

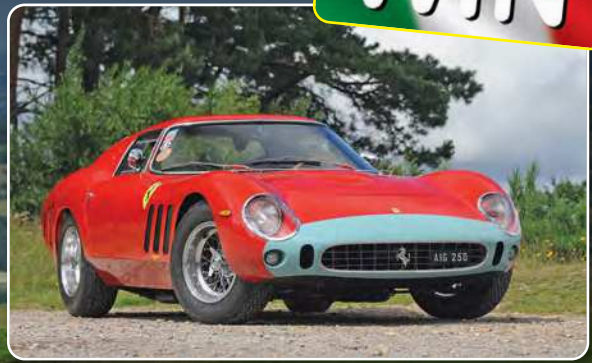
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**Editor** Chris Rees
[chris@auto-italia.co.uk](mailto:chris@auto-italia.co.uk)
**Photographic Editor** Michael Ward
[michael@auto-italia.co.uk](mailto:michael@auto-italia.co.uk)
**Events Director** Phil Ward
[phil@auto-italia.co.uk](mailto:phil@auto-italia.co.uk)
**Editor at Large** Peter Collins

**Contributors** Peter Collins, Phil Ward, Gary Axon, Andy Heywood, Simon Charlesworth, Tim Pitt, Simon Park, Steve Berry, Bryan McCarthy, Mike Rysiecki, Richard Aucock, Matteo Grazia, Nathan Chadwick, Matteo Licata, Richard Heseltine

**Art Editor** Michael Ward Tel: 01462 811115

**Back Issues** Tel: 01462 811115

**Subscriptions** [www.auto-italia.co.uk](http://www.auto-italia.co.uk)  
[claire@auto-italia.co.uk](mailto:claire@auto-italia.co.uk)

**Managing Director** Michael Ward

**General Manager** Claire Prior

**Advertisement Managers**

Robert Dubery

[Rob.Dubery@tickomedia.co.uk](mailto:Rob.Dubery@tickomedia.co.uk)

+44 (0)7929 427862

Charlie Wise

[charlie.Wise@tickomedia.co.uk](mailto:charlie.Wise@tickomedia.co.uk)

+44 (0)1398 310250

**Classifieds** email [liz.solo@ntlworld.com](mailto:liz.solo@ntlworld.com)

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 Email: [claire@auto-italia.co.uk](mailto:claire@auto-italia.co.uk)  
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**Y**ou could say we're doing a 'Double Drogo' this month because, by sheer coincidence, we've got two Drogo stories to titillate you. First up is Richard Heseltine's excellent piece on the infamous Ferrari 250 GTO Breadvan (above), which was the star of this year's Prescott Italia (also featured this month). The second story is about the Drogo-bodied Ferrari 250 GT owned by Ferrari enthusiast and good friend of *Auto Italia*, Peter Jerram.

Except... strictly speaking, neither car is actually a 'Drogo', even if you accept this name as the accepted term to describe Carrozzeria Sports Cars (the coachbuilding company founded by Piero Drogo). The Breadvan was actually put together by a different outfit – Nero & Bonacini, albeit under Drogo's supervision – while the 250 GT was built 'after the event' by one of Drogo's 1960s master panel beaters, Mario Allegretti.

The difficulty establishing the back stories of cars like this is just one of the things that get my juices going – I love the thrill of the chase and discovering things I never knew before. But even more fun, without question, is getting up close and personal with cars of this stature – some of the greatest cars ever to have graced the roads and tracks of the world. This month's 'Drogo family' Ferrari 250 GTs very much qualify.

While exotics like these live at the heart of what *Auto Italia* is all about, ordinary 'everyday' cars are just as fascinating, such as the Fiat X1/9 whose 50th anniversary we celebrate this month. Who else but Fiat could have brought mid-engined motoring to the masses in such a thoroughly convincing way? Rest assured, *Auto Italia* will always be about 'super cars' every bit as much as 'supercars'.

**Chris Rees**  
 Editor  
[chris@auto-italia.co.uk](mailto: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



Tim Pitt



Richard Heseltine



Nathan Chadwick



Matteo Licata



Karl Ludvigsen



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# ITALIAN CAR NEWS

## Maserati MC20 Cielo



**M**aserati has launched a new open-roof version of its MC20 supercar, called MC20 Cielo, the Italian word for 'sky'. Its retractable hardtop roof features electrochromic liquid crystal 'smart glass' that can instantly transform from clear to opaque at the touch of a button. Maserati claims its roof is best-in-class in terms of thermal insulation and opening/closing speed (1.2 seconds). The roof can be activated on the move at speeds up to 31mph, folding away behind the passenger compartment beneath a carbonfibre lid that features a Maserati trident logo.

Lost rigidity in the carbonfibre chassis is restored by a different carbon weave





pattern, extra strengthening bars in the doors and a new rear panel. The butterfly doors, 50-litre front load area and 100-litre rear boot are unchanged.

The MC20 Cielo is powered by the same Nettuno 3.0-litre twin-turbo V6 engine as the coupe, providing 630hp and 730Nm of torque., good for 0-62mph in 3.0 seconds. Top speed is slightly lower than the coupe's at 198mph, partly because of a slightly higher

drag coefficient (Cd 0.39).

The Cielo weighs 65kg more than the coupe, at 1540kg. To cope with the extra weight, it has slightly firmer springs and dampers. The Cielo's new digital drive mode selector will now feature in the MC20 coupe model, too, while a new Alcantara-trimmed steering wheel has a blue start button that references the MC12.

The launch version features a new

Fuoriserie triple-layer metallic colour called Acquamarina (as pictured) that mixes a pastel grey base with iridescent blue mica. The optional Sonus Faber 12-speaker audio system has been specifically tweaked to suit the convertible cabin.

The MC20 Cielo will be priced at an estimated £215,000, with deliveries due to begin at the end of 2022. About 40% of MC20 production will be the open-top model.



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## LAFERRARI SUCCESSOR TO JOIN 15-STRONG NEW MODEL BLITZ

Ferrari has revealed that it will launch no fewer than 15 new cars between 2023 and 2026, one of which will be a successor to the

LaFerrari. No details have been released but it is thought that the new supercar will use a V8 hybrid powertrain. The precise timing of

the launch is not known but Ferrari's Chief Commercial Officer, Enrico Galliera said, "we're happy to confirm it will arrive soon" – possibly by the end of 2022.

The importance of the new Purosangue SUV – due in September – has also been highlighted, with the average proportion of the model in Ferrari's production "below 20% over its lifecycle". Icona and Supercar models will represent less than 5% of the total, Special series 10%, with the remaining 65% accounted for by regular 'Range' models.

The first full-electric Ferrari will be unveiled in 2025. By 2026, Ferrari's range will be 40% ICE and 60% hybrid/full-electric. By 2030, the mix will be 20% ICE, 40% hybrid and 40% full-electric. Ferrari has confirmed that ICE remains "an essential part of the company's heritage" and will continue in production.



## MICROLINO GOES ON SALE

The Italian-built bubble car-inspired Microlino electric car is now on sale, following the launch of the online configurator. Prices start from €14,990 for the entry-level Urban model, which has a 6kWh battery pack and a range of 56 miles. Next up is the Dolce (from €16,390) which comes with a choice of three battery sizes, including 10.5kWh/110-mile range and 14kWh/143 miles. The Competizione (€18,590) is a higher-spec model with the 10.5kWh battery, while the limited-series Pioneer launch edition is priced at €20,990. Up to 1500 vehicles should be completed by the end of 2022, the first 999 being the Pioneer series.

The first market to receive cars will be Switzerland this summer, followed by Germany and Italy in Q4. There is no indication when the UK will be added as a market – Microlino simply states that “once we start deliveries in your region, we will ask you to make a refundable deposit of €500 to secure your spot on the reservation list.”



## PAGANI HUAYRA CODALUNGA

A new limited-edition version of Pagani's Huayra – the Codalunga – has been unveiled. It's been created by Pagani Grandi Complicazioni, the rebranded Special Projects division. Described as “a tribute to the timeless shapes of the Italian coachbuilders and race cars of the 1960s”, it has a 360mm longer tail, with a design that emphasises smoothness and elegance. There are no rear grilles, giving an unobstructed view of the titanium quad-pipe exhaust system with its ceramic coating.

The choice of colours and materials reflects cars of the 1960s, says Pagani. Structural parts are finished in exposed carbonfibre in the cabin, while the seats are upholstered in woven leather and nubuck. The V12 engine offers 840hp and 1100Nm of torque, giving the 1280kg car exceptional performance. Only five Codalungas will be made, priced from €7 million, and all are already sold.



## HUAYRA SUCCESSOR DUE IN SEPTEMBER

The Pagani Huayra's successor, codenamed C10, will debut on 12 September. The company has released a new teaser image (above), showing a mid-engined silhouette with a long rear end, short nose and curvaceous wings. It's thought that Pagani will stick with its AMG-built V12 engine for the C10.





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## FERRARI'S JAPAN-THEMED ROMA

Ferrari has unveiled a one-off Roma created by its Tailor Made department. Customised by Evan Orensten and Josh Rubin of the design publication, *Cool Hunting*, it features traditional Japanese-themed details. The Indigo Metal paint is inspired by Japanese blue dyes. The same colour is applied to the sakiori fabric used for the seat inserts and carpets, as well as the headlining, while the interior door handles are hand-woven strips of black leather. Copper plating graces the gearshift surround and levers, trim outlines and wheel rims.



## ALFA ESTREMA EDITIONS ON SALE

Alfa Romeo's new Giulia and Stelvio Estrema editions are now on sale in the UK. The Estrema models are based on the Veloce trim and are fitted with adaptive suspension and limited-slip differential as standard. Completing the look are carbonfibre mirror caps and front grille, unique badging and dark-painted alloy wheels (19-inch on the Giulia and 21-inch on the Stelvio). Inside are carbonfibre accents, Alcantara-and-leather seats, red stitching and a 14-speaker Harman Kardon audio system. Both models use the 2.0-litre 280hp petrol engine, while a 2.2-litre diesel 210hp engine is also available for the Stelvio. Prices start from £50,579 for the Giulia Estrema and £57,999 for the Stelvio Estrema.



## FERRARI 333 SP FOR AUCTION

A very rare example of Ferrari's last ever sports prototype, the 333 SP, is due to be auctioned in the USA. Developed in partnership with Dallara, the 333 SP had an illustrious career, taking 47 international wins and 12 championships.

Chassis 025 is a 1999 car delivered new to Swiss racer, Fredy Lienhard, and run by Doran-Lista Racing. It was raced in the 1999 and 2000 seasons, primarily in the US, racking up 8th place overall at the 1999 24 Hours of Daytona, second overall at the 1999 ALMS Grand Prix of Road Atlanta, first outright at the USRRC Grand Prix at Lime Rock, and fifth overall at the 12 Hours of Sebring.

Restored by Kevin Doran, it has been in the William M Wonder Collection since 2004 and only occasionally used for track days. The 333 SP will be sold by Gooding at its Pebble Beach auction on 19-20 August with an estimate of \$4.5m to \$5m.

## NEW DOBLÒ LCV LAUNCHED

Fiat has revealed its new Doblò and E-Doblò light commercial vehicles. In the UK, these will be available in two wheelbase lengths and two configurations (Van and Crew Cab). Petrol, diesel and full-electric versions will be sold. The 1.2 petrol model has 110hp, while the 1.5-litre diesel has either 100hp or 130hp. The E-Doblò has a 100kW electric motor and 50kWh battery, giving it a 173-mile range, and an 80% battery recharge can be performed in 30 minutes, claims Fiat. The full-electric E-Doblò has a payload of 800kg, the conventional Doblò 1000kg. The new Doblò will only be sold in LCV form in the UK, with a passenger version available in other markets. UK orders open in July, with the first deliveries expected in Q4 2022.



## URUS SURPASSES HURACÁN

Mere weeks after the 20,000th Huracán was made, Lamborghini has a new best-seller on its hands. The Urus has now also passed the 20,000 unit mark, making it not only the fastest-selling Lamborghini ever – it was launched only four years ago, in 2018 – but also the best-selling, overtaking the Huracán. The 20,000th Urus, painted Viola Mithras, was supplied to a customer in Azerbaijan.



## FIAT AXES ICE IN UK

All new Fiat passenger cars sold in the UK from 1 July 2022 will be either hybrid or full-electric, as the remaining conventional-engined ICE offerings disappear from price lists. The Panda and classic 500 are already hybrid-only, while the new 500 has always been full-electric only. The axe is falling on just two models: 500X 1.0-litre petrol (120hp) and the Tipo with the 100hp version of the same engine. Replacing them are new 500X Hybrid and Tipo Hybrid models (see last month's *Auto Italia* for our road test verdict).

Fiat has also confirmed that its offering will be exclusively all-electric from 2027. Meanwhile, Abarth will continue to sell petrol models until 2024, after which the brand will become electric-only, with high-performance derivatives of the New 500.

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## GENE PONDER COLLECTION TO BE SOLD

The entire 140-strong car collection of Texan entrepreneur Gene Ponder is coming up for auction in the US. Italian cars of note include a 1960 Maserati 3500 GT Spyder and a 1967 Ferrari 330 GTC. Unusual lots include a 1967 Lamborghini 400 GT converted to Spyder bodywork (below) and several 'tributes' to classic Alfa Romeos. Among these is a 1900 C52 Disco Volante Spider tribute, an 8C 2900B Mille Miglia Spider replica by Appennine (below middle), an 8C 2300 Corto Spider replica by Pur Sang (above) and a unique Alfa 1900 Coupe by ATL (bottom). The RM Sotheby's sale is on 22-24 September 2022, with all lots offered at no reserve.



## FERRARI 308 ADJUSTABLE DAMPERS BY GAZ



GAZ is offering a new performance suspension kit for the Ferrari 308. The kit provides coilover struts that are adjustable for height and damper rate.

The ride height range is 80mm, with damper rates variable by means of a knob on the damper body. Either 'road' or 'full race' valving is available. The new

coilovers retail at £162.07 each plus VAT. For further details visit [www.gazshocks.com](http://www.gazshocks.com)

## UNO TURBO'S RECORD £26K

A UK-registered Fiat Uno Turbo has broken the world auction record for the model. At a Car & Classic online auction in May 2022, a 1991 RHD Uno Turbo Mk2 fetched £26,150. Fewer than 30 Uno Turbos are thought to be left in the UK. The car is described as in "immaculate, fully restored condition" with low mileage (58,821 miles), original service booklet and fully documented history. Its uprated engine was built by Coventry Automotive featuring a high-spec camshaft, Wossner forged pistons and PEC forged conrods. Other minor changes include lowered suspension, Mk1-type badges and tinted foglights.

Another Uno Turbo – a 1989 Mk1 – also sold via the same auction site earlier in May for £15,750. A Car & Classic spokesperson commented: "Connoisseurs and enthusiasts appreciate a well-documented history and the Uno Turbo is more than rare, especially because of its condition, and the effort and care spent on it. The model is a superb example of the turbocharged hot hatch frenzy that was the late 1980s."



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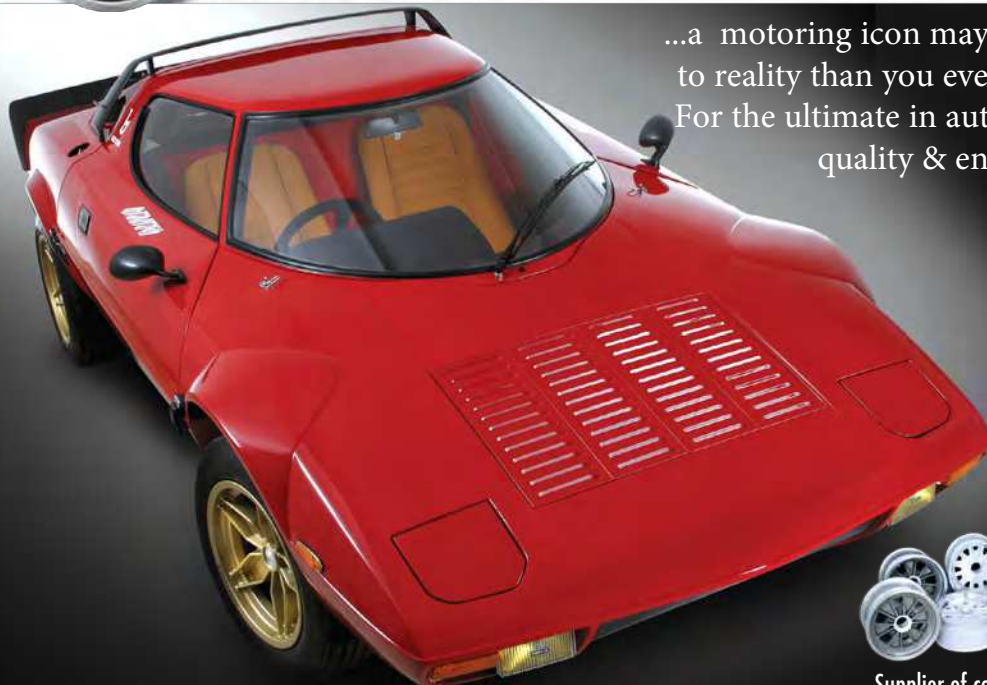
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# Ypsilon Lancia?

Our Italian correspondent Matteo Licata reflects on the crucial role the Ypsilon has played for Lancia

Reading the news is hardly uplifting these days, yet Stellantis' recent press release outlining its strategic plans for Lancia's next decade provides some welcome relief. First, we'll get a new Ypsilon in 2024, then a flagship saloon for 2026, and a new Delta for 2028. If it all comes to fruition, that'll be the most significant investment that the storied brand has received in over a quarter of a century.

This is a far cry from the late Sergio Marchionne's days when, in his characteristically uncouth manner, he proclaimed that Lancia had "no history in Europe and the USA" and would therefore be axed. Those words rubbed salt in the wounds of Lancia enthusiasts in Italy and abroad, who voiced their displeasure in no uncertain terms. But if Lancia's death sentence was eventually suspended – the brand limping on within the safe confines of its native Italy – it certainly wasn't because of a few impassioned articles and social media posts.

If today's Stellantis management has a Lancia brand to relaunch, most of the credit

must go to the little Ypsilon and the tens of thousands of Italian women buying one every year. That's not a mere stereotype: according to Lancia, women have bought two of the three million Ypsilons made over the model's 35-year history (including the original Y10 of 1985), and the percentage of female buyers for the current model has consistently been over 70%.

In May 2022, well into its eleventh year of production, the current Ypsilon commanded a record 19.3% share of the B-segment in the Italian market, where over 17,700 examples have been sold since January. Lancia's slice of the Italian automobile market currently sits at 3.2%, which is nothing to sneeze at, given that reaching a 1% share in April was deemed good enough for Alfa Romeo to issue a celebratory press release.

But what makes the Ypsilon – an aging supermini frowned upon by enthusiasts and not exactly a darling of the motoring press either – such an enduring sales success in its home country? Well, it may be technically unadventurous and of no use on a rally stage, but the Ypsilon gets many things

right. It sits at the happy intersection between Italians' preference for small cars and their notorious obsession with image and style (regardless of gender, of course): Italians love a small, relatively inexpensive car that keeps up appearances.

In a market sector where customers are usually given little choice, Lancia's distinctive, inspired colour and trim options go a surprisingly long way to set the Ypsilon apart. Moreover, offering the current generation in a five-door-only configuration proved a smart move, as it prevented its sister model, the Fiat 500, from eating into sales.

Although I've long been guilty of dismissing the Ypsilon as the glorified shopping cart it arguably is, I now believe the model fully deserves enthusiasts' respect. Because without the Ypsilon, there would be no Lancia any more.

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# Hasta la Vista, Huayra

## We get one final fling in the end-of-line Huayra Roadster BC

Story by Chris Rees  
Images by Simon Thompson



Strap yourself in, buddy, Goodwood circuit awaits. Here are the keys – knock yourself out. No, hang on, this is one of those dreams, isn't it? For starters, there's no key; instead, there's a miniature car in a nacelle in the centre console. And while I am indeed strapped into the Pagani Huayra Roadster BC in the pitlane at Goodwood, sadly I'm a passenger rather than being in the driving seat – the reason being the small matter of its £3.7 million price tag. This is one of very few BC examples built, the letters standing for Benny Caiola, the late Italian-born friend of Horacio Pagani who bought the very first Zonda.

Perhaps similar thoughts are going through the head of my pilot today: sales chief, Francis Falconer. Even though the 'PT3' badge indicates that this is Pagani's prototype number three, you really wouldn't want to have an incident in it. There will be some mollycoddling around the track, but not much.

That's clear as soon as we exit the pits and head out on to Goodwood's start-finish straight, where Francis buries the throttle in no uncertain terms. The sound of the AMG-built 6.0-litre twin-turbo V12 is quite different to your Maranello or Sant'Agata supercars – and not as

loud: the Lamborghini Huracán also circulating today is having to slow for Goodwood's noise meters, but not the Huayra. There's a basso profundo and a raunchy bark from the exhausts – no fewer than six of them, two slung under the car to boost downforce.

Given that Francis is not quite giving the car 100% beans on track, it's pretty amazing that I see the speedometer (whose needle, incidentally, moves in an anti-clockwise direction) nudge 300km/h – over 180mph. But then 800hp is hauling just 1250kg of car.

This prototype's engine has had a very hard life – it's now done over 200,000 miles – but you'd never know it. The power delivery is smooth yet brutal, the Xtrac seven-speed automated manual transmission doing a great job of rifling through the gears. Francis is sticking to Sport mode today to keep the gearchanges smooth. With 1000Nm of torque going to the rear wheels, the circumspection is probably justified.

Into the corners, the car feels superbly balanced and neutral. We don't quite reach the limits of what the bespoke Pirelli P Zero Trofeo R tyres can do but Francis tells me that things are surprisingly benign and manageable at the edge of the grip curve.

The clearly visible active aerodynamic flaps – two up front and two at the rear – are seeing a lot of action around Goodwood. These boost braking force as well as balancing the airflow from left to right. Apparently this BC can pull a consistent 1.9g of lateral force, peaking at 2.2g – quite possibly a record for a road car. Luckily the four-point harnesses are doing their job of keeping me very firmly in place.

Would I drive a car like this on a track? With that price tag, I might well think twice. Not that I'll ever be a customer – even if I had the odd four million, all examples have long since been sold. Thankfully Pagani's new C10 is on its way. 🇮🇹



### TECHNICAL SPECIFICATIONS

#### PAGANI HUAYRA ROADSTER BC

|               |                                       |
|---------------|---------------------------------------|
| ENGINE:       | 5980cc V12 twin-turbo                 |
| POWER:        | 800hp at 5900rpm                      |
| TORQUE:       | 1049Nm (774lb ft) at 2000rpm          |
| TRANSMISSION: | 7-speed auto, RWD                     |
| TYRES:        | 265/30 R20 (front), 355/25 R21 (rear) |
| DIMENSIONS:   | 4605mm (L), 2035mm (W), 1169mm (H)    |
| WEIGHT:       | 1250kg                                |
| MAX SPEED:    | 230mph                                |
| 0-62MPH:      | 3.0sec                                |
| PRICE:        | £3.7 million                          |





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# The Road to Skye & Skyfall

How does the Alfa Giulia Veloce cope with Scotland's most epic roads?

Story by Chris Rees



Perhaps I'm not 007; more like the baddie chasing Bond through remote mountain roads. My Alfa Giulia Veloce, in white with black 19-inch rims and dark-finish body trim, certainly has evil gangster vibes as it traces the tarmac to Daniel Craig's *Skyfall*, looking broodingly superb in this landscape.

Finding the 'Skyfall spot' has become a pilgrimage for many drivers, including me. I've driven along the A82 to Glen Coe and, right up high and barely noticeable off to the left is a tiny road signposted for Glen Etive. This is the celebrated 'road to nowhere' – a 15-mile single track no-through road that snakes down the spectacular valley to the north shore of Loch Etive (which is incidentally completely inaccessible by any other road). Two huge movie franchises filmed here: 007 in *Skyfall* and Harry Potter.

It's certainly worth the detour for such epic scenery and photo opportunities. Although do beware: on my return leg, I pull over into one of the hundreds of passing places only to get stuck in a muddy pothole, requiring me to be towed out by a passing local!

From *Skyfall*, our next destination is Skye. Continuing

up the A82 to Fort William, we branch off west on the A830 to catch the Mallaig ferry – so much more romantic than the more obvious Skye Bridge at Kyle of Lochalsh, and it's a wonderful loch-hugging road.

As soon as the Giulia disembarks the ferry to hit the uncrowded, open roads out of Armadale, it's clear it's going to be the perfect companion on Skye. I instantly realise it's best to keep the DNA driving mode dial in 'N' mode to enjoy a more relaxed run over these remote roads. Since 'Dynamic' doesn't change the damping (the adaptive system is now reserved for the newly-launched Giulia Estrema), 'D' mode is mainly about sharper throttle and gearchange responses. Since there's always superbly accessible power throughout the rev range, even in 'N' mode, it feels somehow more fitting to keep the revs down on the 280hp 2.0-litre four. The Veloce has always been more about mid-range punch than high-rev drama, and its acceleration (0-62mph in 5.7 seconds) is frankly more than strong enough for these roads.

I'd forgotten just how direct and incisive the steering on the non-Quad Giulia is. With its lack of body roll, the feeling is wonderfully planted and

**ABOVE & RIGHT:** Bond villain vibes on Glen Etive 'Skyfall' road. **FAR RIGHT:** On Mallaig ferry to Skye



confidence-inspiring, making the Veloce a pacy tool indeed on the roads of Skye.

Yet it's also superbly comfortable. Occasional jolting from the heavy 19-inch wheels aside, the ride is very compliant. And the cabin makes a superb impression – red leather, satin accents, comfy seats, aluminium gearshift paddles and heated steering wheel. And in the latest version you enjoy a superior Apple CarPlay/Android Auto touchscreen and wireless phone charging.

The north of Skye is where all the major tourist sights are to be found. It's worth taking the open road west to Dunvegan to see the castle and the other-worldly pure-white Coral Beach. We also divert to Neist Point, the most westerly tip of the island – and despite the long single-track slog, the views from the lighthouse certainly justify our diversion.

All the roads in the northernmost peninsula around Uig are spectacular, if occasionally very narrow and pockmarked, and take you to the major sights of the Old Man of Storr, Kilt Rock and Quiraing. An unexpected



fantasy of green mounds in the Fairy Glen tucked away just outside Uig is very much worth a look. Up on the tiny road between Uig and Staffin we have to give way to a mountain rescue team en route to retrieving a lady with a dislocated shoulder on the hilltops – reminding us that the terrain here can be serious indeed.

On the return journey, we follow the A87 off Skye and along the shores of some wonderful lochs back to Fort William and then down to Oban. Another highlight is the A85 between Oban and Tyndrum – full of curves, both sweeping and challengingly tight.

In a sports saloon market that has increasingly chased horsepower race for ever-diminishing returns, the 280hp Veloce reaffirms its place as a true sweet spot in the Giulia range. This consummate all-rounder is refined and relaxing on the motorway yet equally capable of delivering red-blooded raciness on open, sweeping bends. After more than 1600 miles of the most varied roads imaginable, the Alfa acquitted itself with easy effectiveness. Oh, and average fuel consumption of 36.5mpg. 🇮🇹



## TECHNICAL SPECIFICATIONS

### ALFA ROMEO GIULIA VELOCE

|               |                             |
|---------------|-----------------------------|
| ENGINE:       | 1995cc 4-cyl                |
| POWER:        | 280hp at 5250rpm            |
| TORQUE:       | 400Nm (295lb ft) at 2250rpm |
| TRANSMISSION: | 8-speed auto                |
| WEIGHT:       | 1429kg                      |
| MAX SPEED:    | 149mph                      |
| 0-62MPH:      | 5.7sec                      |
| PRICE:        | £45,179                     |

# Midship for the Masses

As the world's most affordable mid-engined car, the Fiat X1/g was a true revelation 50 years ago. Karl Ludvigsen – who went on the 1972 launch – tells the golden story of an ingenious icon

Story by Karl Ludvigsen





The arrival of cars with front-wheel drive and transverse engines opened up the possibility of mounting such a drivetrain behind the cockpit to create an inexpensive mid-engined sports car.

Putting the engine/gearbox/differential package in the back to drive the rear wheels should have been easy. Lamborghini's Miura and Ferrari's Dino had blazed the trail for money-no-object mid-engined cars, but no car maker of any size had managed to build a mid-engined car that most folks could afford to buy – until the Fiat X1/9 arrived in 1972.

The X1/9 was the happy result of a joint effort by Fiat and Bertone to create a successor to the oval-eyed 850 Spider that had been such a big seller in the important US market. Bertone was building these at the rate of 120 a day but their rear-engined powertrains were on the brink of being phased out in favour of Fiat's new front-drive ranges. Something new had to be created, thought Nuccio Bertone, who in his younger days had done some racing and was a good judge of sporting cars.

Bertone and his chief designer Marcello Gandini already had form with mid-engined cars, creating the Lamborghini Miura in 1965 with its transverse V12 engine. Fiat had also taken an interest in mid-engined drivetrains, one early prototype using the powertrain of the 1964 Autobianchi Primula. For the 1969 auto shows, Bertone and Gandini decided to build their own mid-engined concept car with an Autobianchi drivetrain. They pushed the boat out with an open-cockpit speedster topped by a prominent rectangular rollover bar to the sides, to which powerful lamps were fixed. A sharp thrusting front end and doorless body completed the Autobianchi A112 Runabout.

At the 1969 Paris Salon, Gianni Agnelli's younger brother Umberto asked Nuccio Bertone's opinions of the current Fiat sports car range. When Bertone hesitated, Umberto pressed him for a candid reply. The stylist answered that he thought Fiat's offerings were excellent cars but not sports cars as he understood the term. "We could do better," he added.

"Then do so," came Umberto's reply. He backed up his assignment by mustering the talents of Fiat's advanced design department under Giuseppe Puleo, reporting to engineering chief, Dante Giacosa. True to their mission, the amiable Puleo and his team had been developing a number of concepts. The X1/1 was the Fiat 128, the 130 saloon was X1/3 and a larger mid-engined sports car was X1/20 (which eventually became the Lancia Montecarlo). In the middle was X1/9, conceived as a low-cost sports car that would make maximum use of Fiat 128 components.

Work went ahead with impressive speed. At the 1971 Turin Show the first rumours about a new Fiat sports car swept the scene, prompted by Alessandro De Tomaso's display of a Ford-powered car that was so close in shape and style to the forthcoming Fiat that it was almost actionable.

Late in 1972, the Fiat X1/9 was introduced to the press in Sicily, where journalists (including myself) drove it over the demanding Targa Florio circuit. This was a sign of tremendous confidence in the little car's handling and stability. So comfortable had Fiat's people become with its codename that 'X1/9' was used in showrooms.

In its dimensions, the X1/9 resembled a much lower version of the well-liked Fiat 128 Coupe. It was just 1170mm tall, with a short wheelbase (2202mm) and overall length (3830mm). At 880kg, its official kerb weight was slightly higher than the 128 Coupe's, accounted for by the two-seater's very stiff chassis. The X1/9 borrowed some of its ideas from Fiat's ESV (Experimental Safety Vehicle) which used a Fiat 500 rear-mounted powertrain and had robust boxed side rails running front to rear through the sills. Puleo used a similar design for the X1/9 to meet US safety standards (the American market was expected to take 75% of sales). In early prototypes the structure did its job but the monocoque was too weak in bending and torsion, impairing handling consistency. The solution was to install a central backbone, even though this increased weight.

The original idea was to use the 128's front struts on all four corners. Test mules, however, were undriveable, according to one well-informed source: "There wasn't a living human in Fiat who could reconcile its unpredictable road manners with production requirements." This was of course intolerable. Bertone was also concerned that the front struts were too tall to achieve the plunging bonnet line it wanted. The solution was to lower the front struts in relation to the hubs, while struts at the rear were given much stronger, wide-based wishbones to give better control.

The final design, said Giuseppe Puleo, was aimed at neutral steering with a full fuel tank, and gentle oversteer at the limit that could be easily corrected by the driver. "The aim was to make the driver king of the car," he said, "and not the car king of the driver." A

“ The engineers' aim was to make the driver king of the car and not the car king of the driver ”

natural feature of the X1/9 was a low polar moment of inertia, with the main masses concentrated toward the centre of the chassis. This gave the car enhanced agility that counted on the driver to master and exploit its quick responses.

The fuel tank was near the centre of the car, right behind the driver, so weight distribution remained much the same, no matter how the car was loaded. Inside the X1/9's 13-inch steel wheels were 8.9-inch brake discs gripped by floating single-piston callipers. Steering was rack-and-pinion with three turns lock-to-lock. No anti-roll bars were fitted, the car's low centre of gravity keeping cornering roll to a minimum.

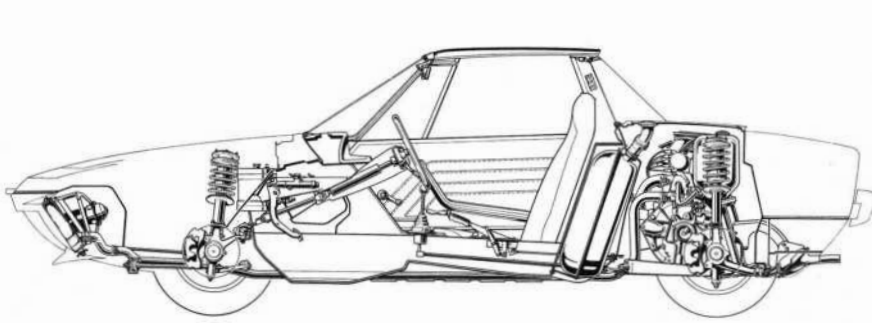
Under the slotted matt black engine cover was Fiat's 128 engine, as introduced almost four years earlier. It felt right at home in this sports car with its belt-driven overhead cam, aluminium head, five-bearing crankshaft and oversquare dimensions of 86mm x 55.5mm, making 1290cc. With a twin-choke downdraft Weber and 8.9:1 compression ratio, the X1/9 commanded 75hp at 6000rpm and 72lb ft of torque at 3400rpm.



TOP: Pictured next to the Autobianchi Runabout, the Fiat X1/9 could not bely its inspiration. Bertone and Gandini succeeded with a superb design

ABOVE & BELOW: The Runabout concept used the transverse engine/gearbox introduced in the Autobianchi Primula in 1964, placed behind the seats





New castings for the oil pan and inlet manifold were required because the engine was installed at an angle of 11 degrees, as requested by Bertone to improve packaging. Moved to the end of the camshaft, the distributor was more accessible. Thanks to the revised positioning and ingenious stowage of the spare wheel behind the passenger, the X1/9 had useful boots both front and rear. The removable targa roof panel stowed in the front compartment.

The gearbox had to be modified to move the shift linkage to the front. The shift quality suffered, the lower gears being hard to engage, so the synchro was changed to a faster-acting Borg-Warner cone system with molybdenum-treated teeth. Clutch actuation was hydraulic to reduce pedal effort.

Respectable rather than blistering, the X1/9's performance was around 100mph top speed and a 0-60mph in 12.2 seconds. That was in Europe; the emissions-controlled US version had a pathetic 66hp and a top speed of 93mph.

When I drove the X1/9 at its 1972 launch on the Targa Florio circuit in Sicily, its many corners usually demanded second gear, in which I let the engine rev as high as I needed to go fast. Glancing down, I found the tach needle around 7500rpm and climbing, more than 1000rpm above the limit. The short-stroke four revelled in it, though, even touching 8000rpm a few times with no signs of stress or shortness of breath. Noise came from various directions: wind hissing around the window frames; a resonant booming in the body at 85mph; a gentle but persistent whir emerging from the engine bay.

Tossing a rooster tail of spray down the autostrada on the way to the Targa circuit, the X1/9 felt light yet stable and well damped. The feel of the little 1290cc four was crisp and smooth, like a BMW four. Turning off the autostrada, I cranked on more lock than I thought the Michelin X tyres could handle to see what would happen. The rear end popped out of line with a sudden swerve. As I got to know the Fiat, I found that the rear would slide out at low speed under full power on wet tarmac, but was easily caught by a quick counter-turn of the wheel.

It was great fun, thanks to its negative-camber rear suspension at the limit. But on switchbacks on the Targa circuit I had to leave an extra margin because the X1/9 didn't always telegraph its moves. It would drift with all four wheels together, or plough on a bit, or slide its tail. Braking was beautiful: smooth, progressive, powerful and fade-free, with a slight tendency towards rear-wheel lock-up in the wet. Steering that felt heavy at first was progressive and predictable when pushed hard.

*TOP LEFT: X1/9 cutaway bears witness to the shrewd allocation of space engineered in by Puleo's team. There was ample room for luggage*

*MIDDLE LEFT: Bedecked with US-market bumpers, an X1/9 poses with the model it succeeded, the Fiat 850 Spider - also designed and manufactured by Bertone*

*BOTTOM LEFT: External suppliers sent panels to Bertone's Grugliasco factory to be assembled into bodies, then painted and equipped with running gear*



High up on the circuit, I travelled three miles of dry road three times to push the X1/9 as hard as possible through turns on public roads. She behaved impeccably. I could steer with absolute accuracy, like a little race car, through the meanest corners: neutral, predictable and amazingly agile, without being skittish.

A price was paid in the ride: firm and lively on short-travel springs. It pitched a lot, as mid-engined cars tend to do, but didn't trouble the occupants because they were at the centre of gravity where motion is least.

The bucket seats weren't adjustable for angle but legroom was generous, if narrow. Returning to Palermo's grand Hotel Igeia at dusk, a reassuring glow from the handsome dials projected information. Lifted into position by electric motors, the headlamps fanned a steady beam.

I managed to find some faults. The sun visors didn't completely fold out of the way; the seat adjuster buttons were fingernail-busters; fresh-air ventilation wasn't powerful; the dash wasn't very legible in daylight; and the front spoiler didn't look great (wind-tunnel tests found it essential for high-speed stability).

At the time I wrote: "There's nothing on the market near its price that's as enjoyable and as able as the X1/9. It is an engineering, styling and marketing coup of the first magnitude." Buyers thought so, too, happily snapping it up at up to 20,000 annually.

The package became even more appealing in 1979 with the introduction of the longer-stroke 1498cc four, covered by a bulkier lid, and a five-speed transmission. This model, the X1/9 1500, also had an upgraded interior and gauge package.

This gave it the performance that its chassis

deserved. With 85hp at 6000rpm, acceleration to 62mph was 11.7 seconds and top speed was up slightly to 112mph. However, it was so noisy that you may as well have switched off the radio when going fast.

In 1978-1979, I was executive vice president at Fiat Motors of North America, during which time I had an X1/9 as a company car as often as possible. The roads on my commute were unchallenging except for the right-hand bend where the Cross County Parkway met the Hutchinson River Parkway going south. I attacked that like Ascari in his Ferrari at Monza's Lesmo complex.

The second energy crisis of 1979 foreshadowed the end of Fiat's road for the X1/9, as sales of sports cars were hard hit. Fiat relinquished responsibility for the model in 1982, by which time it had made 140,519 of these wonderful cars. Bertone took over, putting on its own badge and doing final assembly at its own plant.

Finally in 1989, the plucky career of this unique model came to an end. That it had solved a difficult engineering problem with great style was shown by the paucity of competition from other manufacturers. Toyota accepted the challenge with its MR2, while MG Rover finally produced a modern MG in the F model that was closer to an X1/9 equivalent.

The X1/9 was certainly not without its faults: it was as prone to rust as other Bertone-built cars and its belt-driven cam could produce unpleasant surprises. But on a twisty road on a summer's day, the X1/9 delivered the sensation of a racing car on the road, charming and responsive. And it looked like you were driving an exotic Italian concept car—which, in a way, you were.

*ABOVE: Images from the X1/9 launch on the Targa Florio course in 1972 and at Palermo's Hotel Igeia*

*RIGHT: Bertone badges replaced Fiat ones on later X1/9s. Cornering is agile but requires acquaintance*



## TECHNICAL SPECIFICATIONS

|               | X1/9 1300          | X1/9 1500          |
|---------------|--------------------|--------------------|
| ENGINE:       | 1290cc OHC 4-cyl   | 1498cc OHC 4-cyl   |
| POWER:        | 75hp at 6000rpm    | 86hp at 6000rpm    |
| TORQUE:       | 72lb ft at 3400rpm | 87lb ft at 3200rpm |
| TRANSMISSION: | 4-speed manual     | 5-speed manual     |
| WEIGHT:       | 913kg              | 920kg              |
| 0-62MPH:      | 12.2sec            | 11.7sec            |
| MAX SPEED:    | 99mph              | 112mph             |





## LIVING WITH THE X1/9

By Stu Bird

**X**1/9 ownership isn't as difficult as you may be led to believe but there are a few things you need to bear in mind. Firstly, don't own one if you're an introvert. Passers-by will always notice it, especially when the roof comes off, even if they sometimes confuse it with a Triumph TR7.

Once you get over that hurdle, the following won't surprise anyone. The X1/9 has an ability to rust just about everywhere. But even though they remain cheap in the classic Fiat line-up, the chances of finding a car packed with filler are now slim: the

remaining examples are mostly cherished or in need of only a little TLC.

I've found no problems with mechanical parts. There is a good network of parts in the UK, with Eurosport UK ([www.eurosport-uk.net](http://www.eurosport-uk.net)) being my first port of call when I need something. When it comes to working on the X1/9, get yourself into the mindset that this is an exotic car: that will help you overcome its strange layout that certainly wasn't designed for ease of maintenance.

Living with the X1/9 as a casual runner is surprisingly easy. At 6ft 1in tall, I find no difficulty in getting in and out, or getting comfortable behind the wheel. The cabin is snug but there is plenty of space to move around, more so with the roof off. I can never understand owners who keep the top on, even on short drives.

And driving is what the X1/9 is all about. Despite its sports car credentials, the suspension has quite a long travel and most road surfaces are absorbed well. My 1500 with its five-speed gearbox also helps make it a far more relaxed cruiser than road testers of the day had you believe. And don't be fooled by that 'mere' 86hp engine output. It's quite enough for the car, and certainly enough to make you concentrate when driving. That's because the 165-section tyres can catch out the unwary very quickly. The biggest hurdle I've had with the X1/9 is tyre pressures. Once you feel at one with the X1/9 and you've learnt its ways, you'll need no tyre sensors to be able to feel whether they're right or not. The car communicates fluidly to you as a driver – a true reward for sheer motoring joy. 🇮🇹



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# Romeo's Return

Abandoned by its original Lebanese owner in Britain over 60 years ago, this 1956 Giulietta Sprint has gone from barn find to lovingly restored masterpiece – and it drives as well as it looks

Story by Chris Rees  
Images by Michael Ward



Looking at this Giulietta Sprint – in pristine condition, almost as it left the factory – it seems scarcely believable that just nine years ago, it was lurking in a dilapidated garage where it had languished, unused and untouched, for something like 50 years. But thanks to an *Auto Italia* correspondent and the car's current owner, Tony Ives, it is today enjoying a new lease of life. This is undoubtedly one of the nicest, and one of the earliest, Sprints remaining in Britain.

It certainly looks a lot different to when we last featured it, which was back in 2014, shortly after it had been rediscovered. That was quite some story in its own right. The Alfa used to belong to the late John 'Bob' Long, an ex-RAF sergeant based in York who died in 2012. He left behind a near-derelict house and garage opposite the York City football club ground. Our correspondent at the time, James Wheeler of Black & White Garage, wrote in our September 2014 issue: "I found that the house and garage were in quite an advanced state of decay. Sergeant Long had become a recluse many years ago and was moved into a care home in about 2005, passing away in 2012. His garden had not been attended to for several years and trees had recently been cut down in order to access the garden and garage."

What James found inside the garage were not one but two Giulietta Sprints: one from 1960 and the car you see here, built in 1956. The archivist at the Alfa

Romeo museum was able to confirm that 'our' car was built on 16 July 1956 and sold to Associated Commercial Enterprise, the official Alfa Romeo importer for Beirut in Lebanon. Amazingly, when James discovered the Sprint in York, it still had its original Lebanese number plates fitted – 58901 LIBAN.

Because the Sprint had never been registered in the UK, it is safe to assume that Bob Long never drove it in the UK. So how did the car get to be in Britain? That was initially something of a mystery. Bob Long joined the RAF in 1946 and his final overseas posting was to Cyprus, ending in August 1966. Since Cyprus is not far from Lebanon, some people speculated that he might have purchased the car in Beirut, or possibly Cyprus.

But it has since been confirmed that the car arrived in the UK by a completely different route. It transpires that Dany Chamoun, the son of the President of Lebanon, drove a Giulietta Sprint in England during the 1950s while he was at Loughborough University. This is that very car.

When James Wheeler found the Giulietta, it was in a terrible state, covered with bird droppings and all sorts of other unmentionables. It took a car detailer more than a week to clean it all off. Thankfully, James realised the importance of documenting the Alfa's original condition before it was all cleaned, so *Auto Italia's* Michael Ward was despatched to document it in photographs, using a barn chosen as a temporary 'studio'.



What struck James at the time was how authentic the car was. For instance, its panel fit and the shape of the wheelarch lip contours are rarely seen on Sprints, even fully restored ones. The only non-original things about it were that it had been repainted metallic green from its original light grey, while the original grille had been replaced with a later, post-1958 version, possibly to replace a damaged original.

James finally registered the car in the UK with the plate 921 YUY, some 50-odd years after its arrival in England. The car was then put into storage until James decided to sell it. When Tony Ives saw the advert, he immediately phoned James and spent 45 minutes having a good chinwag about it. Despite significant interest from Italy, it was Tony who eventually secured the purchase.

He has now finished its restoration, and a truly glorious job he's done of it. Tony is a machine tool fitter by trade and his superb restoration has taken fully four years to complete. He did pretty much everything himself, helped by his wife Jane.

"Having sat untouched in a garage since about 1960, the car was all original and all complete. We discovered that the offside door gap was slightly bigger than the other but these were hand-built cars, so that's not too surprising. The body has the number 341 stamped on it – in fact, every bit of aluminium has the same number stamp, so this is a true 'matching numbers' car."

Although the car had never been welded, the two front outriggers, boot floor and all four jacking points all needed to be cut out and replaced. New panels are virtually unavailable but Tony got helpful assistance from Classic Alfa (boot floor) and Alfa Stop (front outriggers). Some water damage from the garage had



*As found: Lebanese plates, in a poor state but very original, having lain untouched for over 50 years*

## ALFA ROMEO GIULIETTA SPRINT



evidently caused the offside rear arch and inner rear wing to corrode. Although there were no dents in the outer bodywork to fix, the front crossmember, front wishbones and fuel tank all showed signs of a hard life, with multiple dents.

"My wife Jane is as enthusiastic about the Giulietta as I am," says Tony. "After removing the paint with stripper, she shot-blasted the shell with fine grit. She also remade the interior door panels and fitted new headlining. The only cabin items we sent to a professional were the seats, as Jane's sewing machine wasn't man enough for the job.

"The chrome bumpers were badly pitted, so I used an angle grinder and fine abrasives to remove the pits. They're probably half the original thickness now but they're original and look great. The only bit of trim that wasn't salvageable was the roof gutter trims – I had to bend some J-section aluminium to form new guttering." The superb new paint – now back to its original Grigio Chiarissimo (pale grey) – was done locally by Dunkirk Body Shop, while the new wiring came from Autospark of Nottingham.

The reason the car had been laid up all those years ago was probably because all eight bolts holding the crown wheel to the diff had sheared. Tony rebuilt the axle with new bearings and seals, as well as rebuilding the tunnel case gearbox. Significantly, the car retains its original engine. There were very few issues with its restoration, with new chains, seals, piston rings and bearings fitted. All other mechanical parts were stripped, blasted, and repaired or replaced where necessary.

Intriguingly, there's a plaque on the radiator bearing the name Northern Radiators of Leeds, York & Bradford.



*Freshly restored – almost single-handedly by Tony Ives and his wife – this early example is joyous*

## TECHNICAL SPECIFICATIONS

### ALFA ROMEO GIULIETTA SPRINT

|                |                                    |
|----------------|------------------------------------|
| ENGINE:        | 1290cc 4-cyl DOHC                  |
| BORE X STROKE: | 74mm x 75mm                        |
| POWER:         | 65hp @ 6000rpm                     |
| TORQUE:        | 108Nm (80lb ft) @ 4000rpm          |
| TRANSMISSION:  | 4-speed manual                     |
| BRAKES:        | Drums front & rear                 |
| WHEELS:        | 15in steel                         |
| TYRES:         | 155/15                             |
| DIMENSIONS:    | 3980mm (L), 1540mm (W), 1320mm (H) |
| WEIGHT:        | 880kg                              |
| MAX SPEED:     | 102mph                             |
| 0-62MPH:       | 13.2sec                            |

Remarkably, this company still exists and the son of the founder was able to confirm that the plaque dates from either 1959 or 1960. We can speculate that the car's original radiator was repaired by Northern Radiators, which would place the car as being in England in 1959-1960. We also have anecdotal evidence that Dany Chamoun crashed this car at around this time, which might well explain the replacement grille (incidentally, this has now been returned to a period correct 750 Sprint item).

The Sprint certainly makes a wonderful impression when you first see it. Being such an early example, it expresses Bertone's Franco Scaglione-penned shape in its purest state. Made in 1956, it's an early example of the hand-built Bertone Tipo 750 series, before mass production started with spot-welded bodywork at Bertone's new factory in Grugliasco from 1960.

Inside, the platform behind the front seats is reserved for luggage; if you wanted a rear seat, the dealer could supply two rudimentary cushions. You're greeted by a steel dashboard housing instrumentation that's unusually generous for a 1950s car: speedometer, rev counter, trip meter, oil pressure gauge and oil temperature gauge, fuel level gauge and water temperature gauge – all of them superb to look at.

The umbrella handbrake sits to your left. Turn the key and – after some hesitation – the engine fires into life. The Giuseppe Busso-designed 1290cc four-cylinder motor is one of the Giulietta's star features. Not only does it have twin overhead cams (unique for such a small engine at the time), it's also got an aluminium block and heads – very exotic for a mainstream car in the 1950s. Its short stroke endows it with a sweet,



rev-happy nature, always eager to propel you forwards despite having a mere 65hp on tap. The car feels light, and indeed it is – weighing just 880kg – making it a genuine 100mph car.

The gearbox and differential casing feature advanced aluminium construction but the gearshift feels anything but advanced. Indeed, this is the one aspect that lets the side down in terms of sportiness. Being an early Giulietta, it has a column shift that feels antiquated in operation, with a movement that's awkward and slow-acting.

The suspension is a great set-up: independent front end by wishbones, coil springs and anti-roll bar, plus a rigid rear axle with coils. The Sprint handles really nicely: certainly far better than small coupe drivers were used to in the 1950s. Yes, there's noticeable body roll in corners but the small Alfa is tenacious in maintaining its line. It also rides comfortably enough to be perfectly usable a grand tourer. Even today, the Sprint feels surprisingly modern to drive and must have been a real revelation back in the mid-1950s. And Tony's example, with its unique back story and painstaking restoration, is every bit as much of a revelation today. 🇮🇹

*Bird droppings hid a surprisingly sound car underneath. Parts are now getting hard to come by*





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# Enigma Variation

With distinct 250 GTO vibes, this Ferrari is in some ways even more exotic. We get behind the wheel of a 250 GT-based reincarnation of a famous Drogo-bodied Ferrari 250 GTO

Story by Chris Rees  
Images by Michael Ward



**W**e hear it coming before we see it. Twelve cylinders purring; straight-cut transmission cogs grinding; brakes squealing. And then it heaves into view: a vision of early 1960s magnificence, painted lustrous red with blue highlights zinging out. Peter Jerram's superb berlinetta is clearly a Ferrari but it's hard to put your finger on exactly which one. It's not a GTO; what on earth is it?

That's not the easiest question to answer. Let's start with the car's designer. Actually, even that's not straightforward. You see, the design is what's commonly called a 'Drogo', after the coachbuilder Piero Drogo – even though his business was actually called

Carrozzeria Sports Cars, not Drogo at all. And he never designed any cars himself. Indeed, virtually nothing that came out of his workshops in Modena from 1960 to 1971 was ever 'designed' at all: instead, bodies were simply hammered into shapes that highly skilled craftsmen made up on the spot.

And it's one of these craftsmen who shaped this car: Mario Allegretti. But even though we've hardly begun, already our story takes a turn; for this body was not made in the early 1960s, but instead in the 1980s. The car you see on these pages is in fact a 1986 replica of a body that signor Allegretti did in 1965.

OK, let's rewind a bit and address that original 1965 car, which has become known as the 'Norinder' car



after its Swedish owner, Ulf Norinder. He had purchased Ferrari 250 GTO chassis #3445GT from Count Volpi's Scuderia SSS in 1963. Painted in distinctive Swedish blue-and-yellow livery, it did well in competition, including sixth place overall at the 1963 Targa Florio. After its racing days were over, Norinder decided to give it a new body and approached Piero Drogo, who was the acknowledged master at rebodging damaged Ferraris. In 1965, Carrozzeria Sports Cars duly created stunning new coupe bodywork on the GTO chassis, painted midnight blue.

But a mere decade later, the unique Drogo berlinetta was crashed by its then owner, Robert Lamplough. It was decided at that point to convert the car back to a

250 GTO using replica Scaglietti bodywork by Mario Allegretti – yes, the same master panel beater who had made the 1965 rebody.

The crashed #3445GT Drogo body was apparently left in a corner of Allegretti's workshop until Ian Webb bought it and took it to UK-based Ferrari specialist, Terry Hoyle, in 1987. Duly repaired, the Drogo body was mounted on a shortened Ferrari 250 GT 2+2 chassis (#2423GT), which exists to this day.

At around the same time – it's believed in 1986 – another 250 GT 2+2 chassis (#4769GT) was at Allegretti's workshop. This chassis was originally delivered to an Italian customer in 1963, but by the 1980s it was in the hands of Ferrari collector Glen Kalil

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of Palm City, Florida. It was Kalil who commissioned Allegretti to craft an exact replica of the 3445 Norinder Drogo on this chassis, which was done by Mario and his son, Stefano. It's this car that you see on these pages: essentially a mid-1980s 250 GT-based replica of a Drogo-bodied 250 GTO, built by the same man who did both.

Peter Jerram came to own this car because he was looking to divest himself of his Ferrari 212 and approached the Old Racing Car Company in Norfolk to commission a sale. At the time, Roy Kent at ORC was the owner of the Drogo but wasn't using it much. He was toying with the idea of campaigning it at Goodwood Revival but realised that it would need significant alterations to turn it into a racer, so would Peter be interested in swapping his race-ready 212?

"I'd seen the Drogo at shows before, drove it and got a good feel for it, and decided to do the swap," says Peter. "It had been in the USA for most of its life, owned for a long time by the well-known collector, Roger Willbanks of Denver, Colorado. It passed through several other hands before arriving in the UK in 2014."

It certainly looks the part. The Drogo shape has distinct echoes of the 1964 250 GTO, with perhaps elements of 275 GTB, too. Yet it has many unique features, including a distinct crease at sill level and a



## FERRARI 250 GT ALLEGRETTI

rear roofline that forms an elegant fastback. The quality is clearly excellent: impeccable shut lines, aluminium panelwork of the highest quality and red paint that you'd never guess is untouched from the 1980s. Currently 4769 has light blue highlights on the front of the nosecone and the indent on the Kamm tail – a nod to the period racing livery of Colonel Ronnie Hoare's Maranello Concessionaires, the UK Ferrari importer. The bolt-on mirrors are non-original and perhaps a bit out of place, but kind of necessary.

Underneath, this car is essentially a Ferrari 250 GT 2+2, although significant modifications had to be carried out to the chassis in order to receive the new bodywork. It's thought that the body was built using the original buck for the Norinder car. Indeed, according to a letter sent by Anthony Kalil, the son of Glen Kalil, to Ferrari historian Marcel Massini, the original nose of the 3445 body was used. Anthony said: "I remember meeting Mario with my father and mother, who all travelled over to visit him at his shop. When I first saw his shop in 1986, he had sections of the first Drogo 3445 nose that was removed from a minor accident. It was still dark blue... My father inquired about the piece, just because of the colour. To Mario's delight, he began to tell us about the Drogo car... As the Drogo was beautiful, we sent [our 250 GT 2+2] over to have it

created. The original nose of the 3445 body was used." Peter Jerram has since been in touch with Anthony Kalil, who is hopefully going to assist with piecing together more of the car's secrets.

One difference over 3445 (as it is now) is that 4769 has sliding side windows. 3445 was later modified with wind-up windows, but 4769 replicates the original style, echoing the 250 GTO's sliding-window arrangement.

Although 3445 was built as a one-off, several other cars have since been bodied in this same basic style, in addition to Peter's 4769. Chassis #2423 GT is the best known. This uses the original damaged 3445 body, which was retained by Allegretti and bought by Ian Webb. He brought it to the UK, where Ferrari specialist Terry Hoyle fixed it and put it on 250 GT 2+2 chassis 2423. The engine and suspension were upgraded to 250 GTO specification at the same time – which was 1987, just after Peter's car was built. Other lookalikes of 3445 include chassis #1257GT (by Allegretti but not an exact copy, unlike 4769) and two further examples created by Terry Hoyle (#3213 and #3881).

As bought by Peter, the car had no badges at all but having located some original Carrozzeria Sports Cars badges in Modena (for a substantial sum), Peter couldn't resist fitting them on the front wings. "I also connected with Stuart Passey who owned another Drogo Ferrari, the

*Aluminium body by Allegretti looks amazing. Odd dashboard design puts rev counter centre stage*



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ugly Tadini-designed 250 GT, which has now been converted to a 250 GT SWB. He kept the elegant 'Sports Cars Modena' badge, which now sits on my dashboard."

As we've said, 4769 is not the only replica of the 3445 original but it is – according to the authors of the definitive book about Drogo, Jack Koobs de Hartog and Marc de Rijck – “undoubtedly the best of all 3445 replicas because not only the exterior but also the interior was replicated”.

Speaking of which, the cabin looks superb, if a little eccentric. Drogo's concept was to mount a very large rev counter directly ahead of the driver, with smaller water and oil temperature gauges to either side, plus fuel and oil pressure gauges below. There was no speedometer (!) so a modern gauge has been added as a temporary measure while Peter gets Speedy Cables to replicate a new speedo in the style of the rev counter, which he plans to mount on the transmission tunnel.

The low-back bucket seats are fixed in position with no adjustment in any direction (luckily I'm the same height as Peter). To achieve a comfortable arms-out driving position, Peter had to remove two of the three spacers he found fitted behind the steering wheel. The passenger has to splay their feet around a strut bar in the footwell – but as Peter says, “It's not a passenger seat so much as a mechanic's seat!” However, the car's usefulness as a track machine is somewhat compromised by the roofline being so low that you can barely wear a helmet...

Driving any Ferrari 250 GT is a special experience but this one is unique – not because it's a Drogo but because, says Peter, “It's really set up for the track.” A grand tourer this car is not; indeed, it's the most mechanical-feeling 250 I've ever piloted. With its

six-carb set-up, the V12 engine is much as you'd expect – a gloriously smooth purr with the capacity to raise your neck hairs as the revs climb, the red-lined SNAP exhausts giving the soundtrack a racy edge. However, the effort of achieving high revs is substantial, as the accelerator pedal feels like it has Charles Atlas Bullworker springing.

The same comment applies to the clutch pedal – the word heavy doesn't begin to do it justice – while the open-gate dog-leg five-speed gearbox has an ultra-mechanical change quality, with a very long first gear but very close-set ratios beyond. The non-synchro straight-cut gearbox is, frankly, very challenging for road use: sometimes awkward to engage, requiring double-declutches up and down, and sounding like a bag of nails caught in a tornado. Refinement? There is none. Small wonder that Peter is considering swapping the 'box out for a rebuilt GTO unit with full synchromesh.

More evidence of the track set-up comes as soon as you apply the brakes: they're massively effective but the racing pads squeal like pigs at an abattoir. I was expecting the steering to require similar quantities of manliness to manipulate as the pedals but in fact it's not heavy at all (“lighter than my 512 Berlinetta Boxer!” laughs Peter). The turning circle, however, is mighty wide.

Despite very high 70-profile rubber (Michelin XWX, 215 wide up front, 225 at the rear) surrounding the 15-inch Borrani knock-off wheels, the ride is very stiff, with every bump transmitted to your posterior, and also your fingers via the steering wheel. For the road, it's a bit of a beast but I suspect that on a track, it'd feel right at home. I guess that means you'll need to look out for it on a circuit near you soon. 🇮🇹

*Racing character is very much felt when driving – this is a butch, mechanical monster of a machine*





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# BAKE OFF

A car built out of revenge, the infamous Breadvan attempted to beat Ferrari's 250 GTO at its own game. We recount a back story that's every bit as extraordinary as its design

Story by Richard Heseltine  
Images by Michael Ward







Vengeance is mine, and I will repay. Whether or not Count Volpi di Misurata was familiar with the Old Testament remains unrecorded. What is clear, however, is that he agreed with the sentiment. The young nobleman was dumfounded and incensed by Enzo Ferrari's less than subtle snub following the famous 'Palace Coup' walkout in 1961, after *Il Commendatore* dubbed this loyal customer a 'traitor'. After all, the Count was helping bankroll the ex-Ferrari 'dissidents' to form a rival operation, ATS. He had picked a side and that was all there was to it. The Count's order for a brace of 250 GTOs was cancelled. He had been ostracised.

However, the Count was not one to take such a rebuke laying down. He would take the fight to The Old Man. Stung by such a public (and well-publicised) rebuke, the 20-something Count vowed revenge and bankrolled the creation of a GTO-beater. He would take a 250 GT SWB and generate a racer that was *better* than the car conceived to replace it. What's more, it would be designed by the man who had mapped out the GTO in the first place: Giotto Bizzarrini. The result was the 'Breadvan', a car that would in time become one of the most famous – infamous – circuit weapons ever to turn a wheel in anger.

Strip back the legend, however, and not all is as it appears. The Count did get his GTOs, albeit via intermediaries. The Count did commission Bizzarrini to fashion his super-Ferrari, but the mercurial *ingegnere* had long since departed by the time it finally ventured trackside. The Count did take the fight to the works cars with the Breadvan, but at one point it appeared destined to remain unfinished because he reputedly lost interest in the scheme. What's more, it wasn't viewed as a serious threat when it first appeared, a point that wasn't lost on the media which was initially scornful of the newcomer.

It is also worth remembering that the Breadvan's frontline career was a brief one. However, there is so much more to the narrative than just race results. The Breadvan is remembered precisely because of its back story, even if it has been embroidered over time. Perhaps even *because* it has. You cannot help but be swayed by the story behind its creation; a handsome nobleman plotting what equated to a single-digit retort to Enzo Ferrari; moneyed gadflies using the car for high-speed, roadgoing jaunts; brushes with the law; the car being (allegedly) traded-in against an American station wagon when it was practically worthless; and the car's rebirth in historic racing.

It is a story where it is all too difficult to differentiate



the actual from the apocryphal. What is beyond doubt is that the Breadvan's design – for want of a better word – was mapped out by Bizzarrini. The engineer recalled to Marc Sonnery: "I never designed a body, I only gave guidelines to the *carrozzeri* [the artisans who constructed bodyshells]... The windscreen, if I recall correctly, was that of the SWB on which all these modifications were carried out similarly to the GTO prototype built by me at Ferrari."

Bizzarrini reworked an ex-Ecurie Francorchamps 250

GTO practice. However, the existing four-speed gearbox was carried over for the simple reason that there was no point petitioning Ferrari to supply the latest 250 GTO five-speed transmission.

Contrary to popular belief, and Bizzarrini's recollections, Piero Drogo's Carrozzeria Sports Cars concern was not responsible for fashioning the Breadvan's body. However, there is anecdotal evidence to suggest that some of his staff may have moonlighted on the project. The car was fashioned

*250 GT Breadvan is a regular at Goodwood Revival, where it has seen some great battles*

“ The signature feature was its almost horizontal roof and cropped Kamm tail. It was quickly labelled the ‘Breadvan’ ”

GT SWB (chassis 2819GT), calling for the engine and radiator to be sited further back in the chassis. A dry-sump oil lubrication system was also adopted (as per the 250 GTO), the shallower sump ensuring the engine could now sit lower in the chassis, thus lowering the centre of gravity. Atop the engine, a sextet of twin-choke 38 DCN Weber carburettors replaced the original triple twin-choke set-up, again in line with 250

barely 900 metres away at the Neri & Bonacini facility at Modena. Bizzarrini provided his thoughts and offered guidance, but he left it to the men on the ground to fill in the blanks. Bizzarrini wasn't around to see the car being realised, either, since in the spring of 1962, he was engaged by Renzo Rivolta.

So much has been written about why the Breadvan came into being, but insiders insist that progress was



*Handling is very forgiving. Low drag and weight boost pace, but it's extremely loud in the cockpit*

initially of the stop-start variety; that their paymaster didn't appreciate the urgency until it was pointed out that its proposed debut – the 1962 24 Hours of Le Mans – would pass them by unless there was a fresh injection of funding – and interest – from the Count. Progress was kickstarted with less than a month to go before its proposed maiden appearance. According to Umberto Marchesi, who performed the chassis surgery: "If I recall correctly, it was 20 calendar days; 22 at the very most."

With a low nose and bonnet line, the car's signature feature was its almost horizontal roof, which terminated abruptly with a cropped Kamm tail. The British media were quick to label it the 'Breadvan'. Given Bizzarrini's involvement, it came as no surprise that the outline incorporated some 250 GTO features; functional touches such as shrouded headlights, brake cooling duct intakes outboard of the rectangular driving lights, and the shape of the engine bay exhaust air outlets sunk into the front wings. There was even a nod to the 250 Testa Rossa, with the bank of carburettor inlet trumpets visible beneath a Plexiglas cover on the bonnet.

The car also purportedly emerged 65kg (143lb) lighter than a 250 GTO, and was also more aerodynamic. However, its drag coefficient was never

recorded so this remains a moot point. It should be noted that when the car first appeared, the section of nose between the driving lights was plain, curved metal. However, a shallow oval slot was soon incorporated in a bid to improve airflow to the radiator for prolonged high-speed running in high ambient temperatures. It also gained a pair of air extractor slots on the sail panels, presumably to aid cabin ventilation and prevent the build-up of air pressure, which could conceivably have popped the rear screen out.

There was little time in which to test the car following its Frankensteinian makeover. 2819GT was shaken down at Modena Autodrome and then it was all systems go for its debut race. Count Volpi's Serenissima equipe appeared at the Circuit de la Sarthe in force in June 1962. Its proven 250 TRI/61 was to be driven by Joachim Bonnier and Dan Gurney, and the 'Breadvan' by team regulars Carlo Maria Abate and Colin Davis. A newly-acquired 250 GTO was driven by Nino Vaccarella and Giorgio Scarlatti, which rather puts paid to the argument that the Count was unable to acquire GTOs, even if he did buy this car and one other via a third party.

Just as night follows day, the Breadvan ran into the thicket of officialdom. The organisers bumped the car into one of the prototype classes rather than the big-

displacement GT category where it would have been competing against the GTOs. They also insisted a windscreen wiper was fitted to the rear window (one was appropriated from a Fiat Topolino...). They further demanded that it was repainted. The Breadvan made the cut but failed to go the distance due to prop failure. The Count has opined in print that the car failed because the Breadvan was nobbled by the works team.

The Breadvan next appeared in the Guards Trophy race where the Scuderia SSS Repubblica di Venezia entry was the only closed car to finish in the top 10, Abate splashing home in third place. Thereafter, it appeared randomly at the Ollon-Villars hillclimb, and in October 1962 was fielded in the Paris 1000km at the Autodrome de Monthl ry, where Colin Davis and Ludovico Scarfiotti came home third overall. Following the 1962 season, Count Volpi di Misurata's thoughts turned to becoming a manufacturer. Once the Breadvan's frontline career was over, however, its owner wasn't above driving the car on high-speed road trips.

At some point, the Breadvan was repainted silver from red and black. The Count parted with the car in 1965 and the car made an appearance in an Italian hillclimb with a gentleman driver in March that year before it was acquired by Alitalia pilot, Roberto Goldoni, who bought and sold exotica in association with American Ferrari legend, Ed Niles. The latter recalled to the author: "My friend Gordon Culp saw me bringing in Ferraris from Rome with the help of Roberto. Gordon said to me that he would take the next one that Roberto could find. I relayed this to Roberto, and believing it to be pre-sold to Gordon, Roberto put a substantial deposit down on the Breadvan."

Culp, who was variously a world-class classical guitarist, inventor, and butterfly collector, was also treasurer of the Ferrari Owners' Club of Southern California. He reneged on the deal, but nevertheless the car headed Stateside to Dick Merritt whose partner, 26-year old stockbroker Gary Wales, subsequently assumed ownership. What followed was a rollercoaster ride for the Breadvan: epic multi-state thrashes; Sony Bono 'owning' the car for whole hours until his cheque bounced; a rebuild; a prang; and a lot more besides.

It arrived in the UK in October 1972, by which time it was owned by Martin Johnson. He initiated a partial restoration before fielding it in historics for John Harper and Kim Mather. Harper was a frontrunner prior to



# FERRARI 250 GT BREADVAN





getting tangled up in an accident at Brands Hatch in 1976. The Breadvan was then dispatched to Robert 'Bob' Smith's RS Panels concern where a new nose was fashioned; one that was still dissimilar to the Neri & Bonacini original, and close to the configuration from when the car was imported into the UK. Thankfully, however, it did away with the chrome ring around the grille cavity which it had picked up along the way. Johnson sold the Breadvan in 1982, the car heading back across the Atlantic Ocean. What happened next is open to conjecture, not least at what point the car's engine was substituted.

Fast-forward in the narrative and the car found a wonderful custodian in Monte Shalett during the late 1980s and beyond. The Breadvan also became an unlikely show car, appearing in a special class for what you might euphemistically call 'unusual-bodied' Ferraris at the 1990 Pebble Beach Concours d'Elegance (the prize was won by the ex-Enrico Wax 1957 410 Superamerica). In 1997, this perennial globetrotter also made its first appearance at a British motorsport event in a quarter of a century, the Breadvan being driven by Shalett during the 1997 Goodwood Festival of Speed.

Moving on, the Breadvan returned to Europe in 2006 after it was acquired by Klaus Werner who fielded the car extensively. He also reinstated the original style of nose along the way. In 2014, ownership passed to Martin Halusa, a historic convert who has since raced the car with brio, as have his preternaturally quick sons, Lukas and Niklas. Their exploits at Goodwood, in particular – often accompanied by five-time Le Mans winner Emanuele Pirro – have maintained the Breadvan's outsized reputation as a crowd-pleaser. Ironically, this outlaw in marque lore is arguably the most famous Ferrari racer of them all. 🇮🇹

## IN THE HOT SEAT

Lukas Halusa regularly campaigns this amazing car in all sorts of historic racing events, at which he's proved incredibly successful, alongside his brother Niklas and father Martin. We asked him what it's like to drive and race the Breadvan.

"I'm lucky enough that I pretty much started my racing career in this special car, and it has really shaped the way I race. I'm just so grateful to be driving it. It's got so much power with so little weight that you can spin up the wheels quite easily through the corners, so you quickly learn that sliding is not the fastest technique. You have to manage your inputs on each corner.

"It's very forgiving. When it slides, it's progressive – you can turn on the throttle if you want to. If you want to slow down by turning on the nose, you can do. It's like it's telling you how you should drive it. When we bought it, it was maybe a little bit neglected in terms of its race set-up. It really understeered a lot, which was not bad for me learning how to race, but as I got more confident, we dialled that understeer out. We are still always optimising our set-up here and there but we're very happy with it. The one thing you have to be careful with is the gearbox. You have to be very sensitive and sympathetic, and take your time changing gears.

"As it's so low to the ground and punchy through the air, it's really fast in a straight line. We also own a 250 GT SWB Competizione and it's very obvious the differences in weight and aero make. It's like night and day – the SWB feels like a gentleman's car in comparison.

"I find the Breadvan very comfortable to drive, even on long races. The driving position is really easy for me, although you can't be much taller than I am or you can't put a helmet on. When Emanuele Pirro drives, he has to put his head at an angle!

"On the road, it's fun to drive but not at all comfortable because it's so loud. Another downside is that heat builds up in the cockpit – it gets really roasting in there, like an oven hot enough to bake bread! Overall, I would say it's my absolute baby. I'm just totally in love with it."





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# We Are The Champions

The Lancia Delta integrale is a winner and John Whalley's perfect pairing epitomises that winning ideal: a Group N rally car and 'Victrix Ludorum', a tribute to every world rally success the Delta enjoyed

Story by Chris Rees Images by Michael Ward

It's quite some sight. The most purple, most pristine integrale you ever did see, with every single Lancia Delta HF World Rally Championship victory from 1987 to 1992 painstakingly recorded on its flanks. Lurking menacingly beside it is a pukka rallying legend, battle scars plain for all to see, ready for the fight. It's beauty and beast; princess and pug; hot stuff and hero.

Call them what you will, this pair of Lancia Delta integrales perfectly express the breadth of what makes the 'Gracle so special. Most of us know the HF as a rally champion the likes of which the world has never seen before or since, but recently it has also become, in its late Evo forms, one of the most collectible classic cars of all, with prices up to a quarter of a million pounds being asked.

One man – John Whalley – owns both these extremes; or more accurately, as he points out, “They belong to the family.” And what a family. John is the third generation of his clan to go racing, as he relates: “My grandfather did the Monte Carlo in the 1920s for an unofficial Ford team reporting to Henry Ford. My father did the RAC Rally twice. He always said, ‘it keeps us poor’ and it still does, as my son JJ is now finding out!

John is a true Lancia man, or perhaps a true car man with a long history in Italian cars. He was a Fiat dealer back in the 1960s and 1970s and tried a few dealerships from other marques before ending up as a Lancia dealer. He’s clearly very fond of this time in his life, even if sometimes the Italian company drove him mad: “The Delta was fantastic but there was no advertising at the time celebrating the WRC victories, which was crazy. The biggest logo Lancia ever did was ‘six times WRC champion’. I guess this car here makes amends by listing every single WRC victory the Delta HF had from 1987 to 1992.”

The car was built in strict secrecy so that when it was revealed late last year, it was a genuine surprise for everyone. It started with a challenge from John’s son JJ: “Three years ago, I challenged dad to create his own edition of the Lancia Delta integrale. I’m proud to say he sold these as new, and helped make the Delta what it is in the UK today.”

The car is called the Victrix Ludorum Edition, which in

Latin means ‘Champion of the Games’. If you went to public school or pulled oars at rowing regattas, you probably know the term from trophies awarded at sporting events, for whoever has won the most races or points. But why the female form ‘Victrix’ instead of the male ‘Victor’, we ask John? “Because in Italy the Delta is known as *la principessa* (princess). And also because if you don’t ask her nicely to do something, she can be a bit prissy; she’ll say, ‘I’m not doing that!’ Demand to turn into the next corner without giving her fair warning, for instance, and she will go straight on!”

The build for Victrix Ludorum was entrusted to Neil Boggas of NB Autos (projectlancia.co.uk). He has over 30 years’ experience in the business, starting as an apprentice back in 1988 at John Whalley’s dealership in Bishops Stortford, and working with John until the garage closed in 2013. “I loved working on Lancias like the integrale and Thema,” Neil told us, “and afterwards it made sense for me to specialise in Lancia, Fiat and Alfa Romeo cars. I have undertaken many integrale restorations.”

This build took Neil about 18 months to do, on and off. The basis is an integrale Evo I, for the simple reason, says John, that “the Evo II is a Gucci handbag by comparison – it never won any rallies”. The J-reg Evo I used as a donor was a damaged car that John had in a barn for years. In need of chassis repairs, it was taken back to bare metal with sand blasting and then welded.

*Decals tell a story from front to back, with every one of the Delta’s WRC victories given a credit*





Many brand new parts for Victrix Ludorum were supplied by Tanc Barratt [www.tancbarratt.co.uk](http://www.tancbarratt.co.uk) [www.deltaintegrale.com](http://www.deltaintegrale.com)

All the best possible parts that John had in stock were then used on the car – and he had a lot from his days as a Lancia dealer, especially body panels like doors (“I’ve used up most of the mechanical parts I had,” he adds). Evo II roof mouldings have been used because they’re a nicer fit, while the steering wheel also comes from an Evo II.

Of course, it’s the unique purple paint that attracts

a darker shade that looks blue in grey light but has red and blue tones in sunlight.” The paint and preparation were done by Steve Jarvis of NB Autos, a process that took fully two months.

The stuck-on decals are the other big eye-catcher. “They split the colour up,” says John. “It certainly turns heads. Some people love it, others aren’t so sure.” Since the car was built to celebrate the

“ There was no advertising at the time celebrating the WRC victories, which was crazy. This car makes amends ”

your attention initially. Why purple, we asked John? “My daughter would have preferred light blue metallic but we thought that, because this was going to be a show car, it needed to be special. We came up with a unique metallic pearlescent shade that we call Imperial Purple. We started with Lancia’s Viola colour, trying it out on some spare panels but it seemed a bit wishy-washy: in grey light, it looked rather grey. This is

integrale’s success, the decals – applied by Saffron Signs – tell a story from front to back, with every one of the model’s WRC victories given a credit. There are even acknowledgements for everyone involved with the project (including, we are delighted to see, *Auto Italia* magazine).

Open the bonnet and the engine bay zings with its blue-and-yellow colour scheme, reflecting Lancia’s

famous Elefantino Blu badge. The engine and turbocharger were taken from a different donor car and are standard except for an “antique chip” that boosts power slightly. The donor engine has extremely low mileage (just 7600 miles from new). Despite this, the power unit was stripped, fully checked and reassembled after new gaskets had been fitted.

The suspension uses Black Art coilovers, making the car sit a little lower than standard, so Evo II 16-

driving honours. It's since been used mostly for shows, club events and family outings. “It drives really nicely, not too noisy, very tight. You don't need to thrash it to get enjoyment out of it. Just don't ask me how much it all cost!” laughs John.

### RALLY ENIGMA

If Victrix Ludorum is a symphonic celebration of the Delta integrale, John's ‘other’ Delta is its elemental muse: a pukka rally car that's been used and abused,

“ John's ‘other’ Delta is its elemental muse: a pukka rally car that's been used and abused, but above all enjoyed ”

inch wheels have been fitted to fill the arches better, wrapped in Hankook Ventus V12 Evo 2 rubber. The interior is standard except for the aforementioned Evo II steering wheel, plus seats from a Delta 16V, using early ‘HF’ logos.

The car received its debut at last year's Club LanciaSport London-to-Brighton run, with JJ doing the

but above all enjoyed. The origin story of this rally car is tricky to pin down. It appears to be a works eight-valve car but peculiarly, it seems to have been built initially with right-hand drive.

“I was told that it was a 1000 Lakes ice driving car,” says John. “It seems to be a genuine factory car. For example, the original paint was metallic grey, the shade

*Mystery surrounds why this Group N car was apparently initially built with RHD. It's still used for rallies today*



## LANCIA DELTA INTEGRALE EVO & GROUP N



that all official rally cars were supplied in. It also has no *numero di ricambio*, consistent with works status.”

The car was seemingly converted to left-hand drive very early in its life. The V5 shows it was registered in July 1988 and by the time the RAC Special Stage logbook was issued in October 1988, the car was LHD. So the question is, why was it originally RHD and when exactly was it converted to LHD? There is no firm answer to this, perhaps because RHD was a homologation mistake, one that understandably no one has ever wanted to own up to. Could it have been a factory error? We will probably never know.

The rally car is prepared to Group N standards. It has a Group A engine that's very strong, with steel con rods and forged pistons. On a good day, the engine pulls about 300hp, reports John, and is geared to max out at 110mph. The seams are “probably welded” reckons John, with riveted-in screens front and rear. The interior is fully fitted out to rally spec with a full rollcage and Sparco Pro 2000 seats but it still retains electric windows and carpets.

“It took me 18 months to learn how to drive this car,” says John. “It's built like a Russian tank – bulletproof underneath and you can be really rude to it. It's quick because of the all-wheel drive, the grip and the power. But it weighs 1.5 tons so it needs commitment. After you turn in, only then do you brake for the apex and balance it on the throttle. You need reflex reactions. It's possible to go around roundabouts using just the throttle, with no steering input at all. Yes, you get oversteer but the front wheels are pointing the same direction as the rears! I call it the ‘reduced steering input club’. It's all a bit crazy! I did once drive it all the way to Turin but that was a nightmare because of the very hard suspension. I had to steer around cats' eyes!”

In stark contrast to the spotless condition of the Victrix car, the rally machine – which has covered 44,000 very hard kilometres in its life – is covered with battle scars. “They're part of the story of the car,” says John, as he points to some scrapes front



and rear. “These are from a moment in the Breckland forest where we did a go-degree right in between hard cones and ‘touched’ both the front and rear ends as we passed through.”

What use does the rally car get? Not as much as it used to, says John. “When they introduced turbo restrictors in Group N and a four-second-per-mile handicap, it spoils it for us and we gave up. We became the course car, which is great fun because I’m not allowed to win!”

A misfire during our day with the car has since been cured – it was a simple rotor arm issue – and Neil has reportedly “got it going again like a little rocket ship”. Shortly after our shoot, the car went to Yorkshire for the Lombard/Mintex stages. “JJ had a

great time learning to drive an integrale in the forest under pressure,” says John. “Then on the very last run he said, ‘Why don’t you drive it dad and show me what it can really do?’

“Well there’s a challenge – a chance to relive my misspent youth. I have to say I think I nailed it and so did the car. We came out of the last corner on full power, through the gateway to the stage finish and the turbo self-destructed, as if to say ‘I’ve had enough of that, dad – we’re both getting too old for this!’ I can’t complain, the turbo has been in the car for over 25 years and many rallies. If this was my last ever run in anger, it was a good one. It’ll be off to Neil for some TLC, ready for the kids to take on the Lombard later this year.” 🇮🇹

*Tribute and muse together: John Whalley’s duo of Deltas is enough to make any enthusiast go weak*





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# No Drawback Drama?

After eight years on sale, the Huracán remains Lamborghini's most focused driver's car ever. With plenty of examples to choose from, is this the perfect used Lambo? Or are there hidden traps awaiting?

Words by Tim Pitt  
Images by Michael Ward





Lamborghini built, on average, about 200 cars a year during its first four decades – including fewer than 2000 examples of the Countach and 800 Miuras. So, when you learn that the Sant'Agata factory recently assembled its 20,000th Huracán, you might question how special this 'junior' Lamborghini really is. Rest assured, it's very much the real deal.

It starts with that shape: an arrowhead with angles so sharp they could draw blood. Then there's the naturally aspirated 5.2-litre V10, one of the most outrageous engines ever to pass an MOT. Factor in

200mph performance, track-honed handling and an 8500rpm scream to wake the dead, and there's no doubt the Huracán is supercar heaven.

Lamborghini revealed the original Huracán LP610-4 at the Geneva Motor Show in 2014, as the replacement for the Gallardo. As per its name, it has a *Longitudinale Posteriore* (longitudinal rear) engine that develops 610hp – at least 40hp more than its predecessor – and sends drive to all four wheels. A 0-62mph time of 3.2 seconds and 202mph top speed allow it to lock horns with the Ferrari 458 Italia and McLaren 650S.

The convertible LP610-4 Spyder debuted a year later, 120kg heavier but scarcely any slower, with an electrically operated roof that disappears beneath the humped rear deck in 17 seconds. Available in black, brown or red, the sleek fabric top also features a retractable glass rear window – so owners can enjoy the V10 fireworks even when the weather turns a bit 'British'. To date, 29 per cent of Huracán buyers have opted for the Spyder.

In 2016, Lamborghini turned convention on its head by introducing a supercar with less power than its predecessor. The Huracán

LP580-2 sacrificed 30hp and needed an extra 0.2sec to reach 62mph, but with 33kg less weight and only two driven wheels, it was a more exciting prospect for keen drivers.

However, a true rival for the forthcoming Ferrari 488 Pista was waiting in the wings: the 2017 LP640-4 Performante, a hardcore Huracán that smashed the Nürburgring lap record with a time of 6min 52sec – beating the Porsche 918 Spyder (an 875hp, £704,000 hypercar) by a full five seconds. Besides more power, a 40kg diet, 10 per cent stiffer suspension and sticky Pirelli P Zero Corsa tyres, its secret weapon was *Aerodinamica Lamborghini Attiva* (ALA): an F1-style aero system with active front flaps and rear spoilers to boost downforce or reduce drag.

A Performante Spyder duly followed, before the facelifted Huracán Evo arrived in 2019. This borrowed the uprated 640hp Performante engine (good for 0-62mph in 2.9sec) and introduced a new rear-wheel steering system and four-wheel torque vectoring for added agility. Inside, it gained an 8.4-inch touchscreen with Apple CarPlay connectivity (plus Android Auto and Alexa from March 2021) and a plethora of new options for personalisation. Nearly two thirds of Evo customers now use this *Ad Personam* scheme.

The Evo RWD of 2020 adopted the same template as the LP580-2, losing a pair of front driveshafts, along with an identical 30hp and 33kg. It was a useful £34,000 cheaper, too. The result was the most critically lauded Huracán since the Performante – at least until the STO came howling into view. This track-focused special combines the full-fat 640hp with rear-wheel drive, lashings of carbonfibre (saving 43kg) and aggressive aero, including a Miura-style front clamshell and three-position rear wing. Subtle it ain't.

Around 1500 Huracáns have been sold in the UK to date, but the story isn't over yet. A new mid-range Tecnica model is due soon, featuring the STO drivetrain in a softer, more road-friendly package. A high-riding, Safari-style Huracán based on the 2019 Sterrato concept has also been spotted testing, and could arrive later this year. For off-road adventure, we'd pick that over a Lamborghini Urus every time.

## ON THE ROAD

The Huracán has aged like a fine bottle of chianti. Far from slipping behind the pace, it has been steadily honed and enhanced since 2014. The appeal of a free-breathing V10 seems heightened in this modern era of turbocharging and electrification, too. Don't forget, the Aventador's replacement will be a plug-in hybrid.

When the Huracán LP610-4 was launched, some criticised its optional Lamborghini Dynamic Steering (LDS) set-up, which feels very direct at low speeds, then offers a



# LAMBORGHINI HURACÁN BUYERS' GUIDE



calmer response as you go faster, to the benefit of stability. It's a definite case of 'try before you buy'. However you spec it, an original Huracán isn't as balletic as a 458 Italia, but many will appreciate its less spiky handling and

four-wheel drive traction.

After all, we don't all possess the skills of legendary

Lamborghini test driver, Valentino Balboni.

The Huracán Spyder doesn't feel notably compromised as a driving experience – its aluminium and carbonfibre structure is 40 per cent stiffer than the drop-top Gallardo – and retracting the roof only amplifies the aural overload coming from inches

behind your ears. Just be prepared to pack light: there's the same 150-litre 'frunk', but even less usable space behind the seats than in the coupe.

If your budget stretches to a

but the suspension tweaks deliver a newfound precision and malleability to the Huracán's handling. It's a five-star supercar, no question.

Buying nearly-new? The scalpel-sharp STO

is the most thrilling supercar of the current crop – and arguably the best driver's Lamborghini

“ The Huracán has aged like a fine chianti...  
It has been steadily honed and enhanced ”

Performante, things really start to get exciting. Not only does it look sensational, with a fixed rear wing, 'forged' carbonfibre diffuser and Italian *tricolore* sill stripes, it also has the dynamic chops to rival the best from Maranello. The ALA system might be of limited use on the road,

ever. A riotous blast through the Scottish Highlands in an STO (see our April 2022 issue) rates as one of our all-time most memorable drives. Unfortunately, the ultimate Huracán also has a waiting list that stretches into 2023, and used examples sell for well over list price.





*Spyder doesn't lose much sharpness compared to coupe. Two-wheel drive models are sought after*



Given those obstacles, our pick of the newer models is the brilliant Evo RWD. It does without the regular Evo's rear steering, adaptive dampers, carbon-ceramic brakes and LDVI chassis control system, but the result, according to former Lamborghini CEO Stefano Domenicali, is "unfiltered feedback and an emotive and more engaging driving experience controlled by the pilot". We don't disagree.

One thing even this most back-to-basics Huracán can't offer is a manual gearbox. Thankfully, the seven-speed dual-clutch transmission is one of the finest available: smooth and intuitive in Strada mode, then serving up brutal, thump-in-the-back upshifts when you switch to all-guns-blazing Corsa. You can also take control via the tactile metal paddles, wringing out the V10 to its limiter time and again.

Whichever Huracán you go for, the extravagant and overwhelming engine is its trump card. If a turbocharged V8 is like listening to heavy rock on headphones, this

is the full live-at-Wembley experience. It's the only remaining V10 in a production car – and almost certain to be the last of its kind. Yes, the Audi R8 V10 Plus is cheaper to buy and just as rabidly rapid, but do you really want to drive an Audi?

### ENGINE/TRANSMISSION

Writing a buyers' guide for the Huracán proved more challenging than expected because, well, not much goes wrong with them. The fact that most lead cosseted, low-mileage lives helps, of course, but Korel Hussein, used car manager for HR Owen Lamborghini, says: "The Huracán is a very reliable and sound car, with no particular mechanical or electrical issues." Karl Verdi, owner and founder of Verdi Supercars, agrees: "If people don't abuse them, nothing tends to break. We've only ever done one engine rebuild."

Speaking of abuse, though, we all know some Lamborghini owners can be quite 'exuberant', and repeated maximum-attack

starts can strip teeth from the cogs of the transmission. A combination of four-wheel drive, huge traction and 600hp puts serious strain on the dual-clutch 'box, so consider having the ECU interrogated by a specialist before you buy. They will be able to see how many times launch control has been deployed. Verdi quotes £12,000 to refurbish a gearbox – around half what you'd pay for a replacement 'box at a main dealer. HR Owen charges £3210 plus fitting for a new clutch.

The only other issue is heat-soak from the tightly packaged engine, which can eventually lead to oil leaks. Again, this stems from a lack of mechanical sympathy. "Owners should let the car idle for a couple of minutes after hard use, rather than switching it off straight away," advises Karl.

### CHASSIS/BODY

Accident damage is the biggest worry for the Huracán's aluminium-and-carbonfibre body. Any repair work must be faultless and fully documented if you want to protect the



value of your investment. Korel says: “Opening up the bonnet, I would check for any signs of replacement parts. Look to see if screws have been removed from plastic covers in the engine bay.”

Corrosion isn't an issue, but the check straps for the doors are a definite weak point. The weld comes away and can crack the surrounding aluminium skin beneath the A-pillar. “We've fixed five cars with the same problem now,” notes Karl.

Parking sensors and the rear-view camera are desirable extras, while Korel says the optional front lift-kit is an “absolute must” if you want to drive your Huracán over speed humps. Helpfully, most cars have it fitted, but its pneumatic dampers are known to leak, which can require a £3000 replacement.

Elsewhere, the Huracán's main dampers seem hard-wearing and its carbon-ceramic brake discs should last the lifetime of the car. Replacement steel discs cost £1471 per pair from HR Owen, with pads at £671 per axle.

The low-slung front radiators are prone to

damage from stone chips, although they aren't especially expensive. “I always call both Audi and Lamborghini for parts prices to see who is cheaper,” Karl confides.

## INTERIOR

The expression ‘try before you buy’ seems apt here; if you're significantly over six feet tall, you may struggle to fit. Even in Spyder form, the windscreen header rail might well obstruct your vision. The fixed-back carbonfibre seats (most commonly seen in the Performante) are notoriously uncomfortable, too. Verdi has swapped several cars back to standard ‘Comfort’ seats.

The dashboard is hardly a model of ergonomic clarity and the trim materials in early cars weren't up to the high standards of its sister Audi R8. That said, faulty heater control modules are the only issue highlighted by Verdi, with a new unit costing around £1400.

If you're handy with a spanner and fancy working on a Huracán yourself, park that

idea right now. Even interior parts such as the airbags and seats are electronically coded to the chassis number – and only a Lamborghini dealer or a specialist with the right software will be able to make the parts ‘talk’ to each other.

## RUNNING COSTS

The Huracán is a fully-paid-up supercar, and running costs reflect that, although it's not quite in the V12 Aventador's league.

The servicing schedule is annual or every 9000 miles, whichever comes first, and it repeats every four years. Verdi charges £700, £1100, £1400 and £2200 respectively, while official Lamborghini dealer HR Owen asks between £1542 and £2853.

For the Huracán Evo, a service pack was introduced for the duration of the four-year warranty, which can be extended up to seven-and-a-half years or 45,000 miles. This covers all the items listed on the service schedule.

## TECHNICAL SPECIFICATIONS

|               | LP610-4             | PERFORMANTE         | EVO RWD             | STO                 |
|---------------|---------------------|---------------------|---------------------|---------------------|
| ENGINE:       | 5204cc V10          | 5204cc V10          | 5204cc V10          | 5204cc V10          |
| POWER:        | 610hp at 8250rpm    | 640hp at 8000rpm    | 610hp at 8000rpm    | 640hp at 8000rpm    |
| TORQUE:       | 413lb ft at 6500rpm | 443lb ft at 6500rpm | 413lb ft at 6500rpm | 417lb ft at 6500rpm |
| TRANSMISSION: | 7-speed dual-clutch | 7-speed dual-clutch | 7-speed dual-clutch | 7-speed dual-clutch |
| WEIGHT:       | 1422kg              | 1382kg              | 1389kg              | 1339kg              |
| 0-62MPH:      | 3.2 secs            | 2.9 secs            | 3.3 secs            | 3.0 secs            |
| MAX SPEED:    | 202mph              | 202mph              | 202mph              | 202mph              |

### TYPICAL PRICES

- Huracán LP610-4, 2015, 33k miles, grey, £127,000
- Huracán LP580-2, 2017, 8k miles, black, £147,000
- Huracán LP610-4 Spyder, 2016, 14k miles, blue, £163,000
- Huracán Performante LP640-4, 2017, 14k miles, white, £190,000
- Huracán Evo LP640-4, 2019, 9k miles, blue, £200,000



### PRICES

Despite the 20,000 Huracáns (and counting) built, values remain buoyant. You can forget buying a used Huracán for new Porsche 911 money: even the cheapest cars are well into six figures. The most affordable example we found was a 2014 LP610-4 with 25,000 miles on the clock, priced at £118,000. Compare that to around £45,000 for the leggiest Audi R8 with a V10 engine.

You'll spend upwards of £190,000 for the in-demand Performante, which seems steep when a brand new Huracán Evo RWD is £165,000 or so. However, bear in mind that there's no such thing as a 'standard' Lamborghini, and optional extras often inflate showroom prices by 20 per cent or more. Another good reason to buy used and let someone else take the initial depreciation hit...

At the top end of the market, the going rate for an STO with a few options is £350,000. That allows you to skip the queue, but bear in mind this isn't a limited-production model, so values will inevitably take a hit in the short to medium-term. It's one to buy and keep forever. 🇮🇹



Many thanks to Karl Verdi at Verdi Supercars and Korel Hussein at H.R. Owen for their help with this buying guide, as well as Juliet Jarvis at Lamborghini UK. Contact:

Verdi Supercars - 8-10 Hayes Metro Centre, Springfield Road, Hayes, Middlesex UB4 0LE. Tel: 020 8756 0066. Web: [www.verdisupercars.co.uk](http://www.verdisupercars.co.uk)  
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“ To quote my boyfriend, it was 'the best present I could ever have got him' – CA ”

“ My dad has loved getting the magazines every month. He turns into a kid when he gets them! I will be definitely renewing it for his birthday again and recommending to friends and family – DK ”

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# CLUB ITALIA

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## GTA Day

20 years of Alfa's 147/156  
GTA were celebrated at  
Bicester Heritage in May

Story & images by Nathan Chadwick



It's 20 years since Alfa Romeo dropped the ultimate version of the venerable Busso V6 into the 156 GTA, creating one of the most desirable Alfas of modern times. To celebrate, Houghton Regis-based specialist Autolusso organised a get together for GTAs of the 156 and 147 persuasion at Bicester Heritage, near Oxford.

More than 20 GTAs turned up for a breezy but sunny blast around Bicester's test track. "It was an opportunity to celebrate the 20th anniversary of the launch," Mike Stark of Autolusso Racing told us. "We wanted an event for owners to enjoy themselves, and actually use their cars on track – which is what they should be doing – enjoying their cars to the full."

Mike came in his own car, an ex-press

fleet 156 GTA (RE02 EJY). "It had been written off and come to Autolusso in 2013. We were looking for a shell, and she was perfect. Everything was built from used parts by Autolusso, and it took a year to put together."

Though the car can run with a 3.8-litre race engine with around 320hp on tap, and a lot more torque (300Nm), on the day it was running a standard 3.2-litre engine. The car has a Quaife Durashift load cell, which means the accelerator can be kept flat on the upshifts and is around two seconds per lap quicker than a normal H-pattern shift. Weighing less than a ton, it's very fast. It competes in the BARC Speed Championship, where it's been a very successful competitor, winning the modified over-2.0-litre class at

Coventry MotoFest. It's also competed at Shelsey Walsh and other hillclimbs.

Most of the cars on the day had some modifications, although not quite as extreme as Mike's. Neil Freeman has owned his 156 Sportwagon (V6 NLF) for three years, and has fitted Eibach springs, Koni FSD dampers and a Wizard cat-back exhaust, but it's still in daily use. "It does the school run, and goes right through the winter," he says.

Chris Brewerton and Monty the dog came in a 147 GTA (K24 GTA), which sports a Q2 diff, coilover suspension, Ragazzon exhaust and original optional Jetfin alloys. "I've had plenty of AMGs and this is up with the best of them," he says. "It's a bit of a handful for a hot hatch, which is good fun. I had a Mercedes AMG A45 which was quick but



Bicester Heritage welcomed more than 20 GTAs for an action-packed day both on and off track



boring; this is just more fun." This is Chris's eleventh Alfa and he believes it's a keeper.

Most of those in attendance agreed about their cars' main draw – the 3.2-litre V6 under the bonnet. "I love the Busso sound – it's completely missing from new cars," says Freddy Dale, who brought his son Thomas's Sportwagon (N21 GTA) along for the day. This has been completely rebuilt over the past two years, after being bought with a smashed front wing. That's a bit of a problem, as they're no longer available from Alfa Romeo. He sourced replacement wings from France instead and had some parts 3D printed.

The relative rarity of GTAs is another enduring appeal among owners. "You don't see many about," chuckles Schalk Vorster,

the owner of a 156 GTA Sportwagon (GV03 CVS), which he's owned for 13 years, upgrading from a 155 V6. Gordy Wong is another long-term owner, bringing his 147 GTA (MF03 HHV) to celebrate eight years and one day behind the wheel. "I like the fact it's understated but not to people who know what it is," he says. His 147 GTA has been upgraded with a Q2 diff, new radiator, Wizard exhaust and better brakes.

As the GTAs ticked themselves cool for a group shot, it was a reminder of the passion these cars bring out. Despite the challenges faced by no-longer-available parts and a certain reputation for driving quirks – at least for cars that aren't properly sorted – GTA fever remains as strong as ever. Here's to the next 20 years.



# Prescott Italia

Superb hillclimb action for Italian car enthusiasts

Story & images by Michael Ward



**P**rescott Italia is a hillclimb event where Italian cars take centre stage. May 2022 saw the second running of the event, held at the famous Prescott Hillclimb in the Cotswolds. Without any Covid restrictions this year, the event was very different from 2021, with spectators allowed in and a huge variety of Italian machinery not only going up the hill but also on display in the paddock area and meadow.

The hillclimb opened at 10am, with the

undoubted star of the event kicking things off: the Halusa family's fabulous Ferrari 250 GT Breadvan. After sitting broodingly on the start line, the rear tyres lit up and the hill reverberated to the sound of that wailing V12 – just glorious! The organisers even offered the chance to win a ride up the hill in the Breadvan later in the day, which was won by a lucky guy called Alex.

*Auto Italia* magazine was an official event partner this year again, and we brought along three 'star cars': Paul Davies in his

crowd-pleasing 400hp Martini Delta, Dave Quinn in his Romeo Ferraris Abarth 500 Assetto Corsa and our very own editor in his Alfa Romeo SZ. Everyone thoroughly enjoyed seeing and hearing Paul's Delta popping and banging its way up the hill several times – it was epic to watch!

In the paddock, visitors were greeted by a sea of Ferraris and Lamborghinis, as well as Alfas, Lancias and Abarths. One Ferrari which really stood out for us was Rob Jones' 308 Vetrorresina (which will be appearing in *Auto*





*Italia* soon). For Alfasud fans, there was Steve Dymoke's beautiful Alfasud racer which used to be campaigned by David Munro – there's just something about a 'Sud with flared arches and chunky tyres that really appeals. There was also a ubiquitous 'pin-up' Lamborghini Countach, finished all in white (including the wheels!) – I know I certainly had an Athena poster on my bedroom wall. All these years later it still looks like a spaceship.

Alfettas, 105 Series variants and lots of modern Alfas all lined up in the sunshine, most of them attacking the hill. Of note was Ben Cotterill's black 156 GTA, not only well driven but sounding superb. Among the more unusual cars at the event was a

cunningly modified Fiat Topolino. On the outside it looked standard but under the bonnet lurked a 180hp Ford engine with motorbike carbs. The burnouts on the start line were a bit of a giveaway as it shot up the hill with ex-hot rodder Jacqui Kowalewsky at the wheel. We hope to feature this amazing car soon in *Auto Italia*.

Wandering around the meadow, we found a stunning Abarth 750 Zagato 'double bubble', freshly restored in a beautiful off-white colour with green striping. Another rarity was Graham Franklin's Fiat 128 Familiare Mk1, driven all the way from Kent for the event. We featured this car back in *Auto Italia* Issue 280 and it's been regularly

seen at Brands Hatch and our Italian Car Day at Brooklands – a very useable and practical classic car, if ever there was one.

Back on the hill, a yellow Ferrari 488 completed run after run, along with some very loud Huracáns and an Aventador Roadster, all of which were well driven and put on a good show. Abarth and Fiat 500s with a sprinkling of classic Fiats, Lancias and few well-travelled Deltas all made light work of the hillclimb and again were well driven.

This year's event had a superbly positive atmosphere and has great potential to be even bigger and better next year. For more photos from the event, head over to *Auto Italia*'s Facebook and Flickr pages.





OPPOSITE TOP TO BOTTOM:  
Zagato Mostro; F40 LM; Ferrari  
375 America; Bertone  
Rainbow; De Tomaso P72;  
Ferrari 250 GT Zagato



# Villa d'Este Concorso d'Eleganza

## 80 years' worth of Ferraris – and dozens more cars – took concours centre stage

Story by Axel E Catton  
Images by Axel Catton/Hardy Mutschler

**V**illa d'Este – the name itself invokes an air of Italian *grandezza*. The 16th century villa with its lavish gardens has provided the backdrop for what

is arguably Europe's leading *Concorso d'Eleganza*, as the Italian's say. Once a year, the international *crème de la crème* of vintage and classic cars descend – by strict invitation only – on the little town of Cernobbio on the shores of Lake Como in the north of Italy to determine the best of the best.

It's not a cheap adventure by any means: entering the 10-hectare garden will throw you back a massive €450 per ticket. If that sounds like it's all too snobby, hear me out. If automotive design, history and excellence are your thing, there's no place on earth that matches Villa d'Este's opulent atmosphere.

Just 50 entrants are hand-selected by a committee made up of a dozen figures, both well-known and less well-known, to gather the absolute best vehicles in the world across seven classes. The public gets a vote, too, which is fun, this year's winner being the larger-than-life 1978 Aston Martin Bulldog concept with its gullwing doors.

As Europe's leading classic car event and based in Italy, the Concorso is brimming with Italian exotica, spread over a variety of classes. Starting with the obvious, there was of course a dedicated Ferrari class. Eight cars represented the eight decades of Ferrari to date, starting with a wonderful 212 Export with black coachwork by Touring. An original Mille Miglia entrant, this lithe coupe ended up in the US in the 1960s and suffered the indignity of being fitted with a Chevy V8 early in its colourful life. However, one of its later owners managed to source the original factory-installed V12, which it still carries today.

A delightful 375 America was piloted by three beautiful ladies, while the well-known 250 GT Zagato, owned for more than 20 years by David Sydorick, was a beautiful example of the Milanese firm's 'double bubble' roof. My personal favourite in the

Ferrari class was Hong Kong owner J Hui's beautiful Ferrari 275 GTB/4 in dark green Verde Scuro (one of only two 275 GTB/4s ever made in this awesome colour), set off with an orange interior.

The Ferrari class winner was the 1966 365 P Berlinetta Speciale Tre Posti. This beautiful pre-Dino three-seater peototype featured a central driver seating position, as chosen some 25 years later by McLaren for its F1.

What struck me as a first-time visitor was the sheer variety of Italian machinery here, from early racers to modern supercars – a variety quite superior to most other international concours events. The wine red 1950 Alfa Romeo 6C 2500 SS Villa d'Este was an aptly named entrant from Germany, while the whacky Lancia Aurelia B52 B Junior with coachwork by Ghia looked more 1950s American than Lancia to me. Totally opposite was the 1956 Chrysler Coupe Speciale – an American car, albeit clothed in coachwork by Boano. A 1953 Siata 208S with its beautiful 2.0-litre V8 and big wheels was my personal favourite in that class.

The race class featured a very wide variety of entrants, and was won by a 1961 Porsche 356 B Abarth. Fans of more modern exotica found a Ferrari F40 LM (one of just 19 examples built by Michelotto) and a pair of blue Lamborghinis (a Miura flanked by a 1987 Countach LP5000S). A German-owned 2004 Maserati MC12 took second place in this class.

The show class – featuring Concept Cars and Prototypes – was full of big Italian names. Andrea Zagato presented a world debut: Zagato's new Maserati Mostro Barchetta, the open-roof version of the Mostro coupe that was shown a few years ago. This was handed over to its excited new owner directly at the event. Coachbuilder Touring is literally Zagato's neighbour in Rho, just outside Milan, and presented the Arese RH95, celebrating the company's 95th anniversary.

De Tomaso Automobili, yet another resurrection of the storied brand name, presented its latest P72 supercar, while



Bugatti styled its 2020 Bolide a “track-only hypercar”. The biggest interest was generated by a new car I had never heard of: the Deus Vayanne. Designed with support from Italdesign, it’s a fully electric supercar with a “sound generator” that emanates a deep growl “which you can tailor to your liking”, said the sales person.

The top prize overall in the event – Best of Show – was the winner of the ‘Golden Age of

Motoring’ class that featured various Rolls-Royce, Bugatti and Cord models. The winning 1937 Bugatti 57S was a worthy recipient.

The event is a two-day affair, with the Sunday featuring a new ‘Wheels & Weisswüsch’ spin-off in neighbouring Villa Erba. Open to a variety of classic car clubs, with a clear dominance of BMWs (the German company sponsors Villa d’Este), this was an affordable and fun way to see

a more relatable variety of cars. This public event featured a car which would have deserved centre stage at Saturday’s concours. The fabulous Ferrari 308 GT4 Rainbow was a concept car developed in 1976 with styling by Bertone’s Marcello Gandini, the maestro’s mark easily identified by his signature rear wheelarch shape. It was placed inconspicuously on Sunday’s club lawn display.



CLOCKWISE FROM TOP:  
 Ferrari 365 P;  
 Class C entrants;  
 Maserati MC12;  
 Ferrari 400 Superamerica;  
 Fiat 124 Sport Spider





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# Automotoretrò

## Turin's popular classic car show sees a bumper return

Story & images by Matteo Licata



**A**pril marked the welcome return of Turin's long-established Automotoretrò classic car show, following the cancellation of last year's edition due to the pandemic. Although the posters hung across the city proudly declared "sarà una rivoluzione" (it'll be a revolution), the format for 2022 edition picked up right where the 2020 show left off, and that's no bad thing.

Over 60,000 visitors filled Lingotto's halls during the show's four-day run, with dealers reporting hundreds of sales. Modern classics – especially Alfa Romeos – seem to keep the Italian classic car market buoyant. One

extreme manifestation was a whopping €98,000 asking price for an (arguably mint) Alfa 75 Turbo Evoluzione.

As one would expect, Stellantis's Heritage stand sat at the heart of the main pavilion, where enthusiasts could gaze at four unique vehicles representing four significant events from 1972 in the history of the Group's Italian brands. That year, Fiat won the European Rally Championship thanks to the 124 Spider Abarth Group 4, while the 126 was launched as a replacement for the iconic 500. The 124 on display was driven to victory in the 1975 European Rally Championship by Maurizio Verini. Therefore, it represented the model's

ultimate evolution, with brake cooling ducts on the widened rear wings and bonnet featuring two additional driving lights.

However, my curiosity was more piqued by the humble 126 nearby because it is almost certainly the oldest surviving example. A pre-production prototype, it was built at the Cassino factory in 1972 and presented a few intriguing quirks, like the absence of the engine's air intakes on the sides and a wheel design that would not be used on production models until 1976.

This year marks the 50th anniversary of the Alfa Romeo Alfetta's launch, but it's fair to say that only the most ardent *Alfisti* would





ABOVE: Pininfarina Alfetta Spider from 1972. RIGHT: Munari's Fulvia 'Number 14'. BOTTOM: Rare F&M barchetta

have recognised the one displayed on the FCA Heritage stand. First shown at the 1972 Turin Motor Show, the unique Pininfarina Alfetta Spider was a design study for a possible Alfa Spider 105 replacement, based on the new Alfetta's floorpan and running gear. Usually hidden in the Arese museum's 'reserve collection', this prototype gave Automotoretrò visitors a glimpse into a future that never was.

Lancia was represented by what's perhaps the most important Fulvia Coupé of all: the legendary 'Number 14' driven by Sandro Munari in the 1972 Monte Carlo Rally. By then, the Fulvia was already past its racing prime and soon to be phased out entirely, yet Munari's surprise victory at the Monte ultimately boosted Fulvia sales enough to keep the model in production for four more years, until January 1976.

Another important piece of Fulvia history could be found opposite the Heritage stand, courtesy of the Lancia Club: one of three examples of the Fulvia HF *barchetta* – known as the F&M Special after Cesare Fiorio and Claudio Maglioli, who in 1969 came up with the idea of racing in the 'Sport' category with a Fulvia HF made as light as possible. 200kg was saved over the regular Fulvia thanks to the elimination of the roof, a gutted interior, and 28cm cut away from the rear end. The car on display took part in the 1969 Targa Florio driven by Sandro Munari and Rauno Aaltonen, who finished ninth overall.

Italian enthusiasts' growing interest for more recent cars was reflected in many displays, including that of Paolo Bergia, a renowned Alfa Romeo restoration specialist who, instead of Giulietta Spiders and Giulia



GTs, brought over a fleet of rarities powered by boxer engines: a lovely Sprint 1.7 Cloverleaf and an uber-rare Arna 1.3 Ti in truly remarkable condition. Misunderstood and unloved since new, the Arna seems to be finally getting some respect and, having written a book about the Alfa-Nissan venture, I can only be pleased about that.

But my personal favourite from Automotoretrò 2022 sat just a few metres away, brought by the Veteran Car Club Torino: an Abarth 208A wearing a genuinely stunning Boano body, whose design is attributed to the great Giovanni Michelotti. The engine and transmission were sourced from the humble Fiat 1100, but once Abarth was done with it, the power output of the 1089cc in-line four was up to a healthy 66hp, nearly doubling the original's 36hp. This example is believed to be the only one currently in existence in this exact specification.

Last but not least, Miki Biasion's Delta S4 'Evo 2' was hosted on the stand of popular Italian YouTuber, Davide Cironi. Fresh from a painstaking rebuild and equipped with Claudio Lombardi's legendary Triflux twin-turbo engine, the car represents a tantalising peek into what the Delta S4 could have become in 1987, had Group B been allowed to continue.



CLOCKWISE FROM TOP LEFT:  
Alfa Arna; Alfa police cars;  
Abarth 208A by Boano; Miki  
Biasion's Delta S4 'Evo 2'



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# Mugello Classic

Welcome return to Italy for the Peter Auto classic race series

Story & images by Peter Auto/Julien Hergault



*Changeable conditions caught a few drivers out, while others revelled in rain and even some snow*

The first in a series of five historic racing events run by Peter Auto this year, the Mugello Classic provided drivers with a fantastic opportunity to go head-to-head on a spectacular track. After Imola in 2018 and Monza in 2020, Peter Auto returned to Italy in 2022 to the undulating 5.24km Autodromo Internazionale del Mugello in Tuscany, last visited in 2014.

A remarkable 250 drivers in a total of 280 cars came to do battle. Owners were often joined by professional drivers like Emanuele Pirro, Gabriele Tarquini and Thierry Boutsen.

The variety of cars present was astonishing, with no fewer than nine grids, including four devoted to endurance racers, plus Group C, 1950s, 1960s and Heritage Touring Cars. The grids are organised not only according to car type but also age, with races lasting from 40 minutes to two hours in length.

Over three days of racing, it was the varied weather conditions that proved the biggest challenge for everyone. Sunshine mixed with heavy rain, hail, fog and even snow, forcing drivers to adapt their driving to ever-changing conditions. Some drivers hated it; others revelled in it.

In the 43-strong Classic Endurance Racing class, Emanuele Pirro – the Italian driver who won the 24 Hours of Le Mans five times – was at the wheel of a 1980 Ferrari 512 BBLM alongside Marco Micangeli. They finished 14th in qualifying, converted to 12th in the race. It was great to see a De Tomaso Pantera Gr4 competing, with Ralf Kelleners (Le Mans victor from 1996) sharing duties with Detlef Von Der Lieck in the Classic Endurance Racing grid; they came home in 18th place.

The Sixties Endurance race was the longest race of the weekend (two hours) and had the biggest field with over 70 cars starting. And it





was truly action-packed, with full course yellow flags, multiple fuel stops and several collisions. The race was dominated by Jaguar E-Types and AC Cobras, among the latter being the 1963 Cobra 289 piloted by Thierry Boutsen to sixth place. Gabriele Tarquini came 20th in a 1965 Lotus Elan 26R. In the Touring Car class were of course many examples of the Alfa Romeo Giulia GTA and GTAm.

The sports prototype class was dominated by Lolas and Chevrons, beating Italian classics such as the Ferrari 512 S and Ferrari 312 P. In the Proto 2 GT2 class were Ferraris like David Hart and Nicky Pastorelli's Ferrari 512 BBLM and Gianluigi Candiani's

Osella PA5, while it was also great to see Michel Lecourt and Raymond Narac in their Ferrari 333SP in the LMP class.

The GT class had a mouthwatering entry list including Alfa Romeo Giulia SZ, Giulia SVZ, TZ and more than one example of the Ferrari 250 GT SWB and 275 GTB/4. The 1955 Maserati 300 S entered by the Swiss Ulrich family was definitely a highlight in this class.

Organiser Patrick Peter concluded: "We have not returned to the Mugello circuit since 2014, as we try to offer some variation for the drivers. Mugello has imposed itself. I have to say that the pilots appreciated this choice."



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



## DOWN ON THE 146

Your article comparing the Fiat Brava and Alfa 146 (July 2022) reminded me that in 1997 I was looking to replace a Fiat Tipo and was pretty sure the answer would be an Alfa 146, as I had happy memories of an Alfasud Ti. I liked the new Fiat Brava (the rear end reminded me of an Abarth Monomille somehow, and still does), and after a test drive, I had to be honest with myself, the Brava felt better than the 146.

I did over 100,000 miles in the Brava (mainly rural and long distance, always fast) before a cambelt failure (some genius replaced the belt but not the tensioners). A local specialist took the broken Brava against a low-mileage 146 1.6 Twin Spark - the version your comparison report ideally should have used, since the boxer was anachronistic and obsolete by the time Fiat Brava came to the market.

I'm afraid prolonged use of the 146 did nothing to win me over. It was just very bland, lacking in presence, not

very dynamic and not very practical. The best bit by far was its Twin Spark engine. I changed the 146 for a 155 2.0 16v and it was night and day, even though the 155 uses the same architecture as the 146. The 155 is a proper Alfa - quick, great handling, attractive and unusual - and I would buy another today in a heartbeat. I also later had six months with a 145 2.0 TS which, again, was a much better car than the 146.

So I would completely agree with your article that the Brava is better in every way than the 146, but not that the 146 has any particular redeeming charm. It has always perplexed me how something so similar to the 145 and 155 could be so bland. Maybe a 146 2.0 Cloverleaf would be more convincing but it still wouldn't get close to the 155 16v. One of Alfa's duds. Discuss!

**Martin Horrocks**

## SIMPLY THE GREATEST

Congratulations for *Auto Italia's* brave attempt to elect the Greatest Italian Car of All Time. The

number of candidates is just baffling. The most logical criterion for setting them apart should be their 'Italianness'. In my opinion, 'Italianness' can be defined as a unique combination of an innate sense of beauty and a very high level of self-consciousness with a touch of anarchy..

Here is my personal list of the greatest Italian cars ever:

### Class 1: Bambini

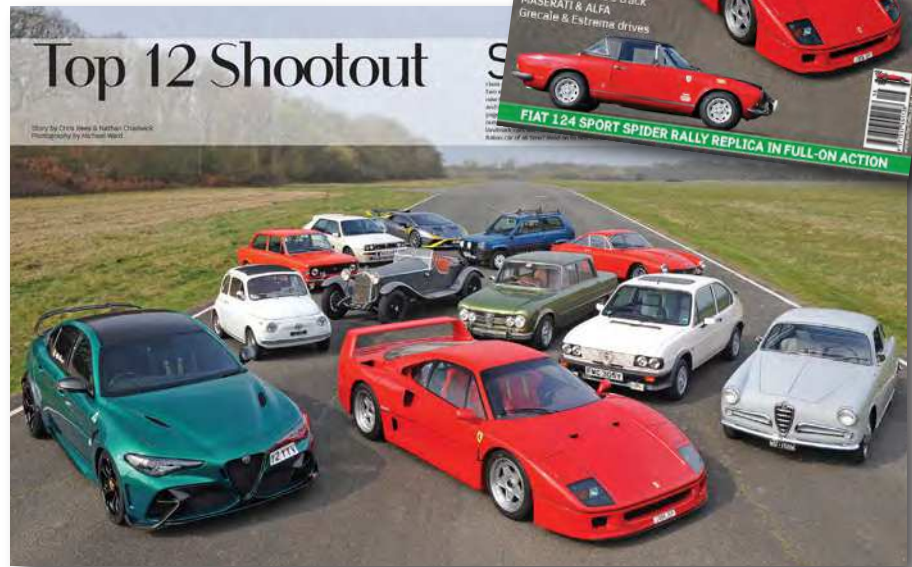
- Abarth 1000 TC: the four-wheel version of Chucky the puppet
- Lancia Y: Cos-Y fan tutti
- Fiat 600 Multipla: Is it a fishbowl? Is it a gondola lift? No, it's a Multipla!

### Class 2: Hot Ones

- Alfa Romeo 33 S 1.7 16v Permanent 4: 0-60 in about the same time it takes to pronounce its name
- Fiat Coupé 2.0 20V Turbo Limited Edition: Honey, I shrunk the Ferrari
- Alfa Romeo 156 GTA Sportwagon: Giuseppe Busso's way of delivering the goods
- Maserati Shamal: the answer, *amico mio*, is blowing with the wind

### Class 3: In the Family

- Maserati Quattroporte V: Venetian palazzo in your driveway
- Lancia Flaminia Berlina: A time capsule that will take you back to the days of La Dolce Vita
- Lancia Thesis 3.2 V6 Bicolore: A blessing to drive, as you would expect from a Vatican company car
- Alfa Romeo 75





3.0 V6 Quadrifoglio Verde: Some like it sideways  
**Class 4: Sports Cars**

- Alfa Romeo 1900C SS Touring: Top quality mechanical and stylistic ingredients for connoisseurs of Alfa Romeo cuisine
- Ferrari 360 Challenge Stradale: Spotted in the wild at the Futa and Raticosa passes
- Ferrari 599 GTO: For Ferraristi who prefer *ristretto* rather than *espresso*

• Maserati 3500 Spyder: Any true Spiderman will stick to it

**Class 5: Exotica**

- Iso Grifo 7 Litri: The sensuality of Sophia Loren meets the masculinity of Marcello Mastroianni
- Maserati Sebring: Its discrete charm rivals that of the Mona Lisa
- Bizzarrini 5300 GT Strada: The Olympus of GT cars with a height of only 1120mm
- Lamborghini Diablo VT 6.0 SE: The devil would sell you his soul just to have yours
- De Tomaso

Pantera GT5 S: Push the throttle and the motorway turns into the Mulsanne Straight

- Lamborghini LM 002: With this 450hp four-wheel drive chariot, Ben Hur would have taken pole position, first place and fastest lap at the Colosseum

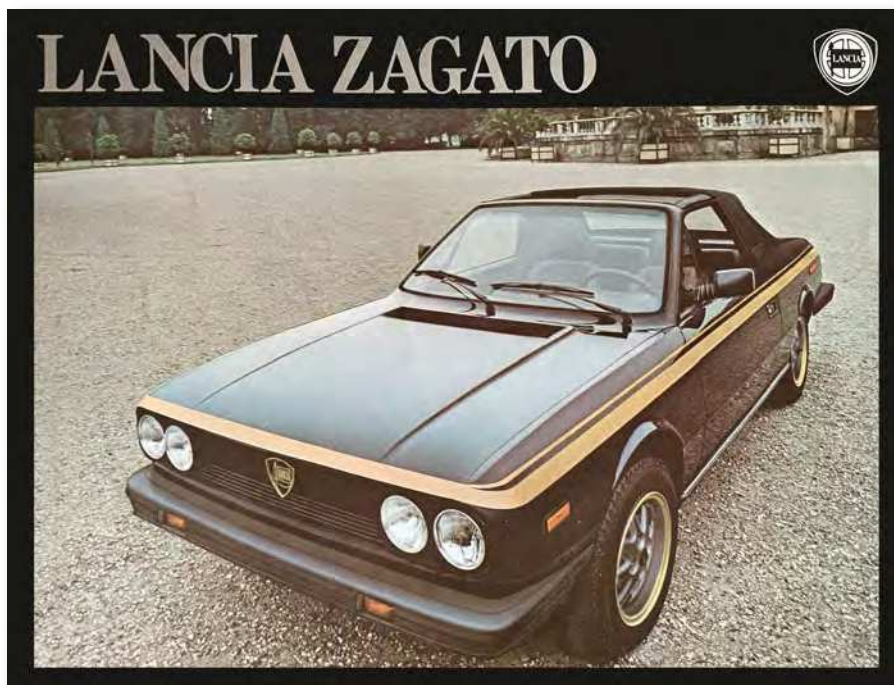
And my greatest Italian car of all time? The Alfa Romeo 33 Stradale, the car design equivalent of the Sistine Chapel.

Jan Wintein, Belgium

**MILD HYBRID PRAISE**

I detect in your recent reviews of the new mild hybrid Alfa Romeo Tonale and Fiats a note of distinct disappointment. I can understand the criticism doled out to the Fiat Tipo and 500X – they are, as you point out, both ageing models now – but in the case of the Tonale, I wonder if you are ‘damning with mild praise’.

Refined and calm the Tonale may be, but are those the



qualities of an Alfa? No. One expects excitement and driver involvement. If I read it right, the Tonale is basically a Fiat 500X under the skin. How can Alfa not have made significant changes to turn it into something more befitting of its badge? It seems a shame since the Tonale is on my list of potential purchases. I shall be taking a test drive myself as soon I can.

Andrew Devlin

**BETA TEST**

In *Auto Italia* issue 316 on page 94, you picture a Lancia Zagato offered at

this year’s *Rétromobile*. However this was not a Jody Scheckter Special: these were always European-spec Beta Spiders in white with yellow-brown stripes and Beta berlina alloy wheels with the same colour scheme. Not many of them were made, and I don’t know if any have survived. I attach the one-page brochure for the US Zagato

Special Edition Black and Gold, which is the car you pictured.

Thomas Herbsthofner



**MOOD FOR THE OBSCURE**

May I just say how much I enjoy *Obscurati* each month. It’s always the first page I turn to, and I always find out something that I never knew before. I sincerely hope you never run out of quirky, obscure Italian cars to write about!

Marcus Motton

## DIARY DATES 2022



**July 9**  
**Auto Italia Northern Italian Car Day**  
 Raby Castle, Co Durham  
[www.auto-italia.co.uk](http://www.auto-italia.co.uk)

**July 10**  
**AROC Cotswold Alfa Day**  
 Cotswold Wildlife Park  
[www.aroc-uk.com](http://www.aroc-uk.com)

**July 10**  
**Abarth Festival**  
 Finedon, Northants  
[www.abarthownersclub.com](http://www.abarthownersclub.com)

**July 16**  
**Italian AutoMoto Festival**  
 Devizes, Wiltshire  
[italianautomotoclub.co.uk](http://italianautomotoclub.co.uk)

**July 22-24**  
**Lancia Motor Club Nat'l Wknd**  
 Woodland Grange, Leamington  
[www.lanciamc.co.uk](http://www.lanciamc.co.uk)

**August 5**  
**Italian Stallions Night**  
 Poole Quay, Dorset  
[www.letsgoout-bournemouthandpoole.co.uk](http://www.letsgoout-bournemouthandpoole.co.uk)

**August 6**  
**All Italian Car Meet**  
 Departure Lounge Café, Hants  
[thedepartureloungecafe.co.uk](http://thedepartureloungecafe.co.uk)

**August 7**  
**AROC National Alfa Day**  
 Bicester Heritage  
[www.aroc-uk.com](http://www.aroc-uk.com)

**August 14**  
**Festival Italia, Brands Hatch**  
[www.festivalitalia.com](http://www.festivalitalia.com)

**August 26-28**  
**Silverstone Classic**  
[www.silverstone.co.uk](http://www.silverstone.co.uk)

**September 2-4**  
**Concours of Elegance**  
 Hampton Court Palace, London  
[concourseofelegance.co.uk](http://concourseofelegance.co.uk)

**September 3**  
**AROC Southern Alfa Day**  
 Amberley Museum, Sussex  
[www.aroc-uk.com](http://www.aroc-uk.com)

**September 9-11**  
**Lancia Beta 50th (LMC)**  
 Abingdon, Oxon  
[www.lancibeta50.com](http://www.lancibeta50.com)

**September 11**  
**AROC Yorkshire Alfa Day**  
 Location TBC  
[www.aroc-uk.com](http://www.aroc-uk.com)

**September 11**  
**Italian AutoMoto Festival**  
 Bridgnorth, Shropshire  
[italianautomotoclub.co.uk](http://italianautomotoclub.co.uk)

**September 16-18**  
**Goodwood Revival**  
[goodwood.com](http://goodwood.com)

**September 18 (provisional)**  
**MITCAR (postponed)**  
 Location TBC  
[www.aroc-uk.com](http://www.aroc-uk.com)

**September 25**  
**AROC Northern Alfa Day**  
 Lotherton Hall, Leeds, Yorkshire  
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**October 1**  
**All Italian Car Meet**  
 Departure Lounge Café, Hants  
[thedepartureloungecafe.co.uk](http://thedepartureloungecafe.co.uk)

**October 9**  
**Auto Italia Motorsport Day**  
 Brooklands Museum, Surrey  
[www.auto-italia.co.uk](http://www.auto-italia.co.uk)

**October 20-23**  
**Auto e Moto d'Epoca**  
 Padova, Italy  
[autoemotodepoca.com](http://autoemotodepoca.com)

**November 10-13**  
**Fiat 123rd Anniversary Rally**  
 Bendigo, Victoria, Australia  
[fiatcentral.victoria@gmail.com](mailto:fiatcentral.victoria@gmail.com)

**Nov 11-13**  
**Classic Motor Show NEC**  
[www.necclassicismotorshow.com](http://www.necclassicismotorshow.com)



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# COMING SOON

ISSUE 319 - ON SALE 4TH AUGUST

- ALFA ROMEO 156 AT 25 YEARS
- MASERATI GRANTURISMO DUO
- FIAT 128 RESTOMOD ON TEST



Some features may appear in a later issue



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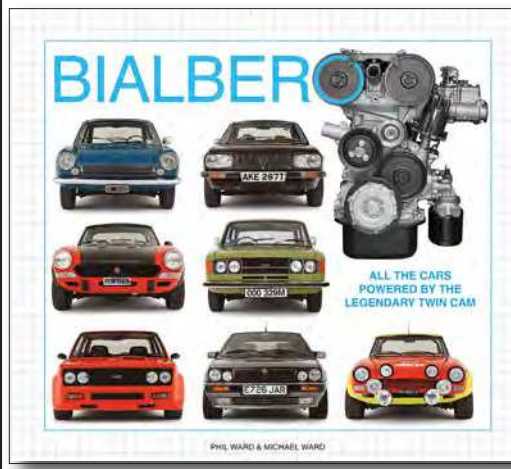


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**2000 Alfa Romeo 156 2.0 TS Veloce.** Alfa 156 Veloce saloon available for spares or repair. Been dry stored for 10 years, 2L TS engine, trailer collection from Longfield, £250 ono. Tel: 07711 416421. Email: davidfox55@yahoo.co.uk (Kent). A318/051



**1991 Alfa Romeo Spider S4.** 69,000 miles, Alfa Red. Covid related issues are forcing me to sell my beautiful 'BOU', it will be a great loss to the family but needs must. I bought the car off the family of a very keen AROC member who sadly passed away a few years ago, he had restored the car to an excellent standard, all the receipts for work done are available. The car has not been driven in the rain for at least 15 years (last ownership and mine). I have just had the car fully serviced by a top quality classic car restorer and also replaced the roof as the original one was beginning to fade. The car drives beautifully. It has been kept garaged and covered for the last 15 years and the bodywork is in excellent condition. There are a few stone chips but as it is a car to be driven regularly in the right weather conditions I have not had it touched up. Included with the car an extra full size spare wheel and a rare red hard top. Recent new battery, new starter motor and MOT until December 2022. Am happy to drive to meet up with interested parties within reason, £16,000. Tel: Nick Hubbard, 07590 454420. Email: nick@nicholashubbard.co.uk (near Winchester, Hampshire). A318/059



**2005 Alfa Romeo GT D 1.9.** 11,800 miles, silver, red leather interior, 12 months' MOT, 2 keys. All work done, with service history and paperwork to show, car is in good condition and drives nicely. Body is straight and clean but does have the stone chips etc (mainly confined to the bonnet) one would expect on a vehicle of this age, £1750 ono. Please contact: Andy, 07960 140921. Email: broster452@btinternet.com (car is located in the n.west/n.Midlands area). A318/049



**2009 Alfa Romeo Spider 3.2 V6 Q4 Auto.** 52,000 miles, Rosso Red, full year MOT, black Poltrona Frau special leather, Bose stereo. Late facelift model, only two owners (Alfa Romeo for 3 years and me for 10), only a handful of this late model in the UK. This car even appeared in a TV movie! AR and specialist service history, book stamped, file of invoices, recent service, work done to keep underside, bodywork and hood in good condition. 18-inch horseshoe silver wheels, recently refurbed, plus unused new 5th wheel. Powerful, surefooted drive. Cruiser or hooligan? You choose. Reason for sale - bought an Abarth Spider (almost an Alfa!). Includes: AR luggage rack, 5th full-size wheel, £15,000. Also available: 5x 18-inch multispoke wheels and 4x 19-inch Prodrive Brera S wheels with new tyres. Tel: Stewart Duthie, AROC member, 07780 954909 (Midlands). A318/048



**2006 Alfa Romeo Brera 2.2 JTS.** Silver, petrol, manual (221g/km, 185bhp). Drives beautifully, brakes and pads done at MOT in January, in really good condition, £3000, reasonable offers accepted. Tel: 07585 585781. Email: kingsgeorge@gmail.com (located in Birmingham, B13). A318/052



**2000 Alfa Romeo GTV 916 2 litre Twinspark.** Red, only 37,350 miles with full service history. Full professional respray July 2017, ceramic coated July 2021. New cambelt and water pump at 33,991 miles. Body, wheels and interior (black leather upholstery) all in immaculate condition. Genuine tool kit, Pioneer radio (DEH-X7800DAB) with Bluetooth, original radio available. MOT until April 2023, 2 owners from new, present owner since 2007, with full set of keys, £5850. Tel: Steve, 07812 339789. A318/061



**2002 Alfa Romeo 916 Spider Twinspark.** 87,250 miles. A stunning late model pre facelift Alfa Romeo Spider Twinspark in immaculate black paintwork with black Momo leather. A fabulous, real stand out from the crowd motor. 18" BBS style alloys with new tyres 2K ago, Eibach lowering springs, black roll hoops with wind deflector. Belts done 5K miles ago, no dodgy dash warning lights. Everything works, electric hood works perfectly. Extensive history file in binder along with previous MOTs etc, drives well and very responsive. Inspection very welcome, sold with 12 months' MOT. I don't get chance to use enough hence reason for sale, more photos if required, 5+ owners, £5465. Tel: Martin, 07507 681311. Email: Martin.jones@fusioneare.com. A318/060



**2000 Alfa Romeo GTV 916 3 litre Busso V6.** Proteo Red, 114,860 mileage, owned for 7 years. Black Motorsport alloys with 4 good Avons. Please ring for details, £3495 ono. Tel: 07442 349505. A318/047

**Alfa Romeo 156 2.0 Sportswagon.** For breaking or restoration. Silver, one owner. Has good engine, gearbox, upholstery (nice leather seats), classic wooden steering wheel. Clutch jammed, currently SORN, so will need collection. Mileage 85,000+, open to offers. Tel: 07947 841812. Email: maxhull@rocketmail.com (near Cambus). A318/062



**Alfa Romeo 159 Turbo diesel saloon for sale.** 4 door, manual, high spec, alloy wheels, 4 new tyres, black with lovely black leather seats/interior styling. Everything sorted last MOT, which expired last autumn, so offered as spares/repair, trailer collect, no advisories last test, all work completed for that. Registration 'RV59 KLA' (for MOT check). Reason for sale, turbo failed causing smoky exhaust, so parked up now. Worthwhile project to fix, good straight car, drove very nicely, comfortable too, offers, good car, sorted, worthwhile project. Tel: Martin, 01737 769887 (office hours). Email: airmart@hotmail.co.uk. A318/056



**2005 Alfa Romeo 916 Spider Limited Edition 2.0 JTS.** Lightning Blue, Limited Edition with 17-inch 10 spoke wheels, electric hood and leather interior. Mileage is 67,277 having 3 previous owners, the last being an AROC member. Belt change at 65,750, rear polybushes fitted, front professionally resprayed. No warning lights and all gauges and electrics working as they should do, inspection welcomed. Handbook, master key, service records and all codes, MOT till 10/07/2022 but I will be selling with new MOT, £7995. Tel: 07972 035232. A318/053

**Alfa Romeo MiTo QV 2015.** 88,000 miles, in Matte Grey, upgraded, Forge air intake. Turbo actuator and recirculating dump valve, front and rear brakes (EBC), underside sway bars, lowered spring (Eibach), Abarth competition wheels and Toyo tyres. Plus exterior carbon enhancements, new rear exhaust and a new mapping done by Celtic Tuning, £7500, serviced and MOT this month, no advisories. Original wheels with good tyres are available at full or close to full price. New reg plate 'Rg MFS' not included. Tel: Mike, 07730 955688 (Chard area, Somerset). A318/063



**2004 Alfa Romeo 916 Spider 2.0 JTS.** Beautiful 2004 Lightning Blue Spider 916 with 17-inch 10 spoke alloy wheels, black leather upholstery and interior, and fully functional electric hood. 70,000 miles, I have owned and cared for this car since 2006, and it has been garaged and only used on dry days ever since! Full yearly Alfa service and history, MOT'd this month. All original handbook, keys, all accessories and full dust cover included. Children learning to drive forces sale, visit recommended, £5500. Tel: Henry, 07821 125255 (located in Canterbury, Kent). A318/050



**Ferrari F430 F1 Spyder 2009.** July 2009 UK supplied, RHD, matching numbers. Nero/Nero with dark blue stitching, yellow calipers, rev counter and shields, carbon ceramic brakes. Approx 26K miles with Ferrari main dealer service history (GrayPaul, Dick Lovett, Lancaster). Heated seats and Bose hi-fi upgrade, carbon driver zone. New oil/water & F1 pumps, Challenge headers, Hill Engineering brake rebuild and 10mm wheel spacers, ceramic coated in 2020 by Barkaways, £84,995. Tel: 07967 600800. A318/008



**Ferrari 308 GTS.** Selling my 1978 carb 308 GTS. Red/tan RHD UK car, 51K miles, big history file and lots of recent expenditure. Belts done summer 2021, 5 new Michelin XWX in Nov 2020, air con working. Lovely car that drives superbly. For sale through Mike Wheeler at Rardley Motors. Tel: 01428 606606. A318/010

**Ferrari 612 F1.** Black interior and exterior, black alloys, 2005 plate, automatic gearbox with paddle shifters. 2 owners, 2 keys, 39,580 miles (at the time of posting this ad), 5.5 litre V12. Well looked after model with service history included, drives superbly with no faults or issues at all. Deserves an owner that will love it just as much as our family did! Please contact for images, £85,000. Tel: 07821 280742. Email: daziz\_g8@outlook.com. A318/013



**Ferrari 360 Spyder.** 2004, met black, red leather, full specialist history incl special exhaust system, 4 new Pirelli PZeros, superb condition, £65,000. Tel: 07710 393864 (Glos). A318/058



**Ferrari 348TB.** 1993, full service history, just serviced with cam belts, new tyres, car cover, tool kit. Owned for last 15 years. Red with black interior, 55,000 miles, £49,995. Email: steve@leaboxes.co.uk. Tel: 07739 000562. A318/009



**Ferrari 458 Italia.** 2011, Rosso Corsa with Crema interior and Rosso carpets, (14 months' Ferrari warranty). Yellow brake calipers, Scuderia shields, front and rear parking sensors, 20" forged painted rims, Pirelli tyres, electric seats, central tunnel in Crema leather, iPod connection, carbon fibre wheel with LED, radio navi system with b-tooth, Navtrack Tracker. Yellow rev counter, leather door cards, Rosso stitching. Full Ferrari history, 20,500 miles, 4 owners, £145,000 ono. Email: bjames1440@gmail.com. A318/014

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PARTS



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**Ferrari 328 GTS/B rear roof spoiler.** Smooth, Rosso Corsa (FER300/9), excellent condition. Recently removed from my 328 as I have returned it to its original factory specification (roof spoiler was added in circa 2011 by a previous owner), £600 ono. Email: jackbar328@icloud.com. A318/016  
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**F40/355 Challenge calipers.** Brembo calipers unused since refurb and pressure test by Biggred, mounting brackets, mechanical handbrake calipers, discs with mounting bells and fittings, pair 355 Challenge discs mounted on specially made handbrake drums for 355. 355 standard front right caliper. ABS sensors M2.7 355. Air con compressor, power steering pump, air injection pump, shock actuator motors, sensors and suspension ecu, all for 355. Factory wing badges. Tel: 07823 447241. Email: johnshirleyinverroy@gmail.com. A318/043



**Ferrari Boxer 512BBI rear clip and bumper for sale.** The engine cover is a brand new part but has had the tubular frame/hinge plate removed and will require some repair, the old frame is included and can be used as a template. The bumper is used but in pretty good condition. All components included, £2000. Tel: Les Arrowsmith, 07950 962716. Email: lesed@hotmail.co.uk. A318/031



**Michelin tyres.** Michelin Pilot 255/40 18 2 off, 95/35 18 99Y 2 off, used, offers. Email: markc@cilt.co.uk. A318/039  
**Fiat Tipo SX TD alloy wheels.** Fiat Tipo TD SX 1993 model, set of 4 star alloys with tyres, collect from Redhill, £140. Tel: Martin, 01737 769787. Email: airmart@hotmail.co.uk (Surrey). A318/055

**Genuine carbon fibre wheel centre caps.** Came from a 488 GTB but fit many other models. Outer side diameter 56mm, inner dia 43mm, £650. Please email me for photos. Tel: Chris, 07860 146575 for more info. Email: chrisness100@gmail.com (located in York if anyone wants to view them). A318/027

**Ferrari F8 wheels.** As new set of diamond cut 2021 F8 Spider forged alloy wheels only used for delivery, immaculate, in boxes, £3750. Tel: Alan, 07813 387102. A318/042



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**Ferrari 360 interior.** 360 Coupe full leather creme interior. Consists of almost every leather piece from the car's interior: the seats, dashboard, door cards with speakers and aluminium door fits, all trim and fitment panels, courtesy light panel, aluminium centre panel, all carpets etc. I can send you a detailed list and photo or if you wish to see more contact me to arrange to view it in person or via zoom. I can deliver it in the UK, I have many other parts: headlights, etc. Open to serious offers. Email: alex@altarstudios.uk. A318/044

**Ferrari 348TS engine ECU.** Ferrari 348ts 1x engine ECU, came off working engine, £375 happy to ship at cost of buyer. Email: colinyoung2206@gmail.com. A318/038  
**Ferrari 308 GTS front spoiler.** This has been dry stored for 20+ years and was removed from a 1979 Ferrari 308 GTS. The item is in reasonable condition for its age, the paint surface is cracked. However, the fibreglass is in exceptionally good condition – this item would only require a respray prior to fitting. More photos are available upon request, available for collection from Broadstairs, £550 ono. Email: davidmccintyre314@gmail.com (Kent). A318/034

**Brand new tyres PZero Rosso 285/35 ZR19.** I have two brand new Pirelli PZero Rosso tyres, size 285/35 ZR19 (99Y) Ferrari fitment. Tyres are really difficult to get hold of currently and I inadvertently ended up duplicating an order because I was communicating with a number of suppliers to try and source them. Best offer secures. I am based in Worcestershire but could courier. Email: garrysmith5@icloud.com. A318/064



**2x Pirelli P Zero Rosso Direzionale 225/35 ZR19 (84Y).** Used but good condition, both tyres manufactured 2017. 7.5mm even tread on both. For sale on eBay, buy it now £125 for the pair. Email: gregpearce@hotmail.co.uk. A318/020

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**Fiat 132 Owner's Workshop Manual.** Autoboos, covers models 1972 to 1976, 152 unmarked white pages, £4.95, excellent secondhand condition. Tel: 07399 359072. A318/005  
**Enzo Anselmo Ferrari**  
1898 - 1988



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**Auto Italia magazines.** Issue 215 Jan 2014 to 272 Oct 18, offers welcome, to collect Leatherhead, Surrey area. Tel: Rob, 07802 180671. A318/003  
**FF presentation booklet.** Ferrari FF presentation booklet about the iconic FF model covering dimensions of the vehicle, £50. Email: colinyoung2206@gmail.com. A318/026  
**Bronze Ferrari sculpture.** 43cm x 30cm bronze Ferrari sculpture "Ferrari the Legend", two 250 Testarossas racing. Limited edition of 200 worldwide, sculpture by Jonathan Branson. Serious offers only please, I will take a tiny fraction of \$16,000 sale price but will not give this item away. Please WhatsApp or call Greg: 07803 933865. A318/065



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**3x Ferrari Formula vintage watches.** Please contact me for more information on each. I am reducing my watch collection including many vintage Ferrari Formula from 1983 through early 1990s, Cartier made these (not Ferrari fashion watches). 1) Ladies \*unworn\* watch: original instructions, box, protective sticker & sales tag, £65, service in 2021. 2) Men's leather strap watch, excellent condition, original box. 3) Men's metal strap: original 1980's, just had £150 service, good condition. Tel: Greg, 07803 933865. Email: gs@gprivate.com. A318/018



**Ferrari F355 luggage kit.** 2 suitcases and suit cover with protective bags for all. Only used on 1 trip before we sold the car and then been stored in protective bags. The cases are in very good condition for their age, slight scuffs on the bottom side I guess from being put on an abrasive surface. Can provide more pictures if needed, £3500 ono. Email: mark.andrew.morgan@gmail.com. A318/033



**Ferrari F355 indoor cover.** Indoor original cover, looks exactly the same as the one in the picture but which is on my 458, £200. Email: keith.fisher@fairstone.co.uk. A318/029



**Ferrari 312P 1/18 model.** 312P 1/18 model by Classico. 1/18 scale. Mint and boxed, very rare addition to your collection. Original driven by Andretti and Ickx, £25. Email: mark.charles@ntlworld.com. A318/021



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**UK magazines.** Approx 20 UK magazines with articles on Ferraris. Most models are covered including 288GTO, F40, F50, 308GT4, Daytona, Boxer, 355, 575, 166, 212, Breadvan, Testarossa and 365GTC. Magazines include *Classic & Sportscar*, *Octane* and *Car*. More magazines will be added to this package. Email: markc@cilted.co.uk. A318/041



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# OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

## BERTONE JAGUAR FT

### MARCELLO GANDINI'S VISION OF A MID-1960S JAGUAR

Story by Chris Rees

Italian coachbuilders creating bodywork on Jaguar chassis was very popular in the 1950s, with all sorts of *carrozzerie* getting involved, including Pinin Farina, Ghia, Allemano, Boano and Zagato, which all did exceptional work on the chassis of the XK120, XK140 and XK150. Bertone also got in on the act with its fabulous XKE coupe of 1958 (the very first time the 'XKE' badge was ever used).

But with the demise of separate-chassis models in Jaguar's line-up at the start of the 1960s, it was much harder for Italian coachbuilders to create new bodywork at economical prices. The era of handbuilt one-offs for wealthy clients was coming to an end and Italian *carrozzerie* were busy reinventing themselves as 'design houses' for major manufacturers (Jaguar included, which hired Pininfarina in the 1970s to reshape its XJ saloon).

There was one last fling for the custom coachbuilt Jaguar by Bertone. In 1966, the Jaguar importer for northern Italy,



Giorgio Tarchini, commissioned a new two-door, five-seat coupe body on the basis of Jaguar's S-Type saloon. This was known as the 'FT' after the initials of the importer's founder, Ferruccio Tarchini.

The man who designed the FT was none other than Marcello Gandini, then 27 years old and a fresh face at Bertone. He had just finished styling the era-defining Lamborghini Miura – but sadly you couldn't say that his FT shared much of the magical design drama of the world's first supercar.

Perhaps its main problem was

that it looked neither British nor Italian. Yes, it had a Jaguar MkX-style radiator grille and used MkX side lights and indicators, but the whole front end felt more like an Alfa Romeo than a Jaguar; and at the rear, Alfa Romeo Giulia Berlina lights were used unchanged. There was some heaviness to the shape of the rear flanks, partly because Gandini designed semi-enclosed rear wheelarches (later to be a trademark of his) but the shape of the glasshouse was more successful, particularly the charismatic kink in the C-pillars.

The Jaguar FT was unveiled on

Bertone's stand at the 1966 Geneva Motor Show. Jaguar's senior management and engineering divisions evaluated the car and Sir William Lyons was said to have thought highly of it. Jaguar's chief engineer, Norman Dewis, who tested it in May 1966, described its styling as "eye-catching".

Bertone hoped to produce the car in series, with distribution taken care of by Tarchini's dealerships in Italy. It's thought that Jaguar delivered seven S-Type chassis to Bertone but ultimately only two FTs were ever completed. The 1966 Geneva prototype was painted metallic gold with a tan leather interior, which stayed in Italy with the Tarchini family. The second car was built in 1967 for a customer in Spain, painted pale green. Both cars survive today.

Gandini himself was proud of his creation, stating in an interview that the FT was his favourite of the three Jaguar concepts he designed for Bertone – the others being the E-Type-based Pirana of 1967 and the XJS-based Ascot of 1977.



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