-litre De Tomaso 63.

The coveted RAC Tourist Trophy for Historic Cars (Pre-1963) was by won the unique 1961 Ferrari 250 GT 'Breadvan' of Lukas Halusa, beating a number of hard-

charging E-Types including that of Martin Brundle. Halusa also set the fastest lap in a race that included two Zagato-bodied Alfa Romeos (1957 SVZ and 1962 SZ).

Elsewhere, Italian Sports and GT cars scored well, too. John Spiers led home a quartet of Maserati 250Fs to a class win and fastest lap in the HGPCA race for Pre-1966 Grand Prix cars. In the MRL RAC Woodcote and Stirling Moss Trophies, Richard Wilson and Martin Stretton also brought home their 1957 Maserati 250S to a class win and fastest lap.

The Masters Endurance Legends class is a catch-all for prototype and GT endurance cars spanning 1995 through 2016. A welcome sight was the French family team of JMB



Classic with four race cars in tow. While son Olivier Tancogne had a win in GT1, father Xavier took GT2 honours in his Ferrari 458 GTE. Colin Sowter took the GT3 win and fastest lap in his 458 GT3. That pair of Ferrari class wins on Saturday was repeated in Sunday's race too.

Xavier, together with the Banks brothers, Andrew and Max, also brought a touch of Trans-Am period authenticity to the Transatlantic Trophy Race for pre-1966 Touring Cars by running their 1965 Alfa Romeo Giulia Sprint GTAs in that most popular of races.

In the International Trophy for Pre-1966 Classic GTs, Hans Joerg Haussener was rewarded with a class win and fastest lap for his 1961 Giulietta Sprint Veloce. Similarly, there were class and fastest lap honours for the three Alfas in the Adrian Flux Trophy for

MRL Touring Cars on Sunday. The full-capacity 52-car grid featuring BMW CSLs, Ford Capris, Rover Vitesses, BMW M3s and Sierra RS500s and was all the better for Geoff Gordon's Alfasud Sprint Veloce and a pair of GTV 6s from Ian and Frank Guest and Paul Clayson.

Away from the track, Silverstone Auctions has become a regular feature at The Classic, hosting three days of sales where £7m worth of collector cars and motorcycles found new homes. The showroom offered some exceptional Italian lots which included numerous Ferraris, a 1952 Alfa Romeo 1900 ATL Barchetta and a 1954 Alfa Romeo 1900C Super Sprint Series 2 Coupe. Among the many and varied commercial displays, DK Engineering held the visitors' attention with a pair of Ferrari 250s: an ultra-rare GT Zagato and a GT SWB Berlinetta in RHD.

The latter is a DK restoration which has previously raced at Goodwood. Whale and Cottingham family members also committed their own driving and their company's car preparation skills to the track.

As ever, 'The Classic' was far more than a petrolhead's paradise. Guaranteeing entertainment for all ages and interests were fun fair rides, stunt shows and interactive activities, as well as great live music performances on both Friday and Saturday evenings. Car clubs were back in record numbers, too, with circuit parades honouring major marque and model milestones such as the Lamborghini Countach's 50th birthday. Over at the classic supercar display in the International Paddock was a rare 5.8-litre De Tomaso Pantera, while an award for the Supercar Legends Car of the Show was presented to a concours Ferrari F40.



TOP ROW: Ferrari 250 Zagato, Alfa 1900C SS, ATL Barchetta
MIDDLE: Countach, GTA, Lambos
LEFT: Alfa SVZ. RIGHT: Alfetta
GTV 6s out in force





THE RACER

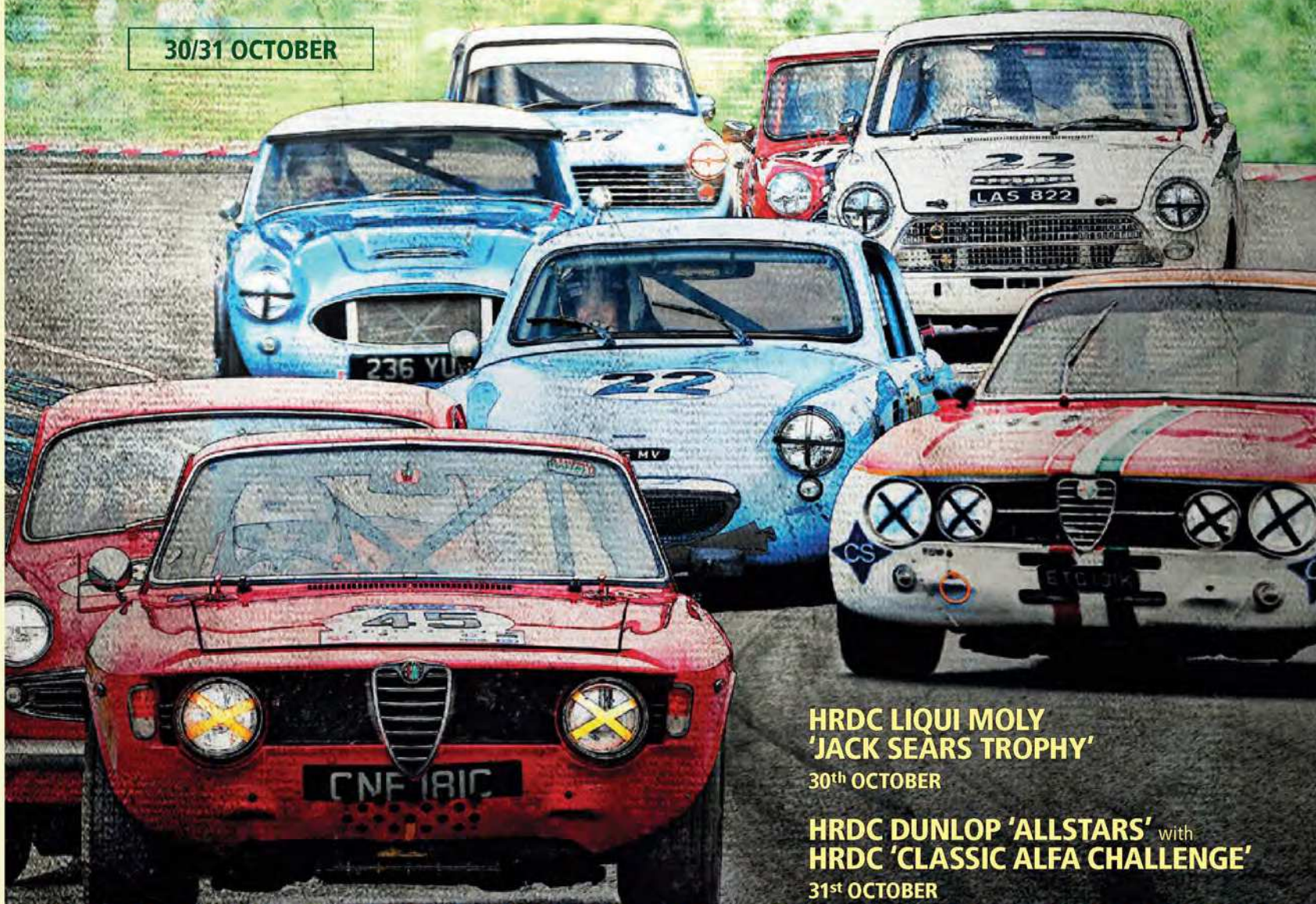
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Concorso d'Eleganza Salvarola Terme

Quality shines in the Motor Valley Fest concours

Story & images by Matteo Grazia



The traditional concours event at Salvarola Terme, now in its 21st edition, took place in July as part of a string of events called Motor Valley Fest. This year's concours welcomed about 50 cars and celebrated Zagato with four special categories. After the Sunday morning public showing and the judges' evaluation, a parade took place in front of the ancient Roman baths, before the competition moved to Modena's Piazza Roma for the final award ceremony.

This year, the Best of Show prize went to the 1940 Auto Avio Costruzioni 815 Barchetta Touring driven by Massimiliano Stancari and belonging to the Mario Righini collection. This

was famously the first car ever built by Enzo Ferrari who, when he left Alfa Romeo in 1939, had to agree not to use his name or be involved in motor racing for the next four years. This is the only survivor of two built and was commissioned by Alberto Ascari to compete in the 1940 Mille Miglia. The engine is an in-line eight-cylinder 1.5-litre unit (hence the 815 badge) obtained by coupling two modified cylinder heads from the Fiat Balilla 508C to a block built by Alberto Massimino.

In the main Zagato category, the judges awarded first prize to the 1964 Lancia Flaminia Sport 3C 2.8 Zagato belonging to Raffaele Barbieri. In the same class, also much admired was the 1968 Alfa Romeo

2600 Sport Zagato designed by Ercole Spada (number 29 of 105 produced).

Recognition also went to another two Alfa Romeos: the 1960 Giulietta SZ Coda Tonda driven by Andrea Toni and the 1966 Gran Sport Quattroruote Zagato owned by Paolo Di Taranto, winners in their respective classes. The first car was raced by Giuseppe Della Torre in the 1960-1961 Trento-Bondone hillclimb and the 1962 Targa Florio. The second car was born from the idea of Gianni Mazzocchi, director and editor of the Italian magazine *Quattroruote* in the mid-1960s. The intention was to revive the splendour of one of the most iconic Alfa Romeos of the 1930s, the 6C 1750 GS. Using a modified



Giulia Spider chassis and the 1.6-litre Giulia Ti engine, it was bodied in aluminium and sold 93 units.

Samuele Franceschini's 1967 Maserati Quattroporte I (Tipo 107) came first in the 'Comfortable Saloons' class. The 1972 Alfa Romeo Montreal owned by Daniele De Pietri Tonelli won the 'Best Preserved' category while the tiny 1960 Autobianchi Bianchina Trasformabile driven by Riccardo Ferrua took the 'Best Restoration' prize.

The Fiat 1400 Coupe Balbo Prototipo, first presented at the 1952 Turin Show and now belonging to the Corrado Lopresto collection, was much admired. Designed by Franco Scaglione, the front grille and rear fins prefigured his forthcoming Alfa Romeo BAT prototypes. Winning the GT category was Fabio Colombo's 1968 Ferrari Dino 206 GT Pininfarina, one of only 186 built, in its

original (and rare) pine green colour; it once belonged to the Italian racing driver Ernesto Brambilla. The 1969 Lamborghini Miura P400S, chassis 4422, driven by Nicola Livon, has always remained in Italy, in the Emilia-Romagna region, and won the 1960s-1970s supercar class.

The 1907 Fiat 130HP Grand Prix ex-Felice Nazzaro car, owned by the Turin Automobile Museum, also deserves a mention. This was its first public running appearance after many years of restoration. It's powered by a 16-litre four-cylinder engine that develops 130hp at 1600rpm. Its racing career includes many victories such as the 1907 Targa Florio, the Kaiserpreis race at the Taunus circuit in Germany and the French Grand Prix in Dieppe. Seeing it take to the presentation stage was the best way to conclude a great event for participants and public alike.



OPPOSITE: AAC 815 took Best of Show. CLOCKWISE FROM TOP LEFT: Maserati QP with Lancia; Alfa SZ; Alfa 2600 SZ; 16-litre Fiat 130HP; Fiat 1400 Balbo; Autobianchi Bianchina; Zagato Gran Sport neo-classic





Cavallino Classic

The famous Ferrari concours event came home to Modena this year where the Concorso di Modena hosted the Cavallino Classic

Story & images by Matteo Grazia

Cavallino Classic is a concours event for Ferraris that's been running for 30 years in Palm Beach, Florida. This year, it crossed the Atlantic Ocean for the first time to reach Europe – more precisely, Italy's 'Motor Valley' in Modena. This was made possible thanks to the recent acquisition of the event organiser, Cavallino Inc, by Canossa Events. The new CEO, Luigi Orlandini, has given life to the dream of bringing together some of the most beautiful Ferraris in the place where they were built. To do this, he collaborated with local institutions and one of the world's best

chefs, Massimo Bottura, who hosted the participants at the Casa Maria Luigia.

The 31 cars on display, belonging to the most important collectors worldwide, represented a timespan of 53 years. Two Best of Show prizes were awarded. In the 'Gran Turismo Ferrari Cup' section dedicated to GT road cars, the 1953 Verde Artico 250 Europa Coupe Pinin Farina (chassis 0303) triumphed. Exhibited at the Brussels Motor Show in 1954, it was sold to Giuseppe Bianchi from Ascoli Piceno, Italy and participated at the 1954 Rally Lido di Venezia, taking fourth place overall.

In the 'Scuderia Ferrari Cup' category for

racing cars, the prize went to the 340 America Barchetta Touring model from 1951 (chassis 004/0116), which took part at Le Mans in 1951 and 1952 with Louis Dreyfus/Louis Chiron driving. More recently, from 1984 to 2006, it took part in 10 editions of the Mille Miglia re-enactment.

The judges' work was not easy at all; each car present truly deserved recognition. The 'Twelve Cylinder Cup' went to a 410 Superamerica Coupe Pininfarina Series 3 of 1959, (chassis 1265); this was number 26 of 38 built and was exhibited at the 1959 Geneva Motor Show. The best eight-cylinder car was a 1989 Ferrari F40



(chassis 83234). The 'Judge Cup' went to the 166 MM Berlinetta Le Mans from 1948 (chassis 0048) which competed in three Mille Miglia from 1951 to 1953 and came first at the 1953 Monza Intereuropa Cup driven by Giulio Musitelli.

A 1972 365 GTB/4 (chassis 16037) won best-preserved pre-1975 car, while a Ferrari F50 (chassis 105193) received the same recognition for the 1976-2004 period. The 'Competizione Cup' (outstanding racing Ferrari) was won by the 250 GT Berlinetta TDF LWB Scaglietti from 1956 (chassis 0507), which raced the 1956 Mille Miglia driven by Ottavio Randaccio and the 1959 Tour De France with the René Trautmann/Gelé.

The best restoration award went to a 1966 275 GTS (chassis 08653), one of 200 built and originally delivered in black to Steve McQueen, who immediately repainted it in its current Chianti Red paint. Finally, the 'Elegance Cup' saw the triumph of a 250 GT Cabriolet Pininfarina Series 1 (chassis 0735), which was the 1957 Frankfurt Motor Show display car.

Luigi Orlandi also handed over a special prize for the car that most impressed him personally. He chose the Ferrari 275P (chassis 0816) that won two 24h of Le Mans – 1963 with Ludovico Scarfiotti/Lorenzo Bandini and 1964 with

Jean Guichet/Nino Vaccarella, as well as victory at the 12h of Sebring in 1964. For me personally, more than one glance fell on the blue-and-yellow 1962 250 GTO (chassis 3445) that raced at Le Mans, Sebring, Nürburgring and Tour de France, as well as the Targa Florio in 1963 and 1964.

One spectacular part of the Concorso di Modena was hearing racing engines revving up: a true symphony of 12-cylinder power units. First to open its lungs was the ex-Fabrizio Violati special-bodied 512 BBLM that raced for Scuderia Bellancauto and took class victory at the Monza 1000km in 1981. Then it was the turn of another 512 BBLM, chassis 31589, that was class winner at the Le Mans 24h in 1981 with the

Andruet/Ballot/Lena driving. Finally, a naturally aspirated Formula 1 engine awakened the surrounding countryside and made windows tremble: an F333 SP, one of 40 barchettas designed to race in the IMSA championship.

On Saturday afternoon, almost all the cars formed a spectacular convoy through Modena's historic centre. In front of the ancient military academy, every model was presented and another stop took place in Piazza Roma. The public was amazed to see so many extraordinary Ferraris up close. Born as a unique event, the Concorso di Modena has received such interest and appreciation that Canossa Events has promised a second edition for 2022.



Shelsley Walsh Italian Night

Story & Images by Tony Skipper



With car events now opening up countrywide, a visit to Shelsley Walsh was on my list of must-do events.

Shelsley's 'Cars in the Valley' meet is held on the first Thursday of every month and what better reason to attend than an Italian-themed edition in July? I had the perfect car to attend in – an Abarth 595 – and it was a treat to stretch its legs on a road trip.

Shelsley Walsh hillclimb is set in a lovely part of the country, the Teme Valley in

Worcestershire. The roads leading to the entrance are narrow but great fun to drive.

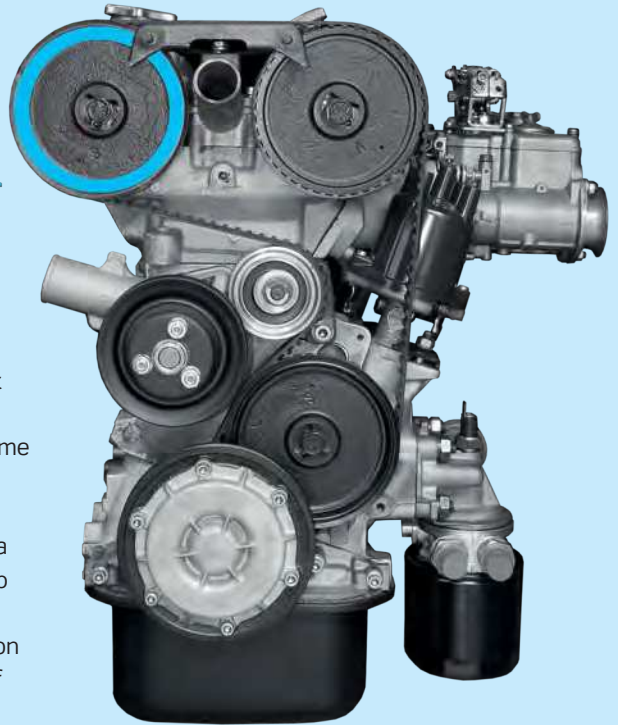
As the event was pre-booked only, name checks were needed which was good as that resulted in a queue of some of the most stunning Italian cars out that evening. The place was filled to capacity. The sight of a Lancia Fulvia, a Fiat Dino and a little Fiat 500 next to a Lamborghini Miura (to name but a few) was superb. My best of show award would go to one of the two Ferrari Berlinetta Boxers present – it was too hard to pick which one!

Having parked up on the hill, I soon found I was surrounded by Abarths: 595s, 695s and of course 124 Spiders. I did get a chance to drive up the hill and turn around at the green triangle, which for me was the highlight.

The event would not be complete without food and drinks and Shelsley pulled this one off, with outside table service so you could not only feed the inner man but also sit back and enjoy the cars and people in a stunning location. I cannot wait to return for racing on the hill.



BIALBERO



All the cars powered by the legendary twin cam engine by Phil & Michael Ward

A new 304 page fully illustrated colour book with over 900 photographs, many never before published, based on all the Fiats, Lancias and Alfa Romeos that are powered by Aurelio Lampredi's superb twin cam engine.

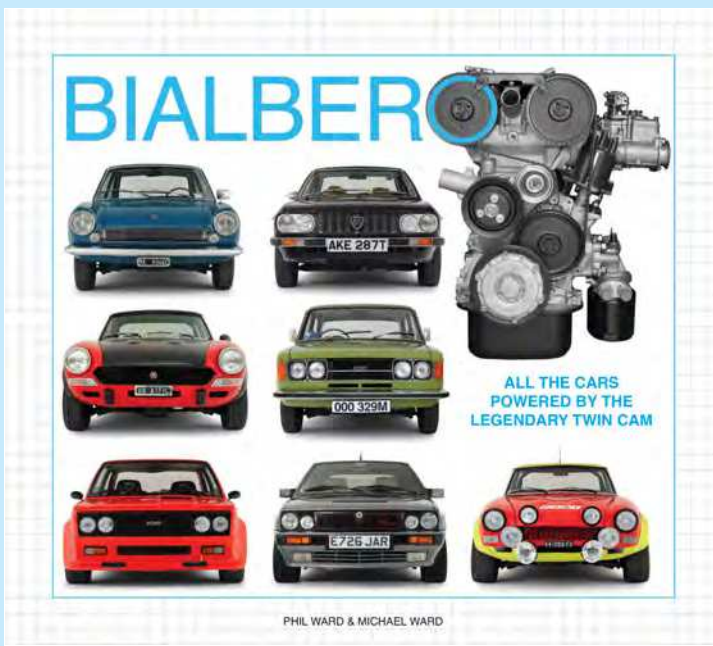
While some elements of the book are an expansion of the earlier works by the same author, the early chapters now include extracts from road tests by Auto Italia's writers.

Also included in the first part of the book are one-offs and concepts like the Stola Dedicata, Lancia Magia and Grama 2 'Puntograle', while modified cars include a 180bhp twin cam-engined Lada '124' and a superb Abarth OT1600 tribute.

The second half of the book is dedicated to hands-on maintenance and restoration advice of a selection of popular classic twin cams. There is also the added bonus of invaluable, expert tuning information by the renowned and sadly recently deceased twin cam race engine preparer, Guy Croft.

This much anticipated publication is prolifically illustrated throughout with high quality photography of real world cars from collections and dynamic images from Auto Italia's archives. Many of the featured cars are owned by the magazine's readers, in addition there is also a gallery of restored twin cams from around the world.

Bialbero will be available exclusively via Auto Italia magazine and www.bialbero.co.uk or for multiple copies pre-order with claire@auto-italia.co.uk



READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

Your cars, your stories – tales of Italian car ownership in the real world

LANCIA GAMMA 2500IE BERLINA

ANDY COLLINS

This Gamma is one of the very last saloons registered (1 August 1985), although she was built in 1982. She has had an interesting life and has covered just a genuine 125 miles from new. Not that she has had a cosseted life; quite the contrary. She arrived in the UK in 1982 and sat in the Lancia compound, unsold and unloved for the first three years of her life. She was then registered in August 1985 and sold by Lancar as a pre-registered, delivery-mileage car to the Caffyns Lancia dealer on the South Coast to sit on its forecourt.

However, she was then taken back up to Lancar in Crawley to have her automatic gearbox removed, to be used by Lancar as a warranty replacement elsewhere. Mileage at that point was 78. She then sat outside Lancar for a further three years until sold to a Lancia enthusiast, who had many other Lancia projects. Probably because of this, she sat in the corner of his workshop for the next 23 years, gathering plenty of dust, and still without a gearbox (plus robbed of a few other parts too).

I'd heard about the existence of this 'new'

Gamma from my days working in the Lancia dealer network in the late 1980s. It was probably me making enquiries about her in 1988 (I was already an avid Gamma admirer by then) that reminded Lancar that it still had her. My bid then wasn't enough so I missed out.

Roll forward to 2011 and I was luckily able to run into the gentleman who had bought her back in 1988 and still had her, so I finally bought my 'new' Gamma, still with 78 miles, but also no gearbox and looking very sorry for herself.

I managed to source a working AP automatic gearbox and the recommissioning began. Life got in the way at times, and Gammas aren't known for being co-operative, but finally she got her *first ever* journey with a purpose in her life and the first time ever at a petrol station. She went on the road in 2019 had her first ever MOT (aged 37) and did 30 miles that year. She didn't go out at all in 2020, and has just been MOT'd again in 2021. When I left home, mileage was 125 from new. The bodywork and paintwork are totally original. There has been no welding or rectification other than brush touch-ups. The interior is all original, too.

So, what now? With a car of this history and condition and mileage being somewhat



unique, I am fighting a battle with myself about how to use her. Does she stay as a minimal-mileage museum piece? Does she get used, albeit sparingly? Does the original paintwork get left as it is, or does the car warrant a full-blown body and paint job to look just like she left the factory? What do you think?



LANCIA KAPPA 16V TURBO

CAS NEL, SOUTH AFRICA

I purchased my Lancia Kappa 2.0-litre 16v Turbo in 1995 when three were imported to South Africa. Designed in 1994 by Ercole Spada when he was with I.D.E.A, the understated and classic design of the Kappa has aged very well. It is a pity that it was only manufactured in left-hand drive, which contributed to its limited market exposure and underrated reputation.

The weaknesses of the Lancia Thema were addressed in the Kappa with an almost over-the-top approach to quality and safety, resulting in a body with exceptional torsional rigidity, very good noise suppression and a solid ride, making it a superb highway cruiser.

The Lampredi-designed Bialbero engine has ample power of 205hp and 220lb ft of torque, with more than adequate performance resulting: a top speed of 145mph and 0-60mph in 7.3 seconds.

The Kappa has given me 26 years of trouble-free enjoyable motoring. It is currently in semi-retirement and is used for family transport and holidays. Its roomy body offers more space than many SUVs! A comparative test between the Lancia Kappa 16v Turbo and the Alfa Romeo 166 V6 TB, which both share certain chassis underpinnings, would be very interesting.

ALFA ROMEO 33 SPORT WAGON

CHRIS MONTALTO MONELLA

I was 14 when I first saw this Alfa 33 Sport Wagon back in 2011 on a day trip with the family to Hampton Court. I remember thinking how cool it was and the whole trip I went on about the 33 estate to my parents and promised myself I would buy it one day.

At the end of 2019, I was off to the O2 arena and all these memories came back to me. It was the same road with the 33 Sport Wagon! The car was in exactly the same position but in a really sorry state, sun-bleached with rotten tyres. The house looked empty but I posted a note through the door.

A year passed and I got a call. "You put a note through my door about the



Alfa 33." I agreed a price there and then and immediately went over to get it. The seller said it had started misfiring 14 years previously and it hadn't moved since, so only had 57,000 miles.

Once home, I gave the car a thorough clean and put on some steel wheels from a Punto so it could be pushed about. The car was infested with mice that had chewed through most of the wiring. A load of wiring later and a new fuel pump and it was a runner – and a good runner too! No misfiring at all. After running the car a few times, a few things gave way, like the radiator, fuel lines and alternator. Once these were replaced, I gave it a thorough service doing the belts, HT leads, coil, plugs, filters and fluids.

Rot-wise she was very solid: just a little hole in the floor and sill where water had collected (the door hadn't been closed

properly). A bit of work with the grinder and welder and that was all done.

It wouldn't pass on MOT because the brake bias valve was totally seized. Cue three months of looking high and low. I finally found one for £350 in Belgium but it lasted a day before the seal went – what a total waste of time and effort! I had completely lost motivation but one day I just managed to free the original bias valve that I had kept to one side.

So here we are now, she's back on the road after a long sleep and ready to go. There's a couple of niggly bits and bobs to sort. I'm very happy with it, especially now it's sitting on 15-inch Speedlines. She's not concours but I don't want her to be. I achieved my mission to save that 33 estate I saw when I was 14 and put it back on the road and take it to National Alfa Day.



WRITE TO THE EDITOR AT: AUTO ITALIA, GINGER BEER PROMOTIONS LTD, ENTERPRISE HOUSE, BUILDING 52, WREST PARK, SILSOE, BEDFORDSHIRE, MK45 4HS OR EMAIL CHRIS@AUTO-ITALIA.CO.UK



STRATOS AT 50

I just read the lovely article in your August 2021 issue about the Stratos at 50. I know exactly what you and Karl Ludvigsen are talking about when you describe how a Stratos drives – I am fortunate to have had an original Gr4 example for many years and still, every time I drive it, I get out, look back at it and saw 'wow'!

Can I ask if you know of any 50th anniversary Stratos celebrations? I have dug around on the internet and have not found anything, which is a surprise. The big valve Dino engine in my car has just been rebuilt and although it is being run in at the moment, it would be good to take it to a birthday party!

Paul Tattersall

Sadly we haven't been informed of any Stratos-specific events. Whether that's down to Covid we don't know but we agree it's a shame – Editor

SPECIAL GTV 6S

Top marks for the article on Alfa Romeo GTV 6 racing cars in the June 2021 issue. The US Callaway Twin Turbo and South African 3.0 V6 are not strictly speaking racing cars but nevertheless have their rightful place in this Italian family portrait.

There are some other special GTV 6 versions which will hopefully be highlighted in a forthcoming issue of *Auto Italia*. These include the German 2.8 Gleich, the Dutch 3.0 and 3.5 (with a maximum power output

of 280hp), the GTV 6 Savali, the GTV 6 Grand Prix (the first German-market-only version, which was followed by a second version for countries such as Switzerland and Benelux), the French GTV 6 Production (a tribute to the 1983 and 1984 championship victories in the French Production racing class by Alain Cudini and Dany Snobeck), the GTV 6 Monaco and the US market Balocco SE and Maratona.

Jan Wintein, Belgium

SUSPENSION OF DISBELIEF

Sorry to have to correct your excellent magazine, but a lot of people seem to take every word as gospel. In the article on the Alfa Romeo Giulia GT (July 2021 page 44), you state that the front suspension was MacPherson strut. It was not. It was by wishbones, similar but different to its predecessor, the Giulietta.

John Dray

ITALIAN FAN

I received my copy of your book, *Bialbero*, with great



enthusiasm. As always, it's a good and interesting book, in this case on my favourite subject. I'm a huge fan! Here are some images of my *Auto Italia* and car collections.

Vernon Pedersen, Denmark

FANTASTIC FULVIAS

Regarding the pages devoted to the Lancia Fulvia in the August 2021 issue, they seem to have engendered an inordinate amount of enthusiasm regarding the driving experience. This is not surprising as, out of all of the Italian cars I have owned, the Fulvia does rate very highly indeed. I have owned three of these cars as everyday drivers and commuters. They all performed admirably and all they

needed was the occasional tiny bit of fettling. Really the only time mine got a bit moody was when the plugs started to go down.

One incident springs to mind. There was a road I used regularly which included quite a dip underneath a crossover. One night it rained hard and what I didn't realise was that said dip had filled up with rainwater. I was pressing on as always in the Fulvia when all of a sudden I hit the flood and I felt the Lancia lift slightly, skim over the water and have a little shrug as it regained grip on the other side. Never have I driven a car with such a sublime and forgiving chassis as the Fulvia, so I am not surprised that people are blown away by them.

Gary Charles Albrighton



CSR

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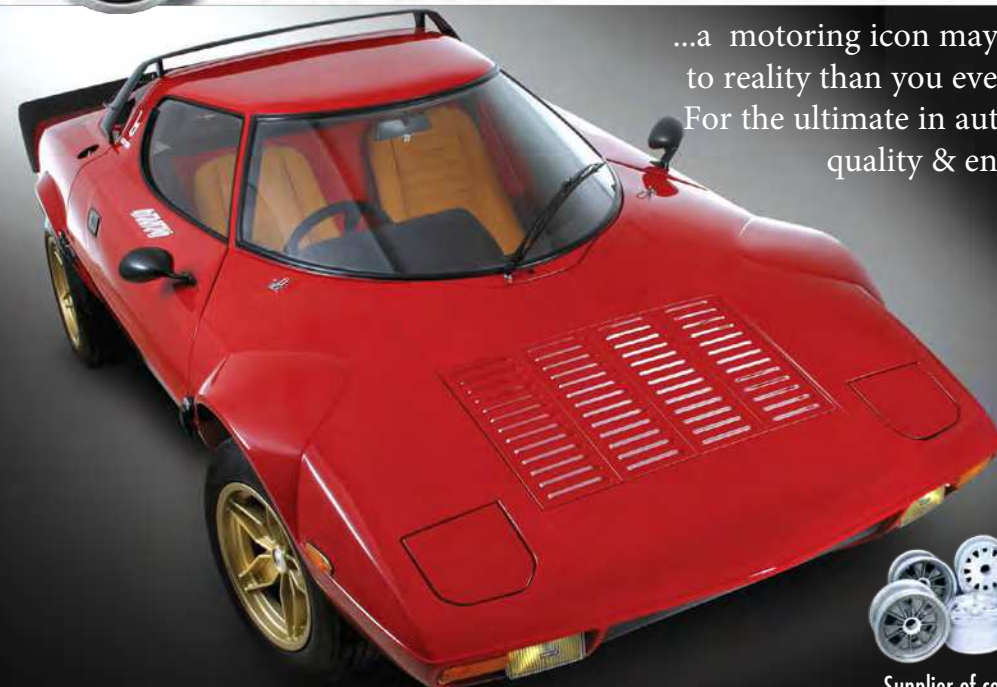


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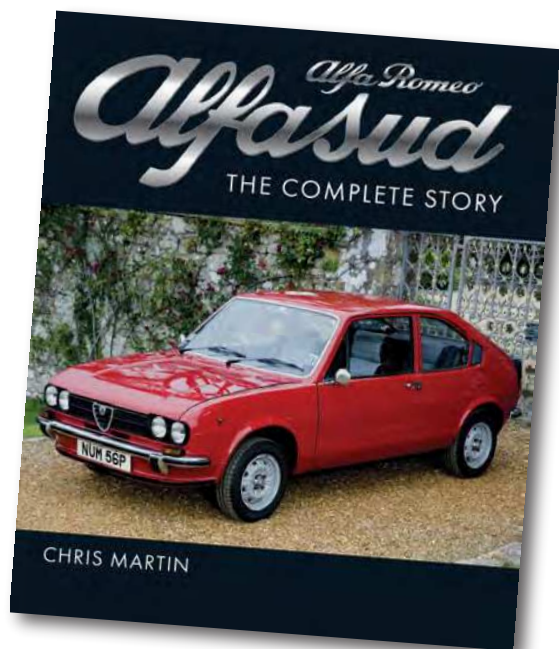


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Alfa Romeo Alfasud: The Complete Story
By Chris Martin
Crowood Press
£25

Fittingly for a car celebrating its 50th birthday (which you can read in full in this issue, starting on page 22), this month sees the publication of a new book on the Alfa Romeo Alfasud. Launched in 1971, the revolutionary 'Sud remains the best-selling car ever made by Alfa Romeo, and was an absolute pioneer of the hot hatchback genre.

Like many books, the author feels the need to tell the history of Alfa Romeo from its birth up to the start of the 1970s, which doesn't seem entirely necessary. The book is 176 pages long but it takes until page 20 for the Alfasud to be mentioned at all.

Once it gets going, it's full of solid facts. The evolution of the model from initial prototypes to all the production versions is told in a concise and easy-to-read way. Variants such as the Giardinetta estate and Sprint coupe are covered as well, plus how the car

was received by the press in period and how it's viewed today by current owners. Also provided are specification tables, performance data, chassis numbers, engine codes and colour charts.

The 'Sud's racing career is recounted, too, including the Trofeo Alfasud and current racers like Ted Pearson's. Incidentally, a notable Australian slant to be the book is explained by the author's residence down under from 2003 onwards – although he was born in the UK.

Perhaps the most interesting aspects of this book are the descriptions of the political, industrial and quality problems that surrounded the car, starting with building a new factory in the south of Italy. This big chapter includes one very interesting diversion: a debunking of the myth that Alfa used inferior Russian steel in the 'Sud. Untrue, says Martin, whose research states that the steel was in fact sourced from the Italsider in southern Italy. Although 'Suds still rusted...

Unfortunately we only had a low quality digital

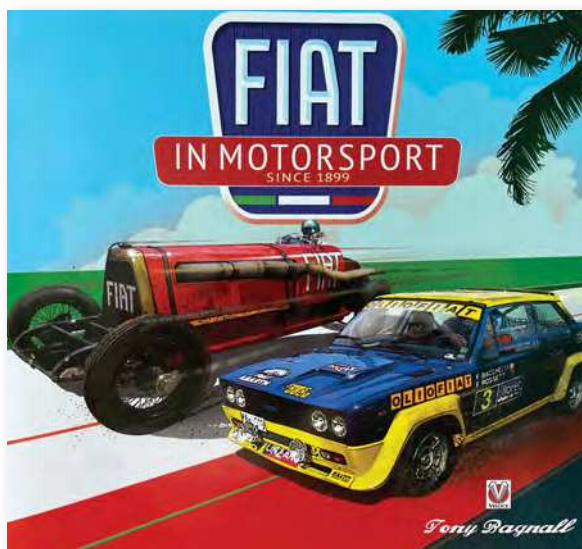
copy of the book to review, not a physical one, so we can't comment on picture reproduction or paper quality. There are over 240 photographs here, many of them familiar ones from Alfa Romeo's archive, although keen-eyed readers of *Auto Italia* magazine will spot a preponderance of images sourced from our own archive (obviously top quality!). Not every Alfasud variant is illustrated, though.



understandably well over a third of the 160-page book is devoted to this important subject area. A full account is given of

Junior cars that used Fiat engines. For us, though, the most fascinating chapter is on Fiat-based specials – all those 'etceterini' such as Ermini, Nardi and Stanguellini that are rarely covered in the English language. Also included are Fiat's land speed record attempts.

A large part of the book is of course devoted to Abarth's role in achieving three World Rally Championships, including some great imagery of the 124 Rally Spider and 131 Abarth. Indeed, the book is very well illustrated throughout. The coverage effectively stops with the 131 Abarth's retirement from rallying in 1981, so there's next to nothing about Abarth's more modern exploits in rallying. Nevertheless this is a very welcome new book that tells the story in a concise way but still with enough detail to get the main subject areas across.



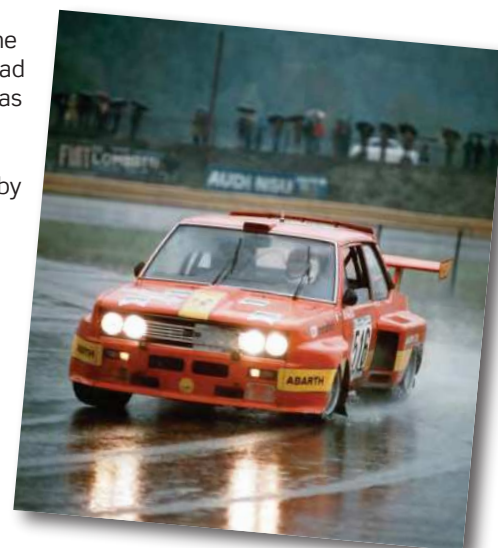
Fiat in Motorsport Since 1899
By Tony Bagnall
Veloce Books
£35

Of all the Italian marques engaged in motorsport, Fiat is perhaps the least well represented in terms of books. Ferrari, Abarth, Lancia, Alfa Romeo – there are lots of titles to choose from. But Fiat's exploits have been largely ignored, until now. It's great news that Tony Bagnall has produced such an impressive record of racing Fiats right from the marque's origins in 1899, when a Fiat 'Welleys' took part in the Limone-Cuneo-Turin road race.

Fiat was a very big name in Grand Prix racing up until 1927 and

the sensational cars developed before the First World War, including the infamous 28-litre Fiat S76 'Beast of Turin' and the 21.7-litre SB4 'Mephistopheles'. There are also profiles of such driving luminaries as Nazzaro, Lancia and Bordino.

Then came an era of road races such as the Mille Miglia, dominated by the highly successful Fiat Balilla and the sensational 8V coupe. There is an interesting chapter on 1950s Formula



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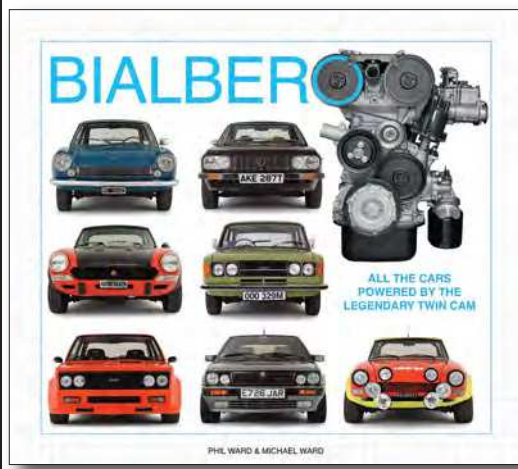
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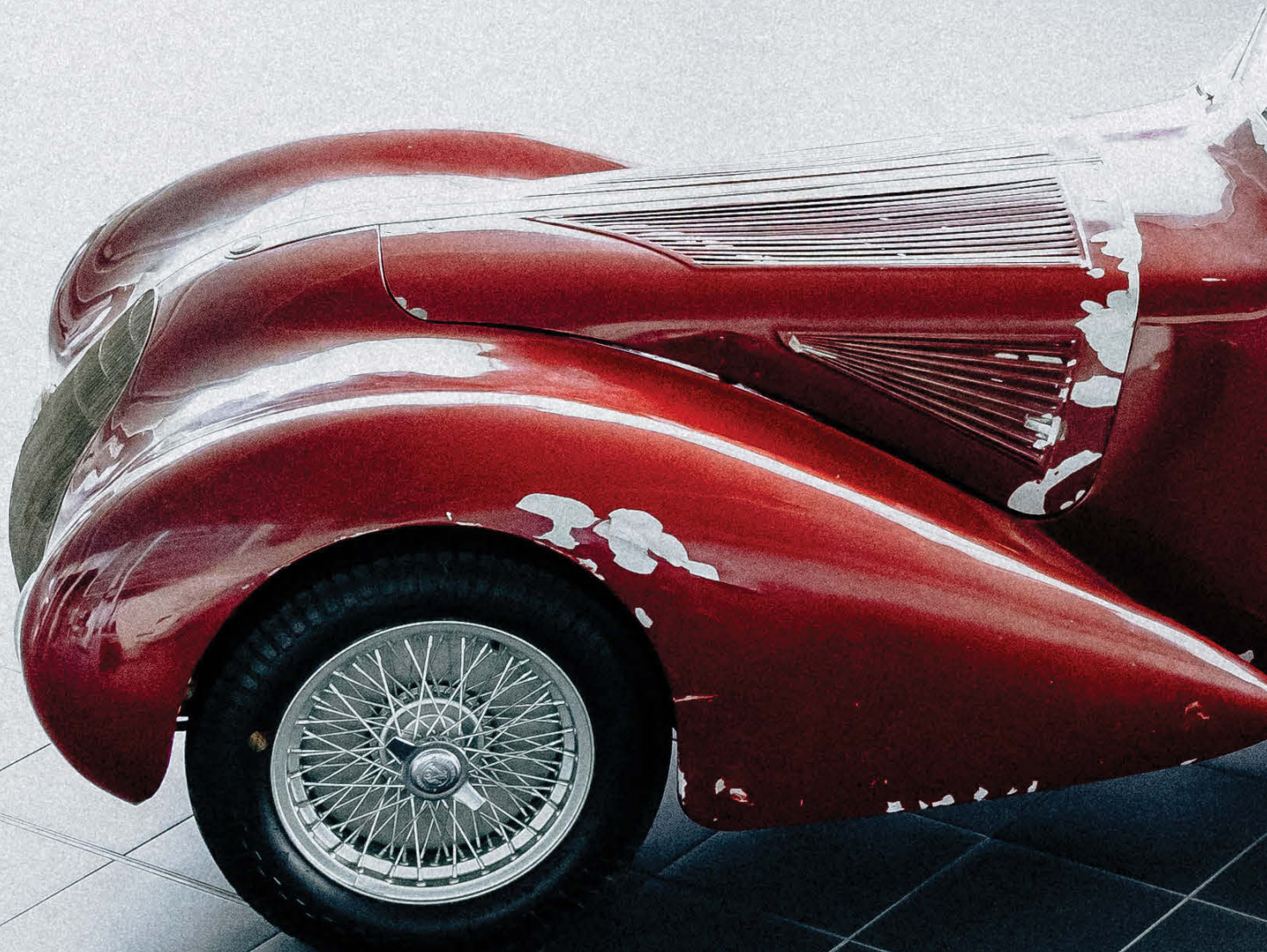
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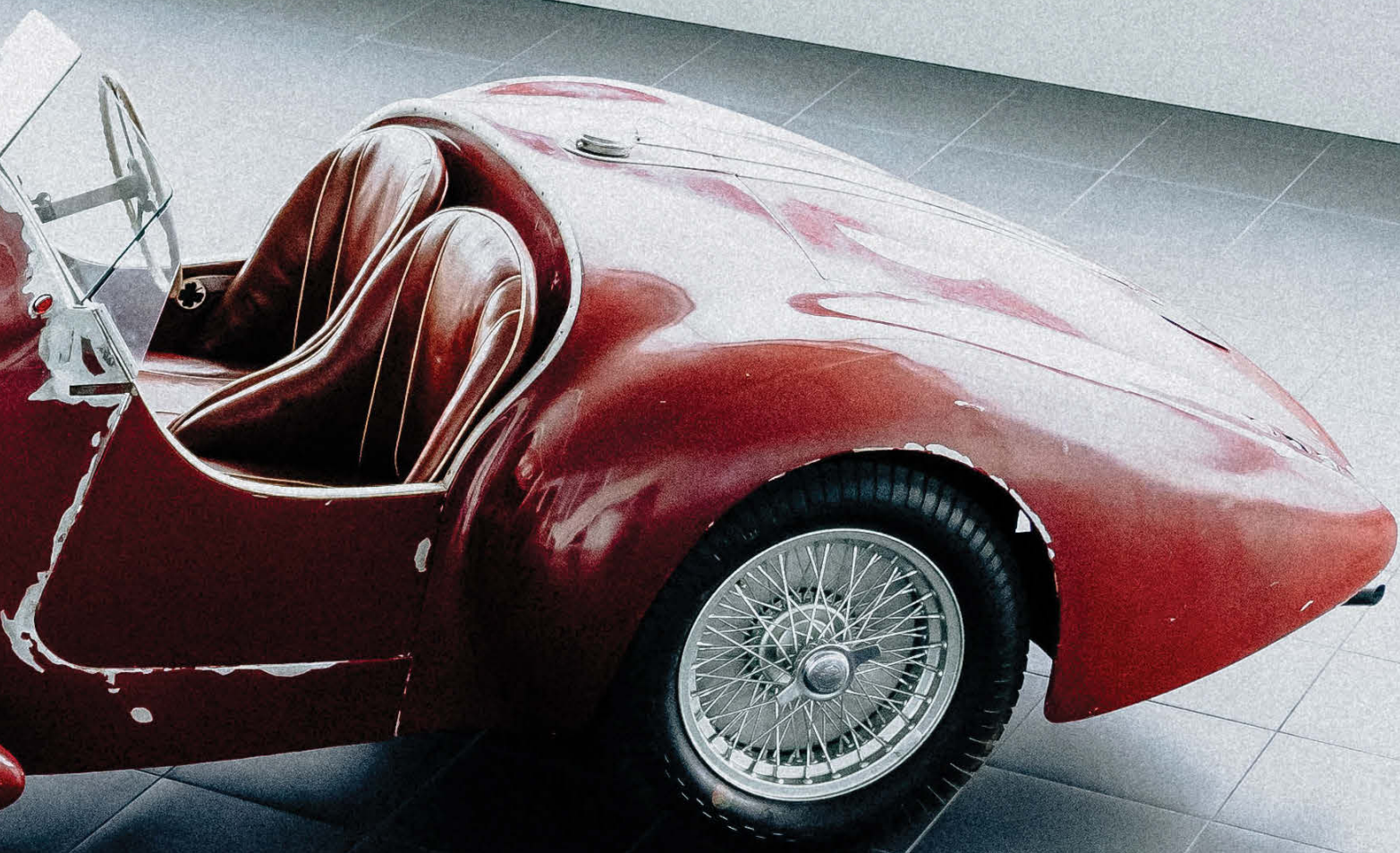
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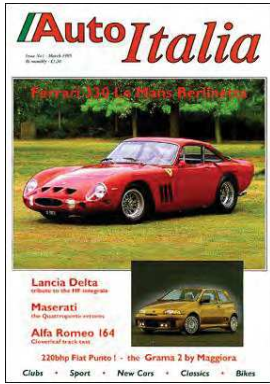
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ALFA ROMEO



1992 Alfa Romeo S4 Spider. 71,000 miles, silver. Old man's toy, owned and treasured by me for 13 years, and by previous owner for 14 years. Regularly serviced and well maintained, all receipts retained during my ownership. Garaged during entire life and summer use only, car is in lovely condition and comes complete with hard top, 12 months' MOT, £14,750. Tel: John, 07748 300432 (located near Glasgow). A309/067



1983 Alfa Romeo Giulietta (116) 1.6. A rare car in this condition. Built in 1982 and with Alfa Romeo Certificato Di Origine, 74K miles, recently recommissioned with a full respray by Westbourne Motorsport in Hickstead. Excellent interior, new brake calipers, wheels refurbished with new tyres and full service, MOT until May 2022 with no advisories, £7500. Tel: 01359 251051 (Suffolk). A309/005



1972 Alfa Romeo Giulia GT Junior 1300. Right hand drive, 48,969 miles, red, bought from new and owned by same family. Severely deteriorated since being SORN in 1986, engine not run since 1986, now no battery. Major restoration or break for parts, handbook, tool set, jack and workshop manual. Complete set of glass, seats and dashboard, tyres damaged but will allow car to be rolled onto trailer. Sensible offers considered, buyer to collect. Email: redman.richard@talk21.com (West Sussex). A309/077



1986 Alfa Romeo Spider series 3. 73,540 miles, Rosso Red, very good condition, low mileage Spider, no rust as undersealed and rust proofed from new. Original handbook and documentation, complete service history, MOT till 14 Nov '21, LHD with UK headlights, £12,000. Tel: John Sullivan, 01271 268245. Email: navillusjp1949@gmail.com. A309/069



1992 Alfa Romeo 75 T/S. 159,000 miles, black, one of the last, MOT Nov '21. Recaros, new exhaust, incl loads of spares, £2500. Tel: Geoff, 01386 881710 (Worcs/Glos border). A309/071



1995 Alfa Romeo 164 V6 Cloverleaf. 104,860 miles, Alfa Red. Wanted - good home for cherished Alpha 164, excellent condition, full service history, MOT till July 2022. Black leather interior, electric sunroof, windows and wing mirrors. Radio and 6 CD changer + full two volume Alpha 164 workshop manuals + set of carpets (unopened). Winner of the 2002 Prix Concours, £7000. Tel: Brian, 01795 531768. A309/076



2000 Alfa Romeo 916 GTV 3.0 V6. 100,000 miles, red, has been fitted with 2003 facelift bonnet. Extensive service history, Alfa Shop Norwich did cambelt service 18/2/2020, many parts replaced under my ownership. Reason for sale in my decrepitude, find it difficult to get in and out of the car. MOT November, featured in AROC mag April 2021, £5450. Tel: Mark, 01579 347290. Email: mtsimmons7@outlook.com. A309/075



Alfa Romeo 147 Ti SE Twin Spark 1.6. 45,900 miles, red, rare, excellent 147 Ti SE Twin Spark 1.6. I found this in 2019, locked away in a collection. Bristol's Duncan Slade fitted new rear struts. Long-delayed surgery limits my mobility and this car needs exercise. Only 790 miles since the last MOT, minor detailing could make it a show car, £2450, 12 miles from Bristol in the Mendips. Tel: James Long, 07770 897397. A309/068



2001 Alfa Romeo 166 2.0 TS Lusso. 12,250 miles, dark blue metallic, pale grey leather upholstery, sunroof, wooden steering wheel, a few bumps and scrapes, one 'owner' since new (originally company car), 3 months' MOT, presently running in limp mode if at all likely due to recurring valve timing issue. Patience expired, good for refurbishment project, Eoffers. Tel: 07740 582180. A309/070

Alfa Giulia Spider. RHD, 1964, for sale. Tel: 01275 568192 (Bristol). A309/081



2003 Alfa Romeo GTV 2.0 JTS. 126,678 miles, Rosso Alfa 130, tan leather interior. MOT to November 2021, purchased in 2010, one previous owner, AROC member. Full service history, 3400 miles since cambelt change, paintwork needs attention due to lacquer lifting. Enjoyed many years of good motoring but selling so that I can concentrate on my classic Alfa, £2250. For further details please phone: 01789 470071. Email: millsjgt@btinternet.com (south Warwickshire). A309/078



Alfa Romeo 916 Spider 2.0 TS Lusso. 2002, 67,100 miles, extensive service history including recent cam belt change with waterpump. Silver with black leather interior, excellent condition including good alloys with hood in full working order. New badges front and rear, new battery, windstop. MOT until August 2022, all keys including remote locking/alarm fob, £4495 ono. Tel: 07534 132672 for more information and photos. A309/006



2007 Alfa Romeo Brera 3.2 JTS V6 Q4 SV. 19,000 miles, Alfa Red, owned for 9 years, 17-in alloys, ABS, cruise control, air con, heated electric memory seats, remote central locking, PAS, rear park distance control, electric windows, immobiliser, 6 speed manual, on board computer, sky vision sunroof, steering wheel controls, stereo with CD player, 4WD, black leather interior, MOT. One of the best ones around for the year, £10,500. Tel: Nick, 07984 725072 (Beds). A309/073



2014 Alfa Romeo MiTo Quadrifoglio Verde. 58,000 miles, Alfa Rosso TCT 1.4 170bhp, 64 plate, one AROC owner, FARSH, MOT Oct '21. All QV standard features plus electric sunroof, unmodified. Low price as Cat S due to rear end shunt needing new tailgate 3 years ago, no chassis damage. Completely and professionally repaired, £3950, just replaced by new Fiat 500e electric. Tel: 07801 716443 (Gloucestershire). A309/074



2001 Alfa Romeo 916 Spider 3.0 V6 24v. 106,250 miles, Lightning Blue with black leather interior. MOT till May 2022, electric roof, air conditioning, done 3000 miles since timing belt last replaced. Lots of service history, no rust but some small car park dents, £5995. Tel 07979 034224 (North Yorkshire). A309/066



2004 Alfa Romeo 916 Spider 2.0 JTS Lusso. 36,308 miles, Series 3 'RG53EOT'. Rosso, black leather, manual 5 gears, all keys, MOT October, always insured, garaged. Annual services and MOTs, cambelt, water pump and two coils done 2020. Joyful drive, reminiscent of an Alfasud but has 163 bhp! 16" teledial wheels, includes: Spider 17" FE wheels, luggage rack, car cover. Ownership 2008, no accidents, AROC 1985, £9750 ono. Txt: Rob, 07742 598214 (Leeds). A309/079



Alfa Romeo Limited Edition Spyder. This open-top only edition came about as an anniversary to mark the 50 years since the first 'Spyder' was released by Alfa Romeo in 1966. The Limited Edition being launched in January 2016 only sold in the UK. This exceptional low mileage example of a true modern classic presents in Competizione Red sporting the unique flag on the mirrors, this was for the 50th edition only. Comes with Metatrack tracking system, car cover, trickle charger, 18-in front, 19-in rear alloy multi-spoke wheels with dark finish, bi-Xenon headlights, remote central locking, passenger airbags, cruise control. The interior has carbon fibre instrument panel, sports leather seats with detailed contrasting stitching and a matching leather dashboard. The car is well known for having a carbon fibre monocoque tub usually used for supercar production. This car is in excellent condition having been cherished by its present owner for the last 2 years having purchased from Palmers Hemel Hempstead in 2019. Recently serviced by Alfa Works in Royston for last two years, this car comes with a clean bill of health, 10,790 miles, £52,495. If interested, contact for full and detailed spec. Email: darren@darrenbywater.co.uk. A309/080

FERRARI



Ferrari 512 BBi. Selling my 512BBi (left hand drive). This Ferrari icon is in perfect condition, ready to hit the road, "Classiche" obtained in 2019 after an extensive maintenance program realised by HR Owen Ferrari. Historic, maintenance book, MOT up to date. Cambelt changed, handbook, jack, tools, spare wheel, 25,000km. The car is visible in London, price: £285,000. Tel: 07786 387206. Email: philippe.maugein@outlook.com. A309/020



Ferrari 360 Spider. 2003, full history, 35K miles, superb condition, met black, red Daytona leather, high spec exhaust etc, superb, £70K. Tel: 07710 393864 (Surrey). A309/072



Ferrari 360 Spider. 2002 360 Spider in Rosso/Crema, 28,300 miles, high spec and full service history. My car since 2015 and it has just had cam belt service (3rd in my ownership) at Bob Houghtons, full details on Bob Houghton website. Car is immaculate and ready to go, the car is on SORN at Bob Houghtons so give Russell (sales manager) a call on 01451 860794 to see or test the car. I'm happy to take calls on: 07803 964349. A309/007

Ferrari F430 manual. F430 Spider, 2006, rare manual right hand drive Scuderia, red, black interior, new hood, Challenge grilles, full service history, 2 owners, immaculate, 58,000 miles, £99,950. Tel: 01279 757323 or 07836 205103. A309/013

Ferrari 328 GTB. December 1988 model, Mercedes 280 SL Pagoda forces sale. Low mileage (40,300 miles), full year's MOT, huge history file, desirable colour combination, tasteful factory options. Full air conditioning, full leather pack, ABS braking, fully serviced with impressive history, Nero Black and cream leather low-mileage example, 3 place Ferrari Owners' Club concours in 2000, and since then it's been maintained fastidiously at specialists, £59,890 bargain. Tel: 07466 021553. A309/014

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Ferrari F430 Spider 6 speed manual. 2005 F430 Spider in Grigio and red leather, 25,000 miles and serviced by main dealer, Dove House, Macari & Rardley Motors. Owner before me bought in 2010 and needed to get an automatic owing to illness and I purchased in 2018 and having retired am just not using, so needs a new owner. Electric seats, carbon zone, Scuderia shields, PPF and Tracker. Lots of comprehensive history including manifolds and suspension, private plate '430 OOH', £110,000. Tel: Mark, 07966 432260. A309/019



Ferrari 360 Michelloto. Factory built 360 Challenge on the 22/12/2000, assembly no 39879, one of only 2 cars built to Carbon Michelloto specification. This particular car has had over £80,000 spent over the last few years, including a new Stradale engine (invoices on file), and lightly used since. Full Air Jack system, Ohlins fully adjustable dampers, Autotell comms, slicks and wets. This car is very well known in the UK, and has been maintained to the highest of standards, happy to p/x road car. Tel: Robert, 07802 638618. A309/008

1991 Ferrari Testarossa. UK supplied car 2FTR, 18,000 genuine miles with full Ferrari/specialist service history, lovely history file, cam belts and main service just completed. Full original Schedoni Testarossa language set, with leather bound owner's pack, set of Azev (fitted from almost new) and original set of wheels, multiple owners but in my ownership since 2011. I have loved and hated this amazing machine but it's time for me to move!! Will only sell to someone who will appreciate it!! £185,000. Email: ewtg@icloud.com. A309/009



Ferrari F355 GTS F1. UK RHD, 1999, finished in the classic Rosso Corsa with Crema leather and Bordeaux carpets. Beautiful condition with low mileage 25,153 and has a comprehensive service history having been most recently serviced at Stratstone Ferrari Wilmslow in November 2020. Built in charging connection for its trickle charger, all books/tools. I have owned the car since May 2018 and he's been looked after beautifully with no expense spared. plate not included. Email: bm.gilbert@sky.com. A309/011



Ferrari 308 GTSi. 1981 Ferrari 308 GTSi, 49,938 miles from new with extensive service history. The car is in pristine condition with full European spec bodywork and lights including a deep dish front spoiler which set these cars apart from the standard front spoiler. New stainless steel exhaust, full cream leather interior with red carpet set including door and door pocket trim. Offers in the region of £65,000. Tel: 07711 764768. A309/016



Ferrari 328 GTB. Rosso Corsa, tan leather, beige carpets, 77,600 miles, just been serviced including belts and MOT'd, original toolkit and spare wheel, 2 keys, extensive history file, £75,000. Email: haynes355@btinternet.com. A309/012



Affordable Pirelli Ferrari Classic Racing. 1994 Ferrari Mondial T, mileage 33,000, ready to race. Over the winter the car has undergone extensive preparation, new cambelts and tensioners, new water pump and clutch. Car is road registered and MOT'd. Turns heads on the weekly shopping trip to Waitrose! 3 sets of wheels including road tyres and a set of new race tyres. Owner happy to assist with ARDS qualification. Separate neg I will run the car at events for 2021 season, £40,000. Email: simon.rossinelli@sky.com. A309/010

Ferrari 456A for sale or trade with California. Great condition 456 for sale, black, 21K mileage, number plate 'F6 GTA', stored in bubble. MOT and good service history, loads of pics on request. Email: ian.main2@btinternet.com. A309/018



Ferrari 328GTB race car. Front running 1985 328GTB race car. Converted by renowned Ferrari Specialists Graham and Mike Reeder, and has successfully competed in group 3 (unmodified/road legal) of the Pirelli Ferrari formula classic. The car was subject to a major overhaul for the 2020 season at Barkways Ferrari with several upgrades including work to the engine, gearbox, brakes and suspension, and has not raced since. I have achieved many podiums but unfortunately due to my health I am no longer able to race this beautiful car. Tel: Carl, 07799 872546. A309/017



Ferrari Dino 246GT. 42K miles, first owner actor Richard Thorpe (Dam Buster, Emergency Ward 10, Emmerdale etc). Also powerboat racer Jackie Wilson - works driver for Mercury. Fully detailed history, all MOTs from first in 1975. Original Giallo Fly yellow, Maranello Archives certified matching numbers, road tested in *Auto Italia* magazine. Handbook, jack, tools, wheel chock and original warranty card, £299,950. Contact Chris for further details on: 07952 119939. A309/015

FIAT



Fiat Abarth 595 Turismo. 2017, only 17,800 miles. Abarth service history, fantastic looking car in a great spec, cat N, MOT'd, £10,500. Tel: 07835 877345 (Somerset). A309/004



Fiat Abarth Esseesse Celebrity Challenge Edition. This is 1 of only 13 official Abarth factory road legal track cars, fully kitted out with original Abarth Sabell seats, rollcage, fire extinguisher etc. This is in brand new condition with absolutely no imperfections. A true collector's car with full provenance and a sure fire investment, please email for photos, spec and price. Email: julianbrannigan@icloud.com. A309/083

MASERATI



2007 Maserati GranSport. 25,000 miles, only ever serviced at supplying dealer, freshly serviced, I'm the second owner, rare LE version and finished in rare Rosso Mondial, mint condition, £30,000. Tel: 07866 778927. Email: andyportsmouth@rocketmail.com. A309/003

PARTS



Hill Engineering Ferrari F430 exhaust tips. They improve the F430 standard exhaust to a beautiful polished chrome finish. Easily slide on and two grub screws hold them in place, £100 plus postage. Tel: 07710 835837. Email: johnjstewart1@icloud.com. A309/063



Ferrari 348 rear bumper. Excellent condition, £1750, further details please contact Allen Worthington. Tel: 07771 652477. Email: allen.worthington@ntlworld.com. A309/046



18" split rims and tyres. Were fitted to my Ferrari 355 but have now returned to the originals, will of course fit other Ferrari models. Fronts are 8.5" x 18". Rears are 9.5" x 18". The wheels are in very good condition, no kerbing and come with wheel bolts. The tyres are Pirelli P Zero Trofeo Rs: 225/40 ZR18 fronts & 265/40 ZR18 rears and are pretty much brand new. Wheels £800, tyres £800, wheels and tyres £1500, buyer collects, (can send photos of tyres upon request). Tel: 07977 396357. A309/050

Ferrari 348 Targa roof panel. I have a Targa roof panel for a 348 available, complete with latches, the headlining is in grey cloth. A couple of small chips on it and one screw needs replacing on the latches, very hard to find item and great if you want to colour code it to match the car, £1500 or near offer. Tel: Andrew, 07375 288003. A309/037

Ferrari 812 no drill licence plate holder. The best plate holder for your 812, bought from Ferrari of Vancouver, made for UK licence plate. Used for 200 miles so like new, excellent fit, keeps the front grille clear. Very easy to mount/remove, cost £250, looking for £125. Tel: Paul, 07871 278802. Email: paul.mitchell10@outlook.com. A309/082

Fiat Strada 130TC spares. Mk2 grille, tailgate, rear lenses, washer bottle, exhaust manifold + other parts. Tel: Martin, 07941 851991. A309/082

15" Borrani wheels. 2 off RW 4075 and 2 off RW4300 Borrani wheels. Original wheels refurbished by Borrani, still in Borrani boxes. New price £2700 inc VAT each, sensible offers for the four. Tel: Neil Lefley, 01604 754997. Email: bnleflay@outlook.com. A309/033

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Ferrari genuine F430 CF mats. Used but in good condition, £170. Tel: 07790 312520. A309/059



Ferrari F355 brake calipers. I have a pair of F355 calipers that have been in storage for close to 25 years. I bought them back in the '90s as a potential upgrade for my 308GTB, but never used them and now never will. As a result they are still in excellent low mileage condition and ready to go again. I believe that adapters are available to enable fitment on to 308s/328s and this would be a great upgrade to those models for track or race use. Email: allo.ferg@yahoo.ca. A309/053



Magneti Marelli ECU. Magneti Marelli ECU AEC 103A Dinoplex module. This is a used unit, and it will require remapping, offers. Email: danny@bluecatcafe.co.uk. A309/049

Ferrari 360 Spider ECU. I have for sale one ignition ECU. This has come off my own car, open to offers, ring with any questions. Tel: 07896 556107. A309/030



Novitec F4 458 HF3 wheels and tyres. Set of Novitec F4 458 NF3 split rim alloys to suit Ferrari 458, complete with part worn Continental Sport Contact 6 tyres. Front wheels 21", rear wheels 22". Fronts: 255/30 ZR21 XL. Rears: 335/25 ZR22 XL. On the car when purchased but I have changed to Ferrari alloys and have these available from Buckinghamshire, 2 minor stone chips and a small scuff pictured, easily repainted, very good condition, £4200 ovno. Tel: Phil, 07584 437773. Email: phil@plumbplussupplies.co.uk. A309/060



Ferrari F40 towing eye. Brand new F40 towing eye for sale from Classic Ferrari Parts, never used. Acquired as a spare for £200 last year and now surplus to requirements, sensible offers welcomed. Email: nicholashart@me.com. A309/061



Ferrari Daytona Spyder roof clip covers. Genuine Ferrari 365 GTS/4, Daytona Spyder roof catch covers. Very rare as most were thrown away, they came in a cardboard box in the boot of new cars, I have a photo showing this. A must for concours, if you have a judge that knows his Daytonas. Found in the UK so may be for one the 7 RHD cars, they are the same on LHD cars. Very good condition, these are 45 plus years old and you won't find another pair, £850. Tel. Grant, 07941 114919. A309/054

Portofino valved exhaust and 'stainless steel X' pipe. 2020 Capristo valved exhaust and a Kline Innovation stainless steel 'X' pipe. Will fit a Ferrari Portofino, used for 9 months (1500 miles) during 2020, car now sold with original exhaust refitted. Any sensible offer considered. Tel: Guy, 07768 511614. A309/026

Ferrari 208 F106C engine. Very rare F106C 2 litre V8 engine and cylinder heads for sale complete with camshafts, cam covers, crankshaft. Date codes from 1975, less than 1000 of these were made I believe. There is no gearbox or diff with it, I have no idea of the condition of the internals. Very rare engine, spares or repair, does NOT run!! Asking £6000. Tel: Andrew, 07375 288003 (Staffordshire). A309/029

Ferrari 458 Spider OEM floor mats. 458 Spider, OEM new driver's and passenger's black floor mats, still in Ferrari taped bubble wrap, £130 one excluding postage. Email: Gillian, geb_40@yahoo.co.uk. A309/028



Ferrari 275 GTB/4 Long Nose - front grille. Front grille from a 275 GTB/4 Long Nose. Removed during 1970s and hung in owner's garage where it remained for 40 years! The slats are slightly skewed from a front corner bump, but would be easy to repair. It has some very light surface corrosion, which is to be expected, but is structurally sound. I have not cleaned it, but I'm sure would clean up well with some Scotchbrite. For questions or further photos please get in touch, inviting offers over £2000. Email: mat.dunn@btinternet.com. A309/062



Ferrari California RH headlight. I have a UK genuine Ferrari California RH headlight for sale. It's brand new, bought for a pre-facelift California, it's no longer wanted. Brand new as in it's not even been unwrapped and taken out of the box. It was an HR OWEN part, 000240126. £3200 but open to offers. Tel: Lee, 01689 664769. A309/041



Ferrari tow hook. Emergency tow hook from tool kit, 8.5 inches long, £110, OEM. Email: mark.charles@ntlworld.com. A309/048

Ferrari 360/550/575 complete toolkit. I have for sale a complete toolkit for F360/550/575, in good condition, as new. Contact Eddie, email: edregad@yahoo.com. A309/035

F430 Mk2 headers and exhaust parts. I have the exhaust silencer box and the rear pipes from my F430 removed carefully as I had a Ferrari sports exhaust fitted. I also have the Mk2 headers as these were replaced by after market ones - they were fine but I wanted a bigger sound. I also have the Hill Engineering polished exhaust tips and will list these separately. Some brackets and bits for the exhaust. Open to offers, can be collected from York or will post at cost, any questions please ask. Tel: 07710 835837. Email: johnjstewart1@icloud.com. A309/038

Ferrari 275GTB/4 starter motor. I have a s/h starter motor which is in good condition and fits a number of Ferrari engines of that era. Value circa £2000 I think? Email: strauss@hyperboard.com. A309/039

MISCELLANEOUS

Specialised Ferrari 575 car cover. Black with yellow piping (discreet prancing horse emblem in yellow). Please email me or send WhatsApp for photos. Email: dnacorp@aol.com. A309/034

'Original Ferrari V8'. Bought this new and is still in same condition, price to be discussed. Tel: 07900 930255. Email: henryclewarth@gmail.com. (East Sussex). A309/031

Ferrari 355 Spyder brochure. 36 full colour pages, presented in a white Ferrari folder, excellent condition, £50. Email: r19831993@aol.com. A309/032

Ferrari yearbooks and manuals. Ferrari Yearbooks 1999 & 2003, never opened, still in the original wrappers, £50 each. 308GT4 Workshop Manual and Spare Parts Catalogue (1979) both unused condition, Mar Part reprints, £50 each plus postage. BB512i Spare Parts Catalogue 1982 Maranello Concessionaires Reprint in unused condition, £50 plus postage. Daytona 365GTB/4 Workshop (Assembly Data and Repair Instructions) Manual in English, Angelo Wallace translation, £75 plus postage. Email: geb_40@yahoo.co.uk. A309/027



Registration number 'WT 55'. On retention, immediate transfer, asking price: £12,750. Tel: 07768 028400. Email: briantdavies@aol.com. A309/002



Registration number 'P1 FGT'. Put your car on the 'Front of the Grid' with this amazing registration! £3250, on retention, immediate transfer. Tel: 07768 028400. Email: briantdavies@aol.com. A309/001



Ferrari 512 TR - GB Progetti no.10. Italian large format softback book, English edition, published Jan Feb '92. Unique publication, no.10 is dedicated to the 512TR. Chronicle of the project with masses of CAD diagrams, drawings, expanded views, photos, test results etc, from Enzo's first ideas to the 512 presentation and marketing. Rare publication, in superb condition, essential for 512 owners, oir £100. Tel: Tony Hodgkiss, 01364 642808. Email: tonyhodgkiss@outlook.com. A309/043



Kyosho Ferrari F1 model collection 1:64. Very rare discontinued collection, 17 models are unopened, 4 have been made. The eagle eyed amongst you will realise that the total number of models here is 21!! The reason for this is that I already had one of the models but I can't remember which one so there will be a double of one of them. None of the unopened model boxes have a description of which model is inside, £250 plus postage. For more info and photos get in touch. Tel: 07977 396357. Email: nick@njwassociates.co.uk. A309/051



Ferrari 612 owners manual. £95. Tel: Paul, 07734 111654. Email: paulhf12@gmail.com. A309/057



Panerai chronograph. Panerai Ferrari gent's chronograph. Mint condition, with inner and outer boxes, manuals and original invoice, £3250. Email: mark.charles@ntlworld.com. A309/042



Club magazines, brochures and Ferrari books. Club magazines 1968 vol 1 numbers 1-3. 1971 through to 2021 with only 9 issues missing. 1971 to 1994 issues are bound. To clear as one lot, reasonable offer please. Brochures BB512, 348, 400A, 308GT4, 308GTB/GTS. Many early books and pamphlets, to clear, please email Roy for lists/images. Email: rdw5670@outlook.com. A309/064



Genuine Ferrari ties for sale. Very collectable, rarely worn and in excellent condition. I am offering for sale, 1x green tie with gold prancing horse; 1x red tie with dark blue prancing horse; 1x blue silk tie commemorating the 50th Anniversary of Ferrari with a repeated pattern of a black prancing horse on a yellow background with the letters S F for Scuderia Ferrari and the '50th' logo. All 100% silk, £75 each including postage. Email: flyian@msn.com. A309/065



F430 2 piece Schedoni unused leather/carbon fibre luggage set. New never used, 2 pieces in Nero leather/carbon fibre, 2 cases with dust covers, zips still have their protective covers. Can ship overseas too, £2950 ono. Email: ataunque@gmail.com. A309/055

Ferrari workshop manuals. Workshop manuals for 348, 355 Vol.1, 355 Vol.2+3, 246, 308GT4. In ring binders, £150 each. Email: mark.charles@ntlworld.com. A309/024

Ferrari spare parts catalogues. Spare parts catalogues for Testarossa 1990, BB512, Mondial T, 360 Modena, 308GT4, 355 Motonic 5.2, 550 Maranello, 456. In ring binders (mostly blue, but 456 in yellow), £150 each. Email: mark.charles@ntlworld.com. A309/023

Ferrari 348 electrical manual. Electrical manual for 348 in ring binder, £100. Email: mark.charles@ntlworld.com. A309/025

Vintage Owners' Club magazines. 36 very good condition magazines from issue no.77 – Winter 1988 to no.128 – Winter 2000 – with gaps. Just like today's magazines filled with great period photos, articles, reviews, adverts and more. £99 please. Email: Douglas.smithmearns@aol.com. A309/045

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Wanted anything Lambo: cars, tractors, boats, bikes, BMW-M1 etc, any language, also any car mags. Swap4 books, mags, brochures, posters etc, USA trucks/cars, Lincoln, Caddie, Corvette, Mustang, GT40, Jag, Lotus etc, wildlife, wild west etc. Tel: 01277 200530. A309/022



Framed Alan Fearnley Ferrari print signed by Michael Schumacher. Collectable print by Alan Fearnley. It features 7 times World Champion Michael Schumacher leaving the pit garage in his 2001 Formula 1 Ferrari. Exquisitely presented glazed and double mounted, frame coloured in Antique Gold. It was published by Grand Prix Sportique in 2001 and is in excellent condition having held pride of place in a non-smoking household for a number of years. Signed by Schumacher and the artist. Email: flyian@msn.com. A309/058



50 years of Maranello by Albero Bolaffi. Number 220 of a limited edition of 12 philatelic covers depicting GP/F1 Ferraris in a nicely presented ring binder with text in Italian and English, £100. Email: mark.charles@ntlworld.com. A309/040



Original 308/328 4 piece leather luggage set. Originally purchased for a 308 and never used. Email: simon1.fowler@btinternet.com. A309/047

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**LURKING BEHIND THIS SPORTS CAR'S ALFA GRILLE LIES
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Story by Chris Rees

The name Franco Sbarro arches across the decades. The Italian-speaking Swiss entrepreneur made a name for himself in the 1960s converting sports-racing cars like the Lola T70 into road-legal machines. He then became a manufacturer in the 1970s with projects as diverse as the mid-engined Stash sports car and BMW 328 replicas – basically, a kind of Swiss version of Robert Jankel's Panther marque.

In 1992, Sbarro had the brilliant idea to found a car design school. Every year at the Geneva Show, projects designed by his students would be unveiled to an unsuspecting public. Some of the most extraordinary cars ever conceived were paraded at this event.

One machine that undoubtedly qualifies for 'extraordinary' status appeared at the March 1996 Geneva Show. It was called Issima, which in Italian is a suffix that indicates the superlative, and can be roughly translated as 'to the max' – and that it certainly was.

The project even had semi-official status. During the Car Design Award ceremony at the 1995 Geneva Show, Franco



Sbarro had met Walter de Silva and Mario Favilla (respectively number one and two at Centro Stile Alfa) and hit it off. The Alfa men agreed to a Sbarro project that would use Alfa Romeo badges. Not only that, the design guidelines would be laid down by de Silva and Nevio Di Giusto of the Fiat Group, while the technical side would be advised by Stefano Iacoponi of Fiat.

As revealed at Geneva in 1996, the Issima's smart styling was widely admired. But the main reason why this car was so extraordinary lay under its long

clamshell bonnet, which lifted to reveal a 12-cylinder Alfa Romeo engine. Of course, no such engine existed. What Sbarro had done was combine a pair of Alfa Romeo 'Busso' 3.0-litre V6 powerplants. This was not the first time Sbarro had combined two engines together: his Bugatti Royale replica had a V16 engine by squashing two Rover V8s into one, and his Super Twelve used two motorcycle engines back-to-back. Nor was it the first Alfa 'bimotore' either. The Alfa engines were coupled by a power take-off through the oil sump and Sbarro quoted a peak output of 500hp at 6500rpm.

Despite accommodating such a long powerplant, this was a very compact car, measuring only 3.8 metres long and 1.8 metres wide, and weighing just 1200kg (thanks to the 'dual frame' chassis designed by Sbarro). It took its suspension from Alfa's 155 DTM racer, with

Brembo high-performance brakes and unique five-hole 19-inch alloy wheels developed by Anther.

The styling was recognisably Alfa in many ways, from the triangular grille and characteristic bonnet lines to the Kamm tail with its twin centre-exit exhausts. The 'moustache' grilles and unusual headlights recalled another 1996 Alfa Romeo concept car: the Nuvola. Recalling Alfa's 916 Spider were the deeply sculpted flanks (which gave the impression of two separate volumes), while it also had scissor doors. The cabin was minimalistic in the extreme, with two seats embedded into an enveloping space and the bare minimum of switchgear.

The Issima was reportedly a fully functional prototype that was even taken to Balocco, Alfa's own test facility, to be assessed. However, what became of this curious one-off thereafter is unknown, which seems a shame.





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