

AUTO Italia

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FERRARI 250 GTO



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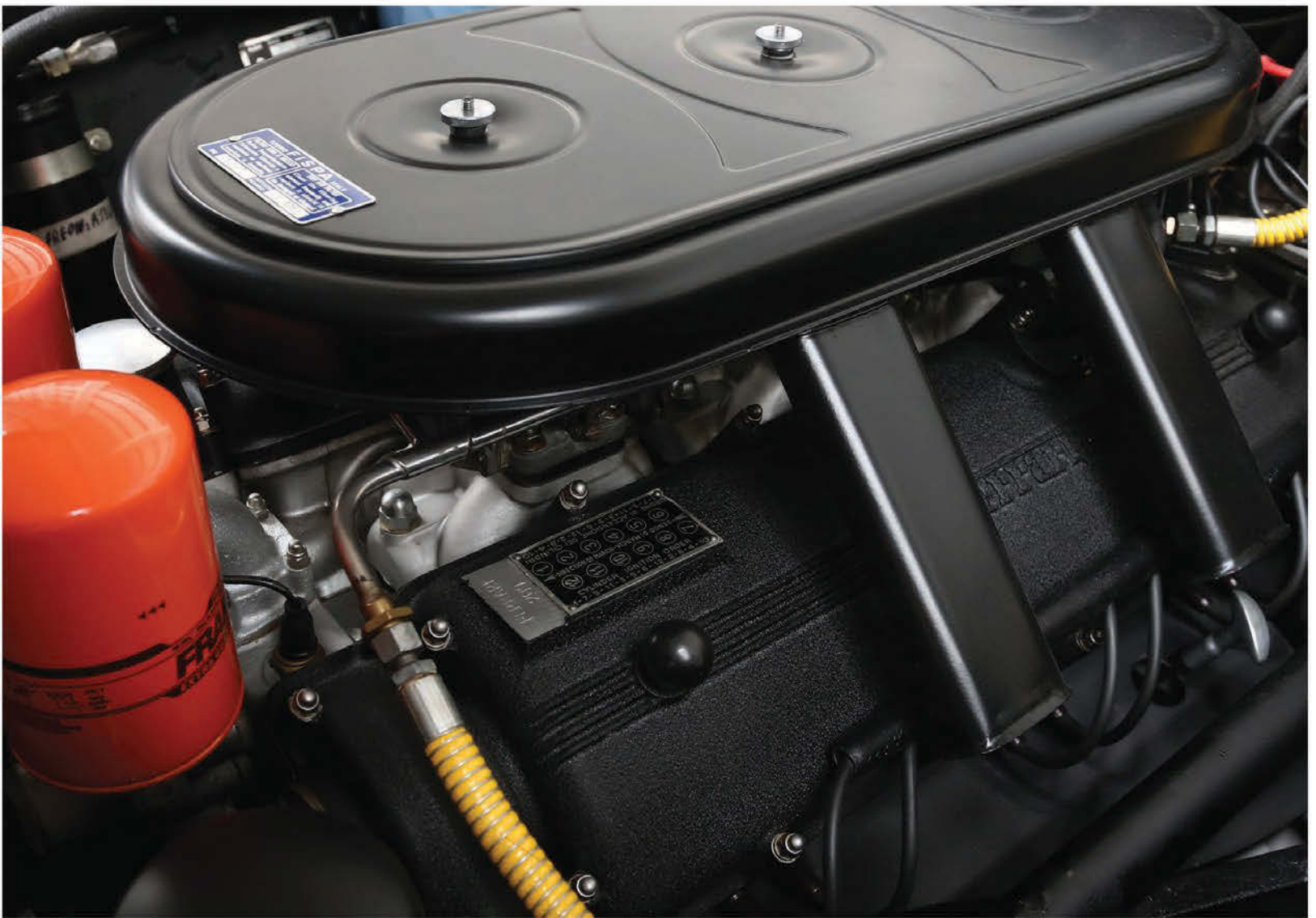
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Welcome to the February 2017 edition of *Auto Italia*. Now, the advent of the 252nd issue of a magazine would not normally be cause for note, but this month's *Auto Italia* certainly is: it's the very first one with an editor whose name is not Phil Ward.

Naturally I'm extremely proud to take over the job of editor but I freely acknowledge that I have extremely big boots to 'Phil' (as it were). Not only was *Auto Italia* Phil's brainchild, along with co-founder Peter Collins way back in 1995, but he's also been editor of every single issue since number one.

With a great team behind him, he has piloted the magazine through sometimes turbulent publishing waters, establishing it as one of the great independent titles on the newsstands. Under Phil's editorship, *Auto Italia* has celebrated thousands of cars through hundreds of features and dozens of events - we've been treated to a real ride.

Above all, *Auto Italia* is where you satisfy your need to read about the fascinating world of Italian cars - and it is a need. Phil and I share a passion both for the Italian way of life and the Italian way of creating cars. We love them for the way they drive, how they look and above all for how they make us feel. And we understand Italian cars because we own them.

Don't worry, Phil won't be disappearing from these pages - he'll still be writing stories, as well as organising events. So what can you expect from *Auto Italia* in the future? In short: more great stories crafted by the best writers, illustrated by fantastic images and delivered every month to your doorstep. Rest assured, your favourite magazine will keep a beating heart for the cars of Italy and the people who enjoy them most - namely you.

Chris Rees
Editor
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NEWS & VIEWS

ALFA ROMEO STELVIO UNVEILED



Revealed at the recent Los Angeles Motor Show, Alfa Romeo has unleashed its first ever SUV: the Stelvio.

As with the Giulia, Alfa Romeo has shown the Stelvio in top-spec Quadrifoglio form only initially. This features the same Ferrari-developed 503bhp V6 twin-turbo petrol engine as the Giulia, plus an eight-speed automatic gearbox and carbon-ceramic brakes. In the Stelvio, however, the engine is mated to a four-wheel drive platform, dubbed Q4.

Alfa Romeo promises ideal weight distribution and a 4x4 system that, in normal conditions, is rear-wheel drive only, but can send as much as 50 per cent of the torque to the front axle when required. Torque Vectoring is a first for Alfa Romeo, using two clutches in the rear differential. A two-wheel drive version will also be built. A top speed of 177mph is claimed for the Stelvio Quadrifoglio, with 0-62mph in 3.9 seconds.

Based on the Giulia platform, the Stelvio measures 4.68 metres long (four centimetres longer than the Giulia), 1.65m

tall and 2.16m wide. The Quadrifoglio version has carbonfibre exterior details, unique bonnet vents and four angled exhaust tailpipes. Keeping weight down, it will also have a carbon propshaft and aluminium doors and bonnet.

The five-seat cabin makes use of the Giulia's dashboard, including its Connect 3D Nav infotainment system. The Quadrifoglio

model features aluminium gearshift paddles and a carbon dashboard finish.

Alfa Romeo has confirmed that it will also sell a 2.0 MultiAir turbo petrol model with 274 hp and automatic transmission in the US market. However, in Europe and elsewhere, diesel models will definitely be available. More details will be announced at the EU model's Geneva debut, but it's likely



to share the Giulia's 2.2-litre diesel, in 148bhp and 177 hp forms.

The new Alfa SUV is named after the Stelvio pass, which at 2758 metres above sea level is the highest in Italy and the second highest in Europe. Produced in the Cassino plant in Italy, the Stelvio goes on sale in Europe in early 2017 and in late summer in the UK. Prices have yet to be announced but are likely to start at around £35,000.



FERRARI REVEALS 488 CHALLENGE

Meet Ferrari's latest racer: the 488 Challenge, the sixth model in Ferrari's 25 year-old one-make series.

The 488 Challenge is Ferrari's first turbocharged racer and the most powerful Challenge car ever, powered by a 661bhp 3.9-litre V8. As a result, it shaves a full second off the old 458 Challenge's Fiorano lap time, at 1min 15.5sec.

Compared to the road-going 488 GTB, the Challenge has specific engine mapping and shorter gear ratios, and the F1 DCT transmission features a new racing shift, which enables the car to accelerate from standstill to maximum revs in fourth gear in just six seconds.

Ferrari's Side Slip Control (SSC) system makes its first ever appearance on a Challenge car, improving turn-in, cornering and acceleration out of corners. Three manettino switches control traction and braking independently, resulting in the average acceleration out of a bend at Monza improving by a claimed 11.6 per cent.

The front radiator is now mounted the opposite way round (inclined towards the rear) to improve airflow and reduce drag. This in turn means new vents at the bottom of the bumper ahead of the wheels. The front bumper features a more pronounced splitter and 'flicks' to increase downforce and balance. The front bonnet is also all-new with three vents and integrated flaps to

direct hot air away from the radiators.

The 488 Challenge features a huge rear wing with a profile similar to that used on the 2016 FIA World Endurance Championship-winning 488 GTE. The intakes on the rear flanks take cooling air to the rear brakes, while the engine air intakes are now positioned laterally under the rear spoiler.





LAFERRARI RAISES £5.5 MILLION

A unique last-of-the-line LaFerrari has been auctioned for charity by RM Sotheby's at the Ferrari Finali Mondiali event at Daytona in Florida.

Only 499 examples of the 934bhp LaFerrari hypercar were originally made but Ferrari ordered one additional example to be built and auctioned for charity. The one-off LaFerrari boasts a unique Italian-themed livery of red paint with white lines to the front and rear, an Italian flag on the bonnet and a commemorative plaque.

Bidding opened at \$1.5 million and finished at an astonishing \$7 million (£5.5 million) – a record price for a 21st century car at auction. All proceeds go to the Italian earthquake appeal.



DUEMILA RUOTE SALE BREAKS RECORDS

One of the largest car collections ever sold at auction has ripped up the record book. The Milan Duemila Ruote sale by RM Sotheby's in November 2016 netted €51.26 million (£43 million) for the Italian taxpayer after the government seized the collection and auctioned it off.

A vast throng of 5000-plus people attended the auction, where 817 lots were sold, including 423 cars. Exotic Italian machinery took top billing. An alloy-bodied 1966 Ferrari 275 GTB/6C (the first of seven long-nose 275 GTBs), sold for €3,416,000. Another star was a 2004 Maserati MC12 with less than 6000km on the clock, selling for €3,024,000 and smashing the previous auction record for an MC12.

Other notable sales included a Ferrari-engined 1991 Group C Lancia LC2 (€851,200), a 1994 Bugatti EB110 GT (€616,000), a rare manual-gearbox 2007 Ferrari 599 GTB Fiorano (€537,600) and a 1987 Alfa Romeo 75 Turbo Evoluzione IMSA racer (€336,000). A Ferrari 250 GTE engine alone sold for €134,550.

Rally cars proved popular, too. A 1992 Lancia integrale Group A 'Jolly Club' sold for €336,000 and a 1989 Lancia integrale 16V 'Ufficiale' went for €246,400



RARE ITALIANS AT RETROMOBILE

A Ferrari 166 Corsa and an OSCA 273 S Spider are among the auction lots at Artcurial's sale at Retromobile in Paris on 10 February 2017.

The 1948 Ferrari 166 Spider Corsa Scaglietti up for auction is the seventh competition-client Ferrari ever built. It was delivered new with an Ansaloni body on a long-wheelbase chassis, and was raced by drivers such as Giuseppe Farina, Giampiero Bianchetti and Raymond Sommer, winning the Reims race in 1948. In 1949, its chassis was shortened and its engine bored out to 2.3 litres. Then in 1956 it was given all-new bodywork designed by Scaglietti, prefiguring the shape of the iconic 500 TR and 750 Monza.

The 1957 OSCA 273 S Spider (above) is a lightweight racer of which just six examples were built with the 273 S engine. The car was capable of reaching a top speed of 125mph, remarkable for the time, and the auction estimate is £500,000 to £800,000.

Also at Retromobile, RM Sotheby's will auction an Alfa Romeo Tipo B P3 – the first to be offered in over a decade. One of the world's most important pre-war Grand Prix cars, this example is a 1934 Second Series Alfa Romeo Tipo B P3, the second of only nine such cars made. It's also one of just three cars with Dubonnet independent front suspension and reversed quarter-elliptic rear springs. It's estimated to fetch up to €4.6 million (£3.8 million).





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NEW 2WD HURACÁN SPYDER



Lamborghini has launched a new pure rear-wheel drive version of its Huracán Spyder.

Like the LP 580-2 coupe, the Spyder has a 572bhp version of the naturally aspirated V10 (30bhp less than the 4WD version). That gives it a 0-62mph time of 3.6 seconds and a top speed of 198mph. Its dry weight of 1509kg is 33kg less than the 4WD Spyder and is distributed more to the rear (40% front/60% rear), reducing inertia on the front axle compared to the 4WD Huracán.

The new model features more aggressive front and rear end designs to distinguish it from the four-wheel drive version. The Spyder's soft-top opens and closes electronically in 17 seconds at speeds up to 30mph. With the top down, two distinctive fins rise out of the folding roof, creating a flowing profile and contributing to airflow through the engine compartment, which has a slatted cover unique to the Spyder. There's also a power rear window that functions as a windshield when raised and two removable lateral wind-guards.

The double wishbone suspension is tweaked for two-wheel drive, as are the steering and stability/traction control systems. 19-inch Kari rims are shod with Pirelli PZero tyres developed especially for the 2WD Huracán.

The rear-wheel drive Spyder is launched worldwide in January 2017, priced somewhere between the 2WD coupe (£156k) and 4WD coupe (£181k).

GIULIA WINS AWARDS

The new Alfa Romeo Giulia has been named 'Most Beautiful Car' in the Golden Steering Wheel competition. A panel of 29 automotive experts helped decide the award, including rally world champions Walter Röhrl and Sébastien Ogier, DTM champion Mattias Ekström and designer Andrea Zagato. Previous Alfas to have won Golden Steering Wheel class awards include the 147 in 2000 and GTV in 1995.

Meanwhile, the flagship Giulia Quadrifoglio has scooped the top prize in the first ever public vote for *Top Gear* magazine's 'Car of 2016'. The new Giulia has also been named 'Safest New Car' in the *Carbuyer* 'Best Cars' awards.



GARAGE ITALIA SELLS COLLECTION

The founder of Milan-based Garage Italia Customs, Lapo Elkann, is selling some of the customised cars in his private collection.

The one-off Fiat 500 Pied-de-Poule has already been sold to Jalopy Ltd in Switzerland. Three other Garage Italia cars are also now on offer: the Fiat 500 Blue Gradient, the Ferrari California Jeans and a pinstriped Maserati Ghibli that has been used as a daily driver.



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**Carrozzeri Italiani
The Masters of Style**
by Elvio Deganello

Giorgio Nada Editore. £75

Elvio Deganello is no stranger to these pages, his comprehensive series of Italian coachbuilder features was well received by our readers and this book is an attempt to gather together the seemingly endless list of artisans. By his own admission the work is incomplete because of space limitations, which begs the question as to why the topic was not divided into two volumes. Nevertheless this book is a joy to behold and is packed full of previously unpublished and rare images.

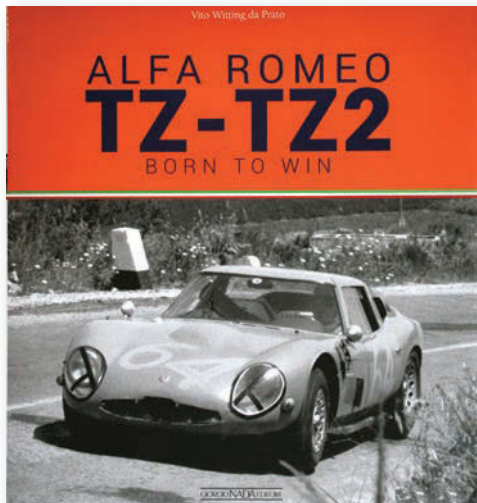


During his ongoing research Deganello has discovered some additional coachbuilders and I don't doubt there are more to find. How about Sirio, Ostuni, Meteor, Montescani, Fona, Casaro, Accossato and Ala d'Oro – to name but a few. There are even some little-known modern coachbuilders, like Faralli & Mazzanti that has designed and built cars in this decade including the Antas V8, Vulca S and Evantra V8.

There is a risk with such an ambitious project that there could be clutter and confusion, but the publisher has been clever to separate the main text from the pictures. Each chapter has a historical section on each coachbuilder followed by the images, which have concise descriptions. This makes identification easy and convenient to dip in and out of the sections, effectively using the

book as a catalogue.

There is much to delight and amaze in this book. It is a valiant attempt to cover such a broad topic and the author and publisher must be congratulated on such a fine effort. If you are into 'etceterini' then *Carrozzeri Italiani* is essential reading.



Alfa Romeo TZ-TZ2 Born to Win
Vito Witting da Prato

Giorgio Nada Editore. £60

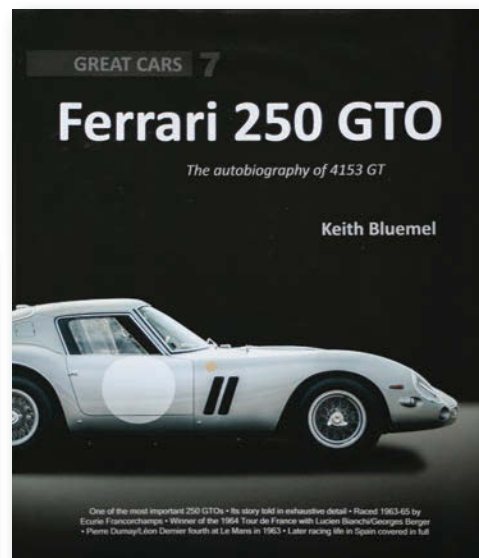
Giorgio Nada Editore published an earlier work entitled *Alfa Romeo Giulietta da corsa SV-SVZ-SS-SZ* back in 1989, which has become a bible for Alfisti. This new book is effectively a sequel to that story and provides a fascinating insight into the characters and politics that surround the legendary Autodelta.

Readers new to the Alfa Romeos covered in this book are advised by the author that the car popularly known as the TZ1 was not the official title, it is simply 'TZ' and the '1' was added retrospectively by writers to differentiate the model from the TZ2, which is basically the same car.

The validity of this book is confirmed because the author records direct conversations with the key figures of the period, notably designer Elio Zagato in 2000, engine tuner Virgilio Conrero in 1986, test driver Guido Moroni in 1995 and brilliant engine designer Giuseppe Busso in 1984.

There are gems in here, like the switching of numberplates between cars, something that has confused historians and collectors for years. Another intriguing fact is that many engines, mechanical parts, body panels and documentation were left behind in the Autodelta factory at Udine when the outfit was moved, reluctantly to Milan. Where did all that treasure disappear to?

The icing on the cake is an appendix recording all the TZ and TZ2 chassis numbers, original engine numbers, body material, colours and first locations. There is a wealth of information in this book – and it is a great read.



**Great Cars 7
Ferrari 250 GTO**
The Autobiography of 4153 GT
Keith Bluemel

Porter Press. £60

Author Keith Bluemel is a regular contributor to *Auto Italia* and can always be relied upon to come up with concise and accurate detail. He has written several reference books on Ferrari but this one is different as it records the story of a particular car – and it is an accomplished work.

The fascinating life of 4153 GT, from its construction to the



present day, is outlined in exhaustive detail. Supporting the meticulously researched text is a wealth of period photography sourced from archives and collections across the world, together with a gallery of high quality modern images showing this wonderful car as it is today, now back in the colours worn on its race debut at Le Mans in 1963.

Although the title suggests that the 320 pages are all about 4153 GT, the content is much broader than that. It's also about sister car 5111 GT, the drivers, the teams associated with 250 GTOs during their 1960s heyday, and the subsequent Ferrari collectors. Beautifully written and produced.



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A SURPRISE IN MANTUA

On our annual motoring holiday in northern Italy, we spent a couple of days in Mantua (or Mantova as the Italians call it). There were two reasons for this: firstly, it was the 2016 Italian Capital of Culture and secondly, the birthplace of probably the most famous racing driver in history, Tazio Nuvolari.

One of the 'must see' sites is the Palazzo Ducale so we headed to the Piazza Sordello where the palace is situated. Imagine my surprise and pleasure to be confronted by a square packed with classic Lancias, apparently a gathering of the Lancia Club of Italy. The majority of the cars dated from the 1930s to



the 1960s. Cars which drew my attention included a beautiful 1930 Lancia Dilambda convertible with a body by English coachbuilder James Young, an Aurelia B24 convertible and an Aprilia convertible.

Then a trailer drew up with a car covered in a red sheet. The crowd cheered and clapped as the sheet was withdrawn to reveal an open-wheeled Ferrari with the racing number 1049 painted on it. It was the Ferrari 166 driven by Tazio Nuvolari in the 1948 Mille Miglia; a race that has gone down in history. The 56 year-old Nuvolari was in the lead through Rome, Florence and Bologna, only for the car to fail due to a broken spring hanger, although the car was gradually falling apart and lost its bonnet earlier (this was found many years later in the countryside and donated to the Nuvolari Museum). According to our hotel proprietor, it was the last day of the filming of a tribute to the famous Italian driver.

My one regret is that we failed to find the time to visit the Nuvolari Museum which was some



distance from where we were staying. Incidentally, if any reader is considering visiting Mantua, I can recommend the Palazzo Arrivabene, a former palace now offering bed and breakfast accommodation. It is extremely impressive internally with frescoed ceilings and extremely comfortable lounges. Breakfast is a sumptuous affair with silver service and a good variety of food. The hotel is owned and run by Claudio Bini and his mother, Luciana, both of whom are charming. Whilst there is no parking due to the location, Claudio has an arrangement with the local university to use its car park nearby.

Tony Bagnall



CHILEAN ALFANATIC

I noticed your article about Alfa V6s and that some 156s could reach classic status. I don't know if mine will do that but I love her. Built in April 2004, it's a rare (at least in Chile) facelifted 2.5 V6. I have upgraded the wheels to 17in GTA replicas, 305mm front brakes, Koni FSD shocks, repaired several scratches, added side skirts (bought used from the UK), replaced all suspension bushes, fitted a new exhaust and done the usual maintenance. Some people still think it's a new car, and regularly other drivers ask if I'm selling. Anyway, thanks for your articles and information. Somewhere in the south you have an avid subscriber.

Claudio Herrera, Chile

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DESIGN

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

Abarth 124 Spider

Abarth's new 124 Spider, launched at the 2016 Geneva Motor Show and based on Fiat's 124 Spider, is a very straightforward move, to continue growing the Abarth brand, in creating a portfolio of attractive and, above all, largely affordable products desirable to a young and determined audience. Long gone are the days when the badge was degraded to bodykit and accessory-level status of the visually polished Fiats of the early '90s; today's Abarths are the real deal.

Carlo Abarth would be proud of the Abarth 124 Spider and rightly so. Austrian born and later naturalised as an Italian citizen, Abarth founded his company in 1949, following his role as the sporting director of the Cisitalia factory racing team. His company would build racing cars and supply after-

market accessories, most notably high performance exhaust pipes, all branded under his astrological sign, the scorpion. Himself a keen racer, he personally set a number of speed records at Monza and won various hillclimbs and sports car races.

The 2016 Abarth 124 Spider has 1368cc and, similar to its Fiat 124 Spider base, shares a strong relationship with Mazda's current fourth-generation MX-5. However, this is not necessarily an alarming thing. The rear wheel-drive platform is strong, and powered by a turbocharged petrol engine featuring 168hp and 180lb ft of torque, it is notably more powerful than both the aforementioned Fiat and Mazda models. It's a performance-focused

derivative in the spirit of its scorpion-branded ancestors.

A number of stylistic devices were applied, in order to bridge a gap of four decades and evoke fond memories of a now distant World Rally Championship back in the early '70s. In period, the original Fiat 124 Spider was developed by Abarth into a Group 4 rally weapon; with memorable success, winning important rallies such as the Acropolis Rally in 1972, as well as a 1-2-3 hat-trick finish at the 1974 Portuguese TAP Rally.

Today, a matt black bonnet and boot – in combination with either a white or red exterior – screams one thing first and foremost: analogue driving pleasure in spite of digital autonomous e-mobility. Acoustically underlined through a

CHRIS HRABALEK

Age: 39

Born: Vienna, Austria

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

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



borderline-legal exhaust scream, at a time of a European valve-exhaust ban, it adds perceived horsepower faster than any mechanical turbocharger. Involving steering feel and a mechanical limited-slip differential makes the Abarth 124 Spider a car you want to steal back from your son.

Design-wise the Abarth separates itself from the Fiat with better materials and improved tactility. Attractive alloy wheels on the outside, and delicately stitched leather and alloy pedals on the inside convince the pilot that

every A-to-B journey is rather a rally stage in disguise; only the 'part-corduroy, part-leather' seats are missing here.

It is without doubt that the Abarth 124 represents yet another important cornerstone in the contemporary Abarth product world; a growing portfolio, one that could also very easily have embraced an Alfa Romeo 4C-derived relative. The men directing Abarth have managed to return the scorpion to where it has always belonged; at mesmerising speed and in a respectably authentic manner. It's a great pleasure to witness the Abarth 124 contributing its share.



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Wind of Change

Levante is a Mediterranean breeze – we test Maserati's first-ever SUV in UK-spec right-hand drive form to find out if it's a breath of fresh air

Story by Chris Rees
Photography by Maserati





A *trattore di Chelsea* with Maserati badging – are you serious? Maserati makes sports cars and luxury saloons, not school-run chariots. A Maserati-badged SUV is a simple act of heresy... isn't it?

No. If you think Maserati should never in a million years be building a titanic 4x4, you're very much in the minority. Half of all luxury car sales are now taken up by SUVs. The bottom line is: if your brand isn't offering one, you're merely a bit-part actor on the luxury stage. Just look at the roster of who's currently selling an SUV or has one in development: Jaguar, Bentley, Rolls Royce, Porsche, Lamborghini – even Lotus. The only high-end manufacturers to have ruled themselves out of the SUV market are hardcore supercar brands like Ferrari and McLaren.

No, the surprise with the new Levante 4x4 is not that Maserati now has an SUV in its line-up – it's that it's taken the company so long. A full 13 years have passed since Giugiaro first showed the Maserati Kubang SUV concept, and it's five years after HQ's own first stab at an SUV concept design (also named Kubang). The Levante has finally landed in UK showrooms, with deliveries starting in early 2017.

Design-wise, my first impressions are good. The shape is a strong, bold one that relies on neither brashness nor gimmickry. The front end takes its inspiration from Maserati's Alfieri concept car (due to replace the GranTurismo in 2018/2019, by the way). At the back end, the Levante's roofline echoes that of the Ghibli, while the coupe-like looks genuinely hide this car's bulk well. Ah yes, bulk: there's no escaping the fact that this is very much a full-size SUV: it measures over five metres long (more than any other rival) and weighs over 2.2 tonnes. On the flipside, it has the slipperiest shape of any large SUV, with a Cd of 0.31 (the next best, the BMW X5, has 0.35).

For now, the UK market is getting just one engine option: a 271bhp V6 diesel. With 96 per cent of luxury SUV sales in the UK accounted for by diesel – and the remaining four per cent very much ultra-high output turbo petrols – it just doesn't make economic sense for Maserati GB to sell the petrol variants that other markets get. Ah, except that Maserati has recently announced that it *is* going to after all, which is very



nice of them. It won't be before the 2018 model year, but it's the higher-powered 'S' version of the 3.0 V6 petrol that we'll be getting. That means a very healthy power output of 424bhp, some 20bhp more than the same engine in the Ghibli.

But that's in the future. The diesel is what it's all about for now. The 3.0-litre V6 powerplant is the same one that sees service in the Ghibli and Quattroporte: a 271bhp lump built by VM Motori in Italy.

Is it a fitting engine for the Levante though? It certainly sounds sportily gruff and never unrefined. Press the Sport button and Maserati's 'Active Sound' system kicks in, increasing the exhaust's volume and purposeful note. OK, it's no GranTurismo to listen to – I think the sounds comes over as a little artificial – but for a diesel it's got loads of character.

Make no mistake, the Levante is a heavy car – it is constructed mostly of steel with only a few aluminium panels and a magnesium front scuttle. As a result, it feels rapid rather than truly fast. The 0-62mph time of 6.9 seconds is probably at the limit of what's acceptable for a Maserati. But hey, diesels are all about the torque, and there's a monumental 600Nm (443lb ft) of that, delivered at just 2000rpm, so the performance is effortless.

The ZF eight-speed auto is super-smooth and fast-acting. The Sports Pack-equipped model I drove had steering wheel-mounted paddles, which make it very easy to change gear manually, not that you really ever need to because auto mode is so good. While the engine is red-lined at 4500rpm, you never need to go this high in practice.

The Levante doesn't use any technology from the Jeep stable, in contrast to what some people might tell you down the pub. Instead, it uses a modified version of the Ghibli platform together with Maserati's own bespoke Q4 four-wheel drive system.

In the Levante, the Ghibli-based suspension (double wishbones up front and a five-link rear end) gains extra travel, extra stiffness and broader control of the camber and toe settings. Most significantly of all, it has air-springing to supplement the Skyhook damping. That means you can select from no fewer than six suspension heights, from the lowest (Aero 2, which hugs the car to the ground, just 175mm above terra firma, but it's only activated at speeds above 105mph) to the highest (Off-Road 2, with 248mm of clearance). In all modes that I tried, the ride comfort is exemplary.

So how does that translate in terms of handling? The weight distribution is a perfect 50/50 front/rear, and the centre of gravity (610mm above ground in Sport mode) is claimed to be the best in class. And it's got torque vectoring as standard. So the right ingredients are all in place.

Although it's not the sharpest machine around corners you'll ever experience, the Levante does a good job for such a bulky car. Understeer and torque steer are reined in, and the steering feel (a hydraulic set-up, not electric) is chunky without being artificial. You can choose between four driving modes – Normal, Sport, Off-Road and ICE – which alter the settings for the engine, gearbox, 4x4 system and Skyhook suspension. Pressing the Sport button twice gives you the sportiest suspension setting, but it's still no GranTurismo to hurl about your favourite B-roads. Rapid progress is not eased

by the sheer width of the Levante, and the huge bonnet that obstructs your forward view.

What about off-road? Well, I quickly discovered that the Levante can indeed tackle the rough stuff, aided by a mechanical self-locking rear diff (unique in this class). While the 4x4 normally directs 100 per cent of the torque to the rear axle, it can switch to 50/50 if traction is needed. On some forest tracks in the Cotswolds festooned with foot-thick mud, the Levante proved more than capable, even up inclines. I don't think it would worry a Range Rover over rougher terrain but for occasional duties in muddy fields – and snow-bound skiing adventures – it's definitely got what it takes.

In the cabin, the Levante lives up to Maserati's very high standards: lots of brushed metal, leather and soft-touch plastics. And yes – a beautiful analogue clock in the centre of the dash. There's a new 8.4-inch touchscreen infotainment system sourced from Harman Kardon which works very well indeed, with excellent definition. You can also use the console rotary dial if you prefer, and you have voice control, too. Apple Car Play and Android Auto are supported, so pairing smartphones is a cinch, while you can instantly call up internet radio, audio books, sat-nav and so on.

There's tons of space in here – even five basketball players can stretch out with ease – and the seats are very supportive and comfortable. The electric tailgate opens up to reveal a reasonable amount of luggage space that can be boosted by folding the rear seats flat – a bit fiddly as you can't do this from the boot, only through the rear doors. Extra usability comes from optional roof rails, while here's another revolution



TECHNICAL SPECIFICATIONS

MASERATI LEVANTE DIESEL

ENGINE:	V6 diesel
CAPACITY:	2987cc
BORE & STROKE:	83mm x 92mm
COMP RATIO:	16.5:1
POWER:	271 hp @ 4000rpm
TORQUE:	443lb ft @ 2000rpm
TRANSMISSION:	8-speed auto, four-wheel drive
BRAKES:	Ventilated discs 345mm (f), 330mm (r)
TYRES:	255/60 ZR 18
DIMENSIONS:	5003mm (l), 2158mm (w), 1679mm (h)
KERB WEIGHT:	2205kg
ECONOMY:	39.2mpg
0-62MPH:	6.9sec
TOP SPEED:	143mph
PRICE:	£54,335

TECHNICAL SPECIFICATIONS

MASERATI LEVANTE S PETROL

ENGINE:	V6 petrol
CAPACITY:	2979cc
BORE & STROKE:	86.5mm x 84.5mm
COMP RATIO:	9.7:1
POWER:	424 hp @ 8000rpm
TORQUE:	561lb ft @ 1750rpm
TRANSMISSION:	8-speed auto, four-wheel drive
BRAKES:	Ventilated & drilled discs 380mm (f), 330mm (r)
TYRES:	265/50 ZR 19 (f), 295/45 ZR 19 (r)
DIMENSIONS:	5003mm (l), 2158mm (w), 1679mm (h)
KERB WEIGHT:	2109kg
ECONOMY:	25.9mpg
0-62MPH:	5.2sec
TOP SPEED:	164mph
PRICE:	£69,000

The Levante's 3.0-litre diesel V6 has monumental torque and delivers 443lb ft at just 2000rpm





🔊 Maserati: you can order a tow bar for the first time!

Priced highly competitively from £53,335, the Levante is intended to be a very accessible Maserati. Most buyers are expected to opt for either a Sport Pack or Luxury Pack, each priced at £5950, which are entirely cosmetic. Maserati thinks most will head for the Sport tick box, adding body-colour lower body trim, dark front grille, rear spoiler, sports seats, steering wheel gearshift paddles, brushed stainless steel pedals, leather Sport steering wheel and gearknob, power-adjustable steering, 20-inch alloy wheels, red callipers and a surround-view camera.

If you prefer the Luxury Pack, this has a metallic front grille, easy entry/exit, premium leather on much more of the interior, heated front seats, 19-inch Zefiro alloys, black callipers, wooden interior trim and Comfort seats. For an extra £900, you can have a Zegna Edition Luxury Pack, adding silk fibre inserts for the seats and trim.

So what do we make of Maserati's first ever off-roader? Part of me still feels an aversion to the very

idea of an SUV with a Trident badge. But the more time you spend with the Levante, the more it makes sense. It's a superb all-rounder, one that combines top-class luxury and a definite sporty edge with eminent practicality and the ability to go almost anywhere you'd ever want to take a car: motorways and muddy ways, beach resorts and ski resorts, A-roads and off roads.

Frankly, the way the world is today, if Maserati didn't have an SUV in its armoury, the brand might not even survive. The Levante is an essential model. And let's face it, wouldn't you rather have a Levante than an Audi Q7, BMW X6 or Porsche Cayenne?

The Levante will always be a rarer sight than any rival, too. Maserati's aim is to peak at 3500 sales annually across all model lines in the UK, around 1500 of which will be Levante. Maserati says it could sell more but it deliberately wants to keep the model exclusive. And that's just how it feels: a finely coutured luxury item that's special enough to stand out. Time to feel relieved: this is a car that really does live up to that Maserati badge. 🇮🇹

ABOVE: Off-roading is helped by a mechanical self-locking rear diff, unique in the Levante's class

Bravado Omologato

Are there three letters in the automotive world more redolent of ability, looks and worth as 'GTO'? We tell the story of the second Ferrari 250 GTO ever built – a car with a rich international competition career

Story by Peter Collins
Photography by Simon Clay for Talacrest





More purple prose has been put to paper about the 250 GTO – the crème de la crème of Ferraris – than probably all the other Ferraris put together. But unlike some possible pretenders, all of it is true; the GTO is, quite simply, the ultimate GT car of all time.

It would also be fair to say that the model's monetary value reflects this. As Marcel Massini once said to me, "When you buy a GTO, you don't buy a car, you buy access to a very exclusive club." That club is the collection of owners of extant examples of the 39 GTOs built at Maranello. So why is there such mystique around the car?

As so often happens in motor sport, the car has its genesis in a rule change by racing's governing body of the time, the CSI. More often than not, such regulation changes were brought about by panics from the 'we-must-be-seen-to-be-doing-something' think-tank fountain.

Bubbling under since the 1955 Le Mans disaster was the feeling that sports-prototypes were getting too fast. This is an old chestnut that arises from time to time and has been the cause of the loss of some great racing and some great cars. But it's also created great machines – think Porsche 917 and Ferrari 512S/M, and of course the GTO. In order to make sports car racing seemingly more palatable, the CSI decided that the emphasis should be placed, from 1962, on a world series for GT cars, which would be slower and more identifiable. That the result would be the fabulous GTO was never intended, but then rule-makers rarely ever seem to think beyond the ends of their noses.

Perhaps the main catalyst for Enzo Ferrari, though, occurred during Press Day at the 1961 Geneva Motor Show. As always, his influential sales manager, Gerolamo Gardini, was present in Switzerland and he had witnessed the unveiling of Jaguar's new E-Type and the announcement that versions would be built to compete in the new series of races.

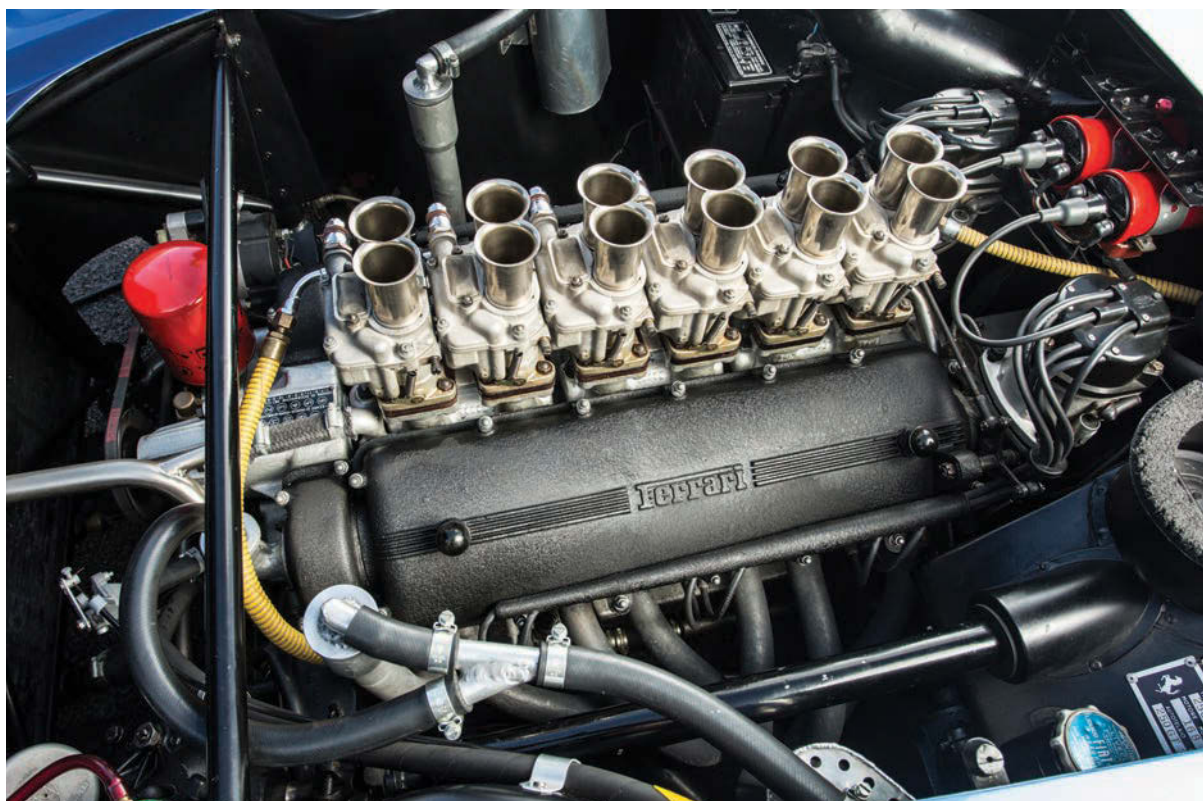
I can easily imagine the horror with which Gardini viewed these events. "We're finished, arrivederci campionato!" and panicked calls booked from Switzerland to Italy, exploding with anguish before the operator had finished saying, "Caller, you can go ahead now..." (no direct dialling in those days!). Gardini hurried

back to Maranello to report to Enzo face-to-face. According to Bizzarrini, in Goodfellow's biography of the engineer, the sales manager had tales of woe for everyone at the factory.

At the height of his powers, Enzo reasoned that the best form of defence was attack and he sent for his trusted engineer, Giotto Bizzarrini, and laid out his plan. A new car was to be developed that would be capable of seeing off its adversary from Coventry but – and it was a big but – the car was to be created in total secrecy, shielded even from Carlo Chiti, Maranello's chief racing engineer.

Bizzarrini used a 250 GT short wheelbase (chassis 2053) as a basis. A 3.0-litre V12 engine from one of the sports prototype Testa Rossas were utilised and some suspension modifications were carried out. Then he started playing around with the body, trying to improve the aerodynamics. He was convinced that he needed to gather as much of the weight of the car as possible near its midpoint, and had moved the engine block backwards so that, at its rearmost point, it sat almost under the windscreen. As an aside, it is interesting to note that the engine of his subsequent Bizzarrini 5300 GT actually did fit under the windscreen and there has always been speculation that this car is what the GTO Mark 2 would have been if the engineer had stayed with Ferrari. Shifting the engine meant a much lower, more aerodynamic profile body could be shaped over the car.

The resulting machine was nicknamed the 'anteater'. This cobbled-together prototype was taken to Monza and was immediately quicker than its predecessor. It was far from perfect, but by the time September rolled around, Giotto thought that it should be tried by as fast a driver as was possible at that time. It so happened that the formerly frosty relationship between Stirling Moss and Enzo Ferrari had thawed somewhat, mainly because of Moss's successes at the wheel of a 250 GT SWB in key races such as the UK Tourist Trophy. Moss was invited to drive Ferrari's test hack at Monza before the 1961 Italian Grand Prix. He was so impressed that a plan was hatched with Enzo whereby Moss would have a Sharknose Grand Prix car for 1962 as well as one of the upcoming new cars for sports car racing. Moss's GTO was delivered to



Goodwood in time for the '62 Easter meeting by Innes Ireland but, having driven the car in practice, Moss suffered his appalling Formula One race accident before the GT fixture was due to run. As an aside, the hunt has always been on for a photograph of Moss driving the GTO in practice, but none has ever been found; if one ever came to light, it would be one of the most valuable racing photos in the world.

Following the 1961 Italian GP in September, Bizzarrini was one of those who famously walked out of Maranello before Christmas. Enzo, apparently totally unfazed, immediately promoted Mauro Forghieri to head up the new car's development, and it was he who was responsible for the last stages of development engineering and final signing-off. The GTO was first introduced to the press at Enzo's traditional team display day at the factory in February 1962, when an example of the new car, chassis 3223 GT, was shown alongside the Sharknose GP cars and rear-engined prototypes.

With its perfect lines, reproduced in the metal by Scaglietti, and its 3.0-litre V12, the package seemed effectively unbeatable. However, Forghieri has since said that there were worrying aerodynamic and stability problems at that stage, especially in side winds. Eventually this was solved by adding leaf springs and a Watt linkage at the rear, plus the later addition of a lip spoiler on the bootlid (at launch, 3223 GT did not yet carry this addition).

At this stage, the GTO was actually a 250 GT Berlinetta as far as the factory was concerned and according to Denis Jenkinson of *Motor Sport* magazine, the 'O' was added by mistake as a typing error on the homologation sheets – O for omologato. To be legally accepted as a race car in the new Sports car Championship, at least 100 cars should have been built, but Enzo claimed the car was simply a modified 250 GT SWB. Nothing was further from the truth, of

course, but the authorities were so concerned that the cars should race that the point was overlooked and the model was given the nod, much to the chagrin of other manufacturers. Even the new cars' chassis numbers ended in odd numbers that, since the beginning of Enzo's company, had denoted road cars; Ferrari competition cars always ended in even numbers. It was as if Enzo was thumbing his nose at the authorities – probably true!

The new model's first time out in anger was at the 1962 Sebring 12 Hours where Phil Hill and Olivier Gendebien finished second overall and first in class. "It was an extraordinary car," Hill later said. Roy Salvadori has been quoted as saying that, "In overall terms I think the GTO was the best car of the day" and the Maranello Concessionaires driver, Mike Salmon, reckoned "The GTO was in a class of its own."

386g GT was exhibited at the 1962 London Earls Court Motor Show. *Autocar* described it as "having not a square inch of surplus material... nor ounce of surplus weight... it is a pure sports racer in the finest Ferrari tradition."

The example you see here, chassis 3387 GT (recently acquired by Talacrest), is only the second GTO ever constructed (in March 1962). At first, it was used for development work at Monza, driven by Lorenzo Bandini. During these tests, a narrow spoiler was fixed to the rear of the car. It was then issued with its Certificate of Origin on 16 March 1962 and immediately consigned to Ferrari's North American agent, Luigi Chinetti, patriotically painted in his colours of metallic blue (Blu Genziana) with a central white stripe. Initially, it was registered on New York plates.

By June, at the Le Mans 24 Hours, it had been re-prepared at the factory to incorporate a full-width rear spoiler and, sold to Robert Grossman of New York State (but entered by Chinetti's North American Racing



BELOW: Ch. 3387 was the second 250 GTO to be built but it was the first to be raced in competition







Team), it was driven in the Sarthe enduro by owner, Grossman, and George Roberts. It came sixth overall and third in class. Subsequently it was repainted in red with blue-and-white central striping and subjected to an intensive autumn of US racing, including the Bahamas Speed Week.

Back again at the '63 Sebring 12 Hours, 3387 GT placed 18th overall and sixth in class before being sold to Mike Gammino of Providence, Rhode Island. He continued to campaign it in the USA before a practice accident at Daytona in early '64 resulted in the car being sent back to Scaglietti in Modena for repairs. It returned to the States for yet more racing that year and into '65.

Eventually, like all racing cars, 3387 GT settled down to a sedentary life. It changed hands in 1968, moving on to one Bernard Stayman of Dayton, Ohio who paid the princely sum of \$2500. Already GTOs were beginning to be seen as icons and the next owner paid \$5400 in 1969: Kirk F. White, famous for entering the Sunoco 512M in World Sportscar Championship races during 1971. Later that year, the car's value had doubled: Kit Wilkes took over custodianship for \$11,000 and kept it until 1975, when Stephen Griswold paid \$13,000 for her and embarked on a total rebuild, painting the car plain red in 1976/77.

3387 GT then passed through two more owners before being purchased by Bernard Carl in 1997, who brought her to Europe and enjoyed driving her on many historic events, as well as allowing this magazine the privilege of spending a day with her. Throughout the first decade of the 21st century, she was frequently driven and displayed until she became an exhibit at the world-famous Simeone Foundation Museum in Philadelphia, by now back in her original blue-and-white livery.

Bernard Carl decided to move the car on in 2016, Talacrest dealing with the sale. I hate the word, but no other car squares up to the description 'iconic' like the GTO does, and I hope the new owner continues to use the car appropriately. 🇮🇹



TALACREST



TALACREST



1962 FERRARI 250 GTO



CHASSIS 3387GT



One of a handful of cars used by Scuderia Ferrari for testing and developing the GTO model and only the 2nd 250 GTO made. Delivered new to Luigi Chinetti Motors where as a NART entry it became the first 250 GTO to race - finishing 2nd overall and 1st in class at the 1962 Sebring 12 hours driven by Phil Hill and Olivier Gendebien. In the same year the car finished 6th at Le Mans and 3rd in class with Grossman & Roberts. Fabulous competition history - the car raced continuously for the first 3 years of it's life. Now coming out of long term ownership the car is ready for the next 250 GTO tour.



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Franco Scaglione

Undoubtedly one of the most beautiful cars ever made, the Alfa Romeo 33 Stradale Prototipo was a masterpiece. This is the designer's story

Story and Pictures by Ruoteclassiche/Alessandro Barteletti/Michael Ward

Arese, 1967. Alfa Romeo was considering to whom it should award the contract to design the road-going version of its amazing Tipo 33 racer. One distinct name came up who was more than capable of designing a shape that combined beauty, practicality and sportiness. That designer was Franco Scaglione.

Scaglione already had a stellar track record with Alfa Romeo. He was the pen-master behind the extraordinary Bertone 'BAT' cars of the 1950s – the BAT 5 (1953), BAT 7 (1954) and BAT 9 (1955) – based on the Alfa 1900. His BAT designs were 'dream' cars in the true sense, yet they also pioneered advanced aerodynamic concepts.

Scaglione's pencil had also been behind other very highly regarded Alfa Romeos. First there were two prototypes of the 2000 Sportiva (1954); then two of Bertone's best designs for production Alfas, the gorgeous Giulietta Sprint (1954) and Giulietta SS (1957).

Fast-forward to 1967 and the challenge of the 33 Stradale project. For the first time, Alfa Romeo was looking to overturn the concept of 'family car turned race winner' – with the 33, Alfa had a car that was born to race, and was now asking for it to be transformed into a GT car for use on public roads.

The basis was the sensational tubular chassis of the Alfa 33/2 racer, one that had been definitively conceived and fine-tuned for competition. Designed and built by Orazio Satta and Giuseppe Busso Puliga, its 'H' shape was very unusual for the time (the mid-'60s), and took inspiration from aeronautical concepts and technologies.

The 33/2 chassis was state-of-the-art in racing,

but there were clear challenges to adapting it for life as a road car, which is why Alfa hired Franco Scaglione. The fuel tanks built into the side sills hindered access for the driver and passenger in daily use. Not only this: the 33/2 racer was an open-topped spider, while Alfa wanted the 33 Stradale to be a coupe.

The bodywork itself was realised in aluminium (Peraluman H35 to be exact) in varying degrees of thickness. Scaglione designed a unique cage to enclose the cockpit, guaranteeing rigidity and safety. To improve the car's usability, he decided to increase the wheelbase by 100mm, from 2250 to 2350mm. To ease entry into a car that measured just 990mm tall, Scaglione came up with a brilliant, world-first idea: to hinge the doors (which cut into the roof) diagonally. This way, you could step into the car almost without bending over. The idea of dihedral doors has since been taken up by dozens of supercar manufacturers.

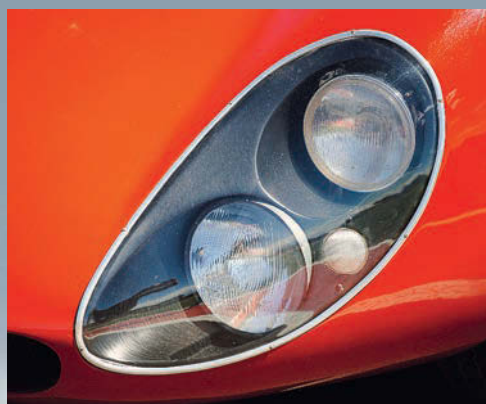
Just 18 specimens of the 33 Stradale would be manufactured between 1967 and 1969. They were all constructed by the coachbuilder Marazzi of Caronno Pertusella near Milan, according to specifications delivered by Alfa Romeo and Autodelta. Some were set up with an emphasis on comfort and usability, with a well-finished cabin with proper insulation, safety glass, winding side windows and road-orientated seats. Other examples, however, were sportier, having fixed Plexiglas windows, racing seats and more Spartan fabric upholstery.

The prototype, owned by the Alfa Romeo Museum in Arese, is characterised by twin headlights set behind cowls. However, the lower lights did not meet the minimum height requirements set by Italian law,



Production Stradale with revised lighting





so production cars switched over to single headlights. Another change during production was to move the wiper from its original position (mounted on the roof) to the base of the windshield (as in this example).

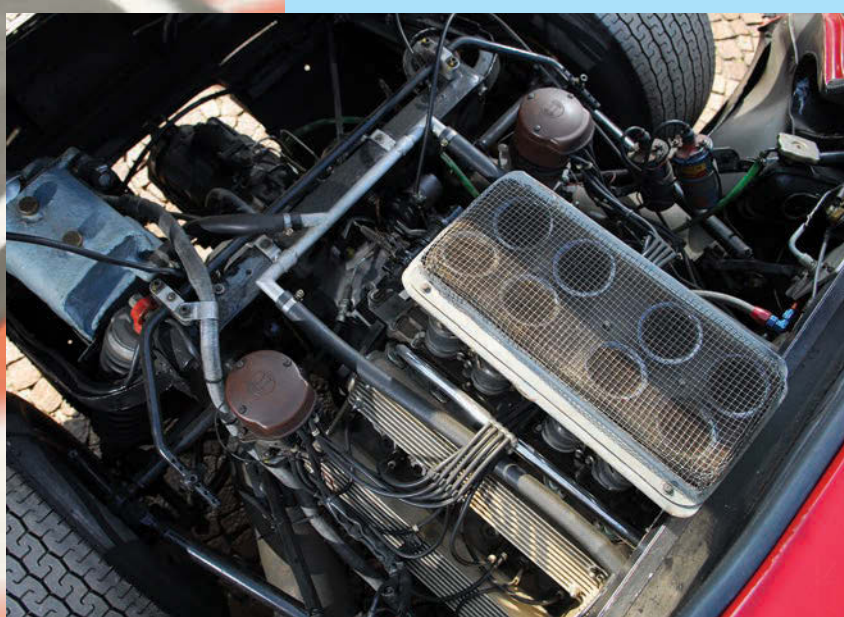
The all-aluminium engine was a work of genius. The Stradale unit was based on the 33/2 racing engine: a V8 with a 90-degree 'V', 1995cc displacement, Spica fuel injection, twin spark plugs and a central/longitudinal location. In street tune, it developed about 40 hp less than the race engine – still a very healthy 230 hp at 8800rpm (or 115 hp per litre). Since the Stradale weighed a mere 700kg, it had an excellent power-to-weight ratio of 328 hp per tonne. Combined with exceptionally good aerodynamics and a Colotti six-speed gearbox with well-chosen ratios, the 33 Stradale was clocked at 161mph (260km/h) on its very first outing at Alfa's Balocco track. However, there was a problem: the air flow over the outer wheel surfaces caused major turbulence inside the front wing area. To solve this in production examples, air outlets were cut into the bodywork behind the front wheelarches.

Thanks to his background in fashion design during the post-war period, Franco Scaglione had an exceptionally well-developed concept of beauty. His shapes were not only aerodynamically efficient, but also delivered on the emotional level. Few cars have such an emotional impact as the Alfa Romeo 33 Stradale: it is no coincidence that in many details, the car is reminiscent of a female body. It's widely considered to be one of the finest shapes ever created.

The 33 Stradale was extraordinary in another way: its asking price. At 9,750,000 lire, it was pretty much the most expensive car on sale in 1967. At the time, you could buy a Lamborghini Miura for a 'mere' 7,700,000 lire. Yet it's hard to avoid the conclusion that the Alfa 33 was perhaps the world's most desirable road car back then: not only every bit as exotic as any Miura, but rarer and with the sort of competition-bred kudos that Lamborghini could only dream of. Its value today is probably well north of £10 million. The best Alfa of all time? It's right up there.

ABOVE CENTRE: The Prototipo's twin headlights lights were singled for the Stradale version





SCAGLIONE'S LETTER OF DISCONTENT

Daily quarrels, humiliating work conditions, five months of shuttling between Turin and Milan every day (a 200-mile round trip) and wages paid late... Franco Scaglione came close to giving up on the 33 Stradale project.

We know as much from an amazing letter that he wrote to Alfa Romeo's management, revealing just how difficult it was for him to work at Alfa Romeo at the time. Addressed to the general management of Autodelta, and to Giuseppe Luraghi and to Orazio Satta (respectively president and central manager of Alfa Romeo), the letter is dated 15 May 1968. That's nine months after the September 1967 presentation of the 33 Stradale prototype in Monza.

Over five pages, Scaglione details all the humiliations he feels he has suffered and explains his decision to leave Alfa Romeo forever. Scaglione recalls that he was contacted by Autodelta in October 1966, leading to a contract being signed in December in which his demands were enunciated. Since most of these requests would subsequently be disregarded, the anger of the Tuscan designer was unleashed.

"It is absolutely incomprehensible," thunders Scaglione, "how your management could think of achieving such a delicate and challenging job as the creation of a prototype in a workshop equipped only with a workbench with a grip in poor condition, a portable arc welder and the only welder (Mr Caffa) fully absorbed by work for Autodelta. We lost hours waiting for Mr Caffa to become available for soldering. No metal sheet bender, no tube bender, no calendar; you could find better equipment in a small repair shop!" As it turned out, Scaglione would only be able to rely on a single worker to help him out. "I had to take up all possible roles, in the workshop, as a team leader, and I had to deal with suppliers," he wrote.

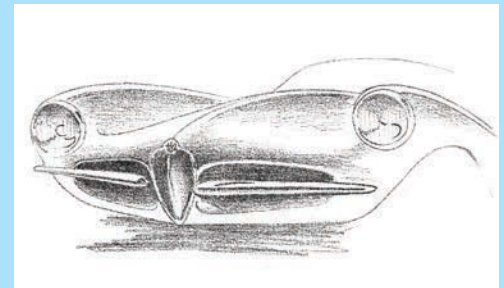
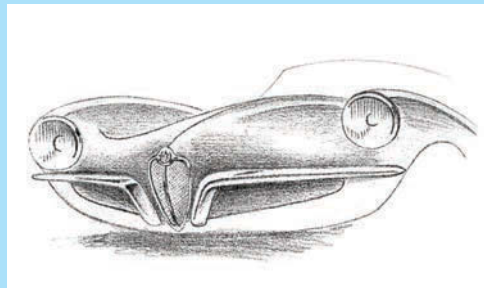
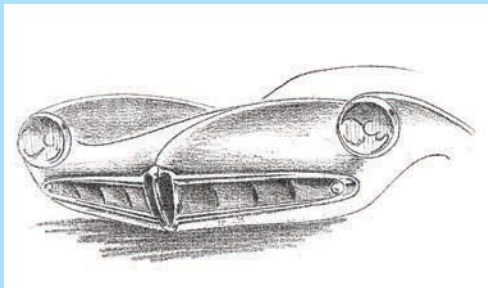
Relations with Autodelta quickly became tense, but the most outrageous affront came when he was ignored during the preparation of the competition 33 Daytona: "Although I was always present, I was purposely excluded from this work. Outside advice was preferred to mine, with the obvious result that the experience and know-how we gained was transferred to a competitor brand abroad. Unless you think that the almost perfect correlation between the 33 Daytona and the latest Alpine 3.0-litre model, entrusted to the same technician, is completely accidental! ... And note that I do not refer to design similarities, rather to technical solutions, such as the rear-mounted radiators." Scaglione never mentions him explicitly, but the man referred to is his fellow Tuscan, Carlo Chiti, who he came to despise.

The letter continues: "On the occasion of the delivery of the coupe to the first customer, your director invited me to turn on my heels. In fact, the part of my anatomy he referred to was much more 'masculine,'" Scaglione splutters.

The designer also complained about Marazzi, the coachbuilder entrusted with the car's manufacture. "The coachbuilder was poorly equipped and lacked sufficient manufacturing experience – it was mainly involved in repairs and painting – and had neither a foreman nor supervisors. I had to personally take up the task of physically directing workers and teaching them manufacturing techniques, which they ignored completely." In short, not a very friendly environment...



Aerodynamic testing with an Arnolt-Bristol Spider in 1953



**FRANCO SCAGLIONE:
A HUMBLE GENIUS**

by Gilberto Milano

Based in Florence but with Calabrian origins, Franco Scaglione was the father of some of Alfa Romeo's most iconic cars. Yet only in recent times has his genius been properly recognised.

Francesco Vittorio Scaglione, more commonly known as Franco, is one of the pre-eminent names in automotive design, but his name remains largely unknown by the public. Designers, in those years, lived in the shadow of the great coachbuilders like Pininfarina and Bertone. Yet Scaglione can be rightly considered as the first 'design star' in the automobile history.

The young Scaglione, still unknown and without experience, demanded that each and every car he designed should bear the 'FraSca' sign (short for Franco Scaglione). For

this reason, Pininfarina expressly did not hire him. Nuccio Bertone, on the other hand, was more open: he understood at once the young designer's genius. It was thanks to Franco Scaglione that Bertone's fame grew to the level that it did. And it was thanks to Bertone that Scaglione learned to express his extraordinary stylistic flair: without Bertone, the Alfa Romeo BATs (photo below), the Giulietta Sprint and the Giulietta Sprint Speciale would never have seen the light of day; and without Bertone, the 33 Stradale would never have been realised.

Author Massimo Grandi, director of the Laboratory of Car Design at the University of Firenze, has published a book devoted to Scaglione. Of the BAT cars Grandi says: "The BAT cars are clear evidence of Scaglione's theories: they are experiments, aerodynamics tests in car form. Their 'drop' shape is the perfect form in aerodynamics, one that theoretically gives no turbulence. But in order

for this to happen, the ratio of width to length ratio must be very specific. Consequently, in order to accommodate two passengers, the cabin should measure not less than 150cm in width, and seven meters in length. Highly impractical! So what does Scaglione do? He shortens the cabin but minimises air turbulence by adding huge fins where the air flow would tend to detach. In this way, he redirects the air flow and recreates the 'drop' effect artificially."

Another Scaglione innovation was the so-called 'protruding bonnet' where the front of the nose points downwards. This was seen in Scaglione's first work for Bertone, the Fiat-Abarth 1500 Berlinetta two-seater of 1952, and then repeated in the three BATs, the Alfa 2000 Sportiva of 1954, the Giulietta Sprint of 1954, the Fiat-Abarth 750 GT Spider of 1956, the Giulietta SS of 1957, the Porsche-Abarth of 1960, the ATS 2500 of 1962, the Lamborghini 350 GTV of 1963, the Titania



RIGHT & BELOW: Sadly Scaglione's proposal for the Alfa Romeo 2000 Sportiva never made it to production



Alfa Romeo Giulia SS



Porsche 356 redesign - 911 preview?



Abarth 1500 Coupe Biposto



ATS 2500 GT by Allemano

A sketch for a proposed Alfa Romeo Spider






BELOW LEFT: Scaglione's 1963 Lamborghini GTV
BELOW: Great designs have an enduring quality as demonstrated by the Alfa Giulietta Sprint Veloce



Veltro of 1966, and in its most extreme form, the Alfa Romeo 33 Stradale of 1967.

In 1959, after eight years of fruitful collaboration, the professional relationship with Bertone broke up. Although Scaglione went on to create many more beautiful cars, this event marked the beginning of his professional and human decline.

The Porsche 356 B Carrera Abarth GTL was his first job as a freelancer. He'd been asked to rejuvenate the Porsche 356, which he performed with mastery and modernity. Another masterpiece by Scaglione was the Lamborghini 350 GTV of 1963, which was considered at the time too forward-looking and too difficult to manufacture; it would later be built by Touring.

Scaglione arguably reached his zenith with the Alfa Romeo 33 Stradale. However, the most unfortunate encounter in his life came at the hands of the Hungarian-Canadian, Frank Reisner, the owner of the Intermeccanica brand, who swallowed up Scaglione's life savings (170 million lire in 1972, valued at 2.8 million euros today). But that's another story... 





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Alfa Romeo Giulietta Sprint - 1955 Pre-Production Series 1



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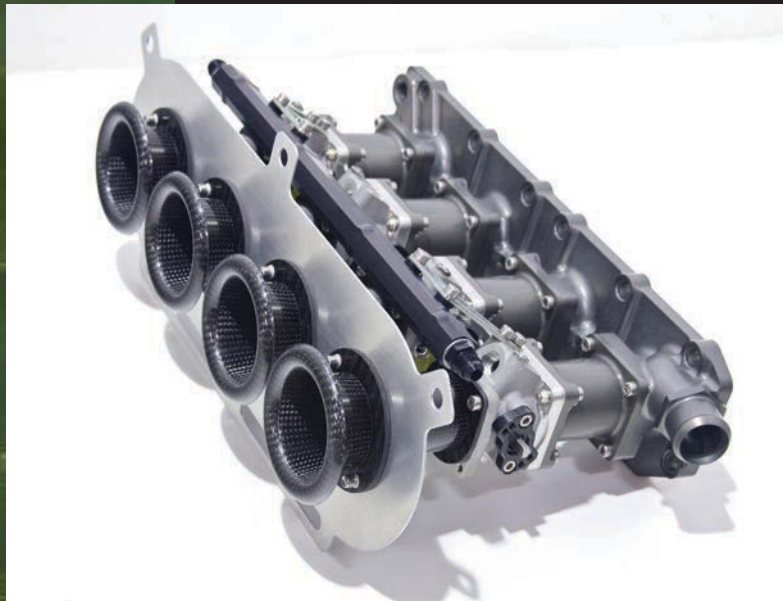
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CLASSICA MODERNA

Alfaholics has brought the iconic '60s Alfa Romeo GT 1300 Junior into the 21st century with a raft of hardcore engine, chassis and weight-saving upgrades

Story & images by Ian Kuah





To classic Alfa fanatics, the name Alfaholics will be a familiar one. Founded by Richard Banks, who has been buying, selling, tuning and racing 105 Series Alfas since 1975, it specialises in the revival and improvement of Alfa classics. The same bug has bitten his two sons, Andrew and Max, who have since joined him in the family business. The name 'Alfaholics' seems wholly appropriate.

The cornerstone of Alfaholics is a mail-order business selling OE parts for Alfa Romeo models. But as tuning and racing these cars became a serious hobby, bespoke improvements for classic Alfas slowly found their way into the Alfaholics catalogue.

The restoration and road/race tuning of customer cars to concours standards followed. Max says: "To maintain our quality standards we will never undertake to restore and build more than 10 cars a year."

Engine tuning parts for the Nord twin-cam, which powers all the 105 Series cars in 1300, 1600, 1750 and 2000 forms, follow traditional lines. But while Alfaholics still provides OE and tuning parts for these motors, its more recent conversions focus around the later Twin Spark motor.

There is a good reason for this. While the classic Alfa Romeo parts bin is pretty comprehensive, some later components are a relatively easy swap for owners on an upgrade path. The later Twin Spark motor from the Alfa 75 is a relatively easy upgrade for 105 Series cars, and offers far more tuning potential.

The eight-valve Alfa 75 Twin Spark motor was actually developed from Alfa Romeo's GTA race motor, which in turn was a heavily revised version of the motor in 105 Series cars. Using this motor as an upgrade for a 105 is thus literally coming full circle.

For those wondering why Alfaholics do not use the later 16-valve Twin Spark motor, the answer is it thinks Alfa took a backwards step with this cheaper-to-manufacture modular iron block motor, which suffers a weight penalty over the all-alloy eight-valve power unit. And fitting the 16V head on to the earlier alloy block is 'mission impossible' since the cams of the later engine are belt-driven, while the 8V motor uses chain drive.



POWER TO WEIGHT

By 2015, Alfaholics had extracted a reliable 225 hp from the 8V 2.0-litre Twin Spark motor in its so-called GTA-R 240 model. There was more potential yet, though. The logical option was to go down the time-honoured larger displacement route, with the bore and stroke increased from the stock 84 x 88.5mm to 87 x 94mm.

The new motor uses forged lightweight CP pistons with a flat-top design and a trick bowl arrangement that provides an 11:1 compression ratio. Carrillo rods marry them to a bespoke billet steel crankshaft whose inertia is minimised by a clever counterweight design, while the single mass flywheel is half the weight of the original.

Fed air and fuel via Alfaholics' bespoke CNC-machined single-throttle-per-cylinder intake manifold and throttle bodies with an integrated fuel injection rail and carbon-fibre intake trumpets, combustion is controlled by a MOTEC ECU.

On the other side of the ported, polished and gas-flowed big-valve cylinder head, the engine's spent gases exit through a lovely set of long-tube headers crafted from 304 marine-grade stainless steel, mated to a free-flow sports exhaust. The dyno chart shows gains of 10bhp from the exhaust system alone. A high-capacity radiator and twin-row oil cooler manage the extra heat, and the black crackle finish rocker cover is another bespoke Alfaholics touch.

The end result is a solid 240bhp at 6950rpm and 200lb ft (271Nm) of torque at 5000rpm – all from an under-square engine with a robust torque curve that also thrives on high revs.

Given the 240bhp output, why is the car called GTA-R 290? Rather than parade a horsepower figure, as some companies do, Alfaholics decided that a power-to-weight ratio number is more telling. Thus '290' refers to the horsepower-per-tonne of this 830kg flying machine.

Keeping weight down, the Alfaholics GTA-R 290 is based one of the lightest 105 models of all, the 1967 'step-front' GT 1300 Junior. Max acquired this example a decade ago as a well-used 200,000-miler. Since then, it's all been about honing the car to make it go harder and better, but befitting the spirit of the original. He's put another 80,000 miles on the car, including hundreds of laps on circuits like the Nürburgring.

The Alfaholics 80kg weight-loss diet consists of bespoke carbon-fibre bonnet, boot and doors, plus a lightweight interior; you'll find lightweight door cards, bespoke drilled boot hinges and drilled door catch plates. This car even has titanium front wishbones, wheel nuts and bolts, which slice around 3kg off each front corner. Alfaholics also commissioned 4mm glass (20% thinner) to save 2.5kg high up in the car. An added benefit is an integral heating element in the new laminated windscreen.

Max has lapped the Nürburgring in 8 minutes 15

ABOVE: Every inch of this superb Alfa Romeo has been carefully detailed by the engineers at Alfaholics





seconds in the GTA-R 240, which weighs 890kg. In its latest lighter, more powerful GTA-R 290 guise, it should be significantly quicker.

Bodyshell stiffening is always good for handling, especially when a car wears grippy modern rubber, and a bespoke Safety Devices bolt-in 6/8-point full roll cage with removable side bars significantly bolsters structural rigidity and provides occupant safety during regular track testing sessions.

It helps to see where you're going, too. While the seven-inch Wipac headlamps look stock from the outside, in fact they throw high-intensity xenon beams down the road.

Alfaholics love the factory 14-inch GTA style wheels and decided to get the design recast in 7x15-inch size to suit modern rubber. On Max's car, that's sticky 195/55R15 Yokohama Advan Neova ADo8R. The extra inch makes all the difference, visually and technically. The slightly larger wheels and lowered ride height give the car a squatter and more purposeful stance, a bit like a GTA racer turned up to 11. Reproduction pressed aluminium 1967 Homologation GTA rear arch flares are

required to clear the 15mm wider rear track.

Keeping the car tied down nicely are the most extreme components from Alfaholics' menu of suspension upgrades. Unsprung weight is significantly reduced by bespoke small-diameter coil springs mated to the OE wishbones via an adaptor. At the rear, Alfaholics has replaced the factory cast-iron upper reaction arms with its own aluminium ones, fitted with spherical bearings that allow the axle to articulate properly over bumps. Rose joints allow the axle to move vertically but not laterally, which all but eliminates the "will it, won't it?" sideways movement in fast bends, especially ones with bumps. In conjunction with an aluminium T-bar, lightweight trailing arms, adjustable dampers and bespoke camber and toe settings, these alterations transform the Alfa's handling and grip.

A lightweight propshaft and rifle-drilled halfshafts take power from the gearbox to the rear wheels via a mechanical copper-sintered limited-slip differential. With a 70/30 locking action under acceleration and braking, the diff is set up for



RIGHT: Power unit is an 8-valve 2.0-litre Twin Spark developing 225 hp fitted with 11:1 CP pistons

progressive ramp action and has a lower-than-usual 30lb preload for better response.

The larger wheels also allow modern brakes to be fitted, complete with a twin master cylinder and no servo. These consist of 300mm vented floating front discs clamped by bespoke billet aluminium four-pot callipers (for road use) or six-pots (for the track). An optional Superleggera version features even lighter six-pot callipers, mounting bells and brackets that save a further 1.5kg per corner. At the rear, 267mm discs are clamped by new alloy billet callipers (each 1.5kg lighter than stock), while Superleggeras shave off a further 400g per corner.

BEHIND THE WHEEL

The roll cage provides a bit of a hurdle to overcome before you can drop into the figure-hugging, four-point-harnessed Recaro seats, whose leather covering features a period weave pattern.

Blip the aluminium accelerator pedal and the revs rise and fall rapidly. The team at Alfaholics are hard-core drivers, so a lot of attention has been paid to

balancing the control weights. Thus the clutch, while beefed up to take sustained track abuse, is also very progressive in its action and weighted for a good partnership with the accelerator.

The light, positive and satisfying gearshift action tells you that the long gear lever in your hand is the window to a piece of precision machinery, requiring just a deft finger and wrist movement to find each ratio. The close-ratio gearbox features heavy-duty bearings and drilled and scalloped gears with rifle-drilled shafts to decrease inertia. The synchros are OE Alfa ones, albeit reinforced by Alfaholics.

With its low weight and strong torque, the GTA-R 290 can be driven around in a high gear without protest, while the strong torque curve allows you to make good progress even if the rev counter needle never exceeds 5000rpm.

When you want to get a move on, the long-stroke motor is happy to sing for its supper. The lightweight internals and flywheel help the revs soar to 7000rpm with gusto, the multi-layered soundtrack and old-school mechanical feel delivering a deeply satisfying



driving experience.

Unlike the standard car, the rear axle feels properly tied down, working nicely in concert with its incisive front end. The enhanced handling and grip help this Alfa feel all at peace when braking, turning in and exiting bends. The car changes direction instantly and dances with a delicious delicacy.

The only inkling that the car is built to take a good thrashing on the track is the heavy steering at low speeds, a function of the stocky rubber and four degrees of castor (double that of a stock 105). For those who drive around town a lot, the electric power steering option built into the original steering box should transform the car on the road. Max personally prefers unassisted steering on the track.

You can take full advantage of the Alfa's petite dimensions on the country roads around the Alfaholics base; you can always place the car with room to spare. An added advantage is being able to use more of a racing line through bends.

"What we did not want to produce was a road-legal race car with all the attendant compromises in ride and usability that this would bring," Max states emphatically. So while the fast road/track-biased GTA-R 290 is more hard-core than most of the cars Alfaholics creates, it is – roll cage apart – a surprisingly civilised road car. By merging '60s character, feedback and communication with 21st century levels of precision and dynamic ability, Alfaholics has created a modern classic that really is the best of both worlds. 🇮🇹

ABOVE: Some of the goodies in stock

BELOW: The Banks family with work in progress



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THE GREEN MACHINE

Following the discovery of a pristine Fiat 124 Special in a nunnery we take the opportunity to consider the origins of one of the longest-running production models of all time

Story by Phil Ward & Andrew Roberts
Photography by Michael Ward





Dante Giacosa, Fiat's brilliant chief design engineer, could never have imagined that his 124 project would become the world's highest-selling automobile to be produced without a major design change. To understand how this was achieved we need to investigate the original concept.

THE 124 IN THE MAKING

Dante Giacosa was responsible for a host of new car projects during his tenure. His book *Forty Years of Design with Fiat* describes his work in great detail

and is essential reading for scholars on the cars and the in-house politics prevalent from the 1950s to the 1970s.

Fiat needed a new modern car to replace the ageing 1300/1500

range. That car was to be the 124 saloon, which was launched at the Geneva Show in March 1966. The 124's development journey involved extensive research into the engineering options that began in 1958 – as the 123 project.

There were four '123' projects

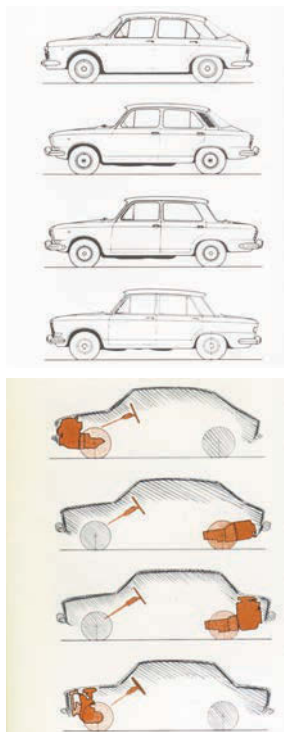
that were both highly significant and controversial at the time. None of them produced a vehicle for the motoring public but they each contributed to the evolution of the automobile, demonstrating the laborious process behind the development of a new model. The brief surrounded the construction of four experimental cars whose weight ranged from 760 to 780kg, two had front-wheel drive and two had rear-mounted engines of varying configurations. Giacosa's plan was to collect information relevant to functional details and manufacturing costs.

The two- and four-cylinder engines with opposed pistons that had been designed did not come up to Giacosa's expectations. A three cylinder in-line, oil-cooled, 1157cc engine was created by stripping out three of the six cylinders of a Fiat 1800. Two versions were designed, the first with vertical cylinders (123 E1), the second with horizontal ones (123 E2). A third version (123 E3) had a rear-mounted, longitudinal, production 4-cylinder 1100/103 unit and the fourth (123 E4) had the same engine but was front-mounted and transverse.

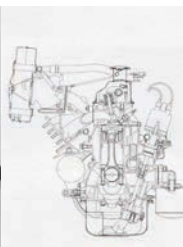
The project also involved the comparison of four different body design options to accommodate the proposed engine choices. The coachwork for the four prototypes (E1, E2, E3, and E4) record the evolution from 'two volumes' to 'three volumes'. Evidently the hatchback design (E1) was too far ahead of its time for Fiat's management. However, the revolutionary concept was later married to the transverse front-wheel drive 123 E4 engine to become the Autobianchi Primula in 1964. In taking this 'brave' step any adverse public acceptance would be levelled at Autobianchi and not Fiat.

Despite strong recommendations from Giacosa to persuade Fiat management to adopt the front-wheel drive, transverse engine route for the new 124, the more conventional longitudinal front engine and rear-wheel drive layout was chosen. It was not all bad though because the forthcoming, stylish 124 Spider and Coupe would have looked completely different. Giacosa did eventually get his way when his preference was accepted and adopted for the Primula-based





ABOVE: Giacosa's research included both front- and rear-wheel drive, various body styles, engine options and their locations



Autobianchi A111 in 1969. His more compact 'X1/1' project appeared as the 128, also in 1969, and proved to be highly successful.

The 124 was a clean-sheet design by chief engineer Oscar Montabone. It featured a spacious interior, advanced coil spring rear suspension, disc brakes on all wheels and lightweight construction. Although he used the all-synchromesh gearbox from the Fiat 1500, the engine was all-new.

Under Aurelio Lampredi's expert guidance the engine was required to weigh 20kg less than the sturdy old veteran 1100/103. The all-new in-line four-cylinder engine comprised an iron block with an aluminium cylinder-head with pushrod actuated valves. The first model (124 A.000) was almost square, using a bore of 73.0mm and a stroke of 71.5mm to produce a displacement of 1197cc. A larger 1438cc version with

an 80mm bore arrived in 1968, in the 124 Special.

Production for the new car was set up at Mirafiori in early 1966 ready for the launch at the Geneva Show in March. In the meantime Fiat had already begun negotiating with the USSR to sell them production rights and to set up a factory in Russia.

124 UNDER DIFFERENT FLAGS

By the early 1960s Fiat had annual sales of \$1.5 billion and was making a million vehicles a year thanks in part to their forging new markets in South America and the Eastern Bloc.

On the 2nd July 1965 Pravda reported that Vittorio Valetta, the President of Fiat, had signed a protocol on 'scientific and technical cooperation in the field of automobile manufacture'. This resulted in a further protocol on 4th May 1966 when Turin agreed to sell the



manufacturing rights to the 124 to the Volzhsky Automobilny Zavod organisation (VAZ). Fiat also agreed to help in the adaptation of the car to USSR conditions and provide training for Soviet technicians. Some 2500 VAZ workers were trained in Turin while Fiat sent 1500 advisers to VAZ in order to supervise the installation of the imported equipment.

In return Fiat would be supplied with a \$65 million fee and a vast quantity of cheap steel. Turin would come to regret the latter aspect of the deal. Over 1000 Fiat engineers would help to develop the industrial complex and in 1968 a batch of eight 124-Rs ('R' for Russia) were sent to Siberia for extensive testing. A report of the following year highlighted the weak and rust-prone body, inadequate rear disc brakes and outdated engine.

On the 19th April 1970 Fiat's chief instructor Benito Guido Savonia drove the first VAZ 2101 off the production line and although it looked extremely similar to the 124, VAZ's engineers had made over 800 changes to the Fiat.

The 2101 was constructed of metal that was 30% thicker than that of the Fiat, resulting in a weight increase of nearly 200lbs, and the 1.2-litre engine now had an overhead camshaft acquired from Turin. It was designed to run on 92-octane fuel and had a coolant capacity of more than 16 pints and a sealed radiator, so that the VAZ could cope with the Soviet Union's climate. To help the 2101 cope with the extreme worst of Soviet motoring, rear aluminium brake drums were fitted instead of the 124's all-disc set-up, an enlarged clutch, strengthened transmission, and leaf springs replacing the Fiat's coils.

Sales of the 2101 in Italy were prevented by a Fiat/Autovaz agreement but 1971 saw it being marketed in Belgium, Finland and the Netherlands under a brand name that was chosen from over 1800 suggestions to *Za Rulom* motoring magazine - 'Lada', the Slavic goddess of beauty and love. Two years later VAZ established a production line for RHD export models to Australia, Japan and the UK and at the 1973 London Motor Show the Lada 1200 was on display.

The VAZ 'Zhiguli' 2101, better known in the UK as the Lada 1200, was the product of one of Fiat's most ambitious projects, an enterprise that involved over 45,000 workers and cost the 2016 equivalent of £820,000,000 to build. Equally overlooked is the 124's impact on motoring across the globe; the 124 is not often referred to as a 'World Car' yet it enjoyed success in Spain as a Seat, India as the Premier 118NE, Turkey as the Tofas in addition to South Korea, Bulgaria and Egypt. Meanwhile in Russia and the former Soviet Union around 20 million cars based on the Fiat were produced between 1970 and 2012.

The last model was the VAZ 2104 Estate, it had the honour of being the final incarnation of the 124. Fiat and Lada 124-based saloons and estates are second only to the VW Beetle as the world's most prolific production car.

NUNS ON THE RUN

It's not until you get to drive a car like the featured 124 Special that you realise how much automotive engineering and car design has changed. This 1974 124 Special is a hoot to drive, it's crisp 65bhp push-rod





engine propelling the car at a brisk pace. Modern cars need more hp because they have to lug around big bodywork filled with heavy motors to operate power window lifts, boot lids and door mirrors, and all that lumpy crash protection stuff. This 124 has none of that and feels quite sprightly without it. Mind you those super slim door pillars are not going to protect the driver from serious injury, but at least you can see the accident coming as the all-round visibility is superb.

The 124 has a lot of glass, much more than necessary because the head room could easily accommodate men wearing stove pipe hats – or indeed nuns with wimple head gear. That's not as outrageous as it sounds because this car was once owned by Australian nuns in Milan, yes really. Because they were accustomed to right-hand drive they ordered the 124 in that specification. Wouldn't you like to have been in the Milan Fiat showroom when they collected it? The nuns can't have moved around very much because the car has only covered 31,000km. I can't imagine that they thrashed it either, which is why it still drives like a new car. Not surprisingly there is a St Christopher medallion on the dash. There is also a postcard depicting a biblical scene and used as a book mark lodged in the original handbook.

After opening the very narrow and very light door I sat on the very wide very squishy seat, which lacked any kind of lateral support. The black steering wheel is

huge and the rim very narrow the diameter no doubt chosen to help with low speed manoeuvring.

Fire the engine up and the exhaust produces that familiar burble of 1970s Fiat 124s, the pushrod 1438 is not as gruff as a twin-cam but it's still instantly recognisable. Unlike the Special T, which has a five-speed gearbox, the Special has just four gears, and you do miss the extra ratio. On the move the engine works better at the lower end of the rev range; it runs out of puff at the top end, at the point where the twin-cam version begins to excel.

It took a while to work round the initial feeling of understeer when cornering. After some experimentation, the best technique was to gently load up the big steering wheel ahead of the bend, turn in and then feed in the power. Progress soon began to feel quiet satisfying. In deference to the car's age and status I didn't employ any demon braking, however the all-round discs were quite inspiring, something that owners of UK cars of the same era could only imagine.

It would take very little effort to turn this time warp 124 into a concours winner. It ticks all the right boxes in terms of originality, it even has an unused Pirelli CN36 Cinturato spare in the boot along with the pristine tool kit in its grey plastic box. As for the body colour, how many Fiats still exist painted in the oh-so '70s 'Exorcist' green? A rosary hanging on the rear view mirror would top it all off nicely. 🇮🇹

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THORNLEY KELHAM

We visit the prestigious Cotswolds classic car restoration company

Words by Simon Park Photography by Michael Ward

Working on the 'front lawn' (think of a dozen beautifully manicured football pitches) of Blenheim Palace, the Duke of Marlborough's modest Oxfordshire gaff, at the 2015 Salon Privé event, were two scintillating black Lancia Aurelias: a lissom B24 Spider and an ornery, low-

down B20 coupe known as The Outlaw. Both were fresh from 100-point restorations by the high-end classic specialist, Thornley Kelham, and even amidst this shamelessly sybaritic glam-fest they stood out.

Both cars have featured in these hallowed pages, and are typical of what you will find 40 miles up the

road from Woodstock, at Thornley Kelham's lair just outside Cirencester. Co-owners Simon Thornley and Wayne Kelham come from very different backgrounds, but share a singular passion. They met when Simon took a tired Aston Martin DB4 to a restorer where Wayne worked; having been there for over 19 years,

he was ready for a change. "Wayne and I got on because he basically said it how it was from the start! I had a couple of other cars and we became friends, and Wayne looked after the cars in the evenings and at weekends."

Wayne was already an old hand in the old car business. "My dad was running a small garage

by the side of our house, which I started working at when I left school. I really wanted to work on vintage cars so I wrote to a local company. The boss came and saw what I was doing in the garage and gave me a job."

After their initial meeting, Wayne found another DB4 for Simon – but they couldn't find a





paint shop they liked. Driving back from inspecting one, they stopped at a café, looked at each other and said “Well, why don’t we do it?”

“I didn’t know anything back then,” recalls Simon, “and Wayne knew a million times more than I still know! We opened our doors in January 2009.” Wayne has lived in the Cirencester area all his life, whilst Simon, originally from Lincolnshire, has been there for around 19 years. They started in a single 4800sq ft unit but this has now grown, with their recent expansion, to an epic 32,000sq ft over two buildings, each with its own mezzanine.

Although they happily

work on any marque – examples of Bentley, Rolls, Lagonda, Amilcar and a gullwing Mercedes were all in evidence at the time of our visit – they freely admit to a strong penchant for Lancias, which account for around half of their business. No fewer than three Flaminia Zagatos were in various stages of restoration when we visited, with a second ‘Outlaw’ commissioned, and they’ve even begun remanufacturing hardtops for B24 Spiders.

Wayne is clear about where his love of the Torinese machines came from: “Basically, from [Ronald] ‘Steady’ Barker. I restored a car – which I’ve still got – for him 25 years ago. Then I started attending Lancia

events and got to know Lancia people.” As for Simon: “I got into Lancias because of my dad. He had Betas – two coupes followed by an HPE, which he eventually gave to us when we got married – our first family car! When I came back from the States in 1992, my boss said I could have a company car. Everyone else had BMWs, so I said ‘can I have an integrale?’ and I got an Evo 1 as a company car! So we both came at it from different ends but we love the engineering and the history.”

Simon is the businessman. “For 15 years I worked in ‘stock’ libraries – photo photography. I worked for a company in London, and did four years in the USA

building the American business.” Wayne’s first love, and his specialism, was always paintwork (his skill here is plain to see) and that’s how they started – as a paint and body shop. “I was upstairs in the office,” says Simon, “doing all the business side, and Wayne and one-and-a-half other people were doing the work on the cars. One was mine, and then through ‘Steady’ and Wayne we got cars from clients.”

Since then, progress has been dramatic. “We’ve actually grown too fast,” Simon admits. “We’ve actually grown too fast,” Simon admits. “From a pure business perspective, what we need to do now is consolidate. Building the team has been the biggest challenge – to get the skill-set in-

house, train people. It really is a big process.” The TK team totals 31 people, and the only things they don’t do in-house are woodwork (ash frames and the like) and trimming. “We’ve discussed it,” says Simon, “but we work with three trimmers who are so good and are never going to want to come and work here for us, so we thought, what’s the point?”

Looking at their current set-up and work-in-progress, it’s startling to realise they have only been at it for seven years. What strikes you most about their premises is the airiness, spaciousness and fastidious cleanliness. “When we sat down together,” Simon recalls, “we both knew some



The Millecento-powered ‘Goldmanini’ was designed by Michelotti and built with barchetta bodywork by Carrozzeria Motto in 1955



really important things we wanted to do; and one of them was *not* to be like Fred-in-a-shed with a load of crap lying around. We always wanted to be 'high-end' and the clients we were aiming for, when they go to buy a modern car, they don't go into that sort of environment, so why should they here? We wanted to work to very high standards – do it once and do it right – and work our way up to doing top cars for top collectors."

And their proudest achievements? Long pause... "No one's ever

asked us that!" For Simon, the Bracco/Maglioli Aurelia B20 (runner-up to the winning Ferrari in the 1951 Mille Miglia) figures strongly. "It was the most famous Aurelia ever, and for us to be chosen to do it, at a fairly early stage in our development, was amazing. It brought every skill into play – the research, the history, and we had to re-fabricate huge chunks of the car. It was a huge challenge." Wayne cites the Derby Bentley that won their first concours award.

Last year, they won prizes at Salon Privé for the unique Goldmanini and the Lancia B24, as well as the Bob Porter Trophy for the best restoration of an Amilcar C6.

Their thinking is unequivocally long-term, involving the building of relationships with important collectors who will, with luck, keep coming back for more – clearly a realistic ambition. "If I look at us as a business, which is my job," says Simon, "we've got the Lancia division, which is a real opportunity for us

because nobody, frankly, is restoring Lancias like we are. And that raises the profile of the cars, which I think are still under-valued and under-appreciated. The second thing is, everybody says our bodywork and paintwork are just phenomenal, and we're really proud of that."

"I'd like us to get a bit more into the competition side," adds Wayne – although they already do quite a lot of rally preparation and support, and go all over Europe. "We've done the Mille Miglia three years

in a row now, with Aurelias, and this year with a Ferrari – and that seems to bring us more business than being in concours. On the other hand, concours events are so 'zoned-in' – the people you want to be with are all there."

'Zoned-in' sums up Thornley Kelham, too. They have a lot going for them – and coming to them. Every car that leaves the South Cerney workshops is testament to their defiantly quality-first ethos – and no doubt there'll be many more to come.



CONTACT

Thornley Kelham Ltd, Drake House, Lakeside Business Park, Cirencester GL7 5XL. Tel: 01285 869791. www.thornleykelham.com



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The Big Show

Italy's greatest classic car show broke new records in its 33rd year. We pick out the highlights of Padova's biggest ever event

Story by Chris Rees
Photography by Michael Ward



As classic car shows go, Padova's annual event in October is an epic. Auto e Moto d'Epoca has now reached 33 years old – easily enough to make it *the* classic event of the Italian scene. Indeed, enthusiasts not just from Italy but many other countries as well agree that Padova is the must-visit show of the year.

Born as a simple market for classic car collectors, it has developed into a true leviathan of a show. The record-breaking numbers this year are sobering: 11 giant halls as well as lots of outdoor space, over 5000 cars on show, 1600 exhibitors, 300 clubs in attendance and over 100,000 visitors.

Everything about Padova has a touch of magic about it. Compared to anything similar in the UK – say the NEC in Birmingham – you'll

be amazed by the quality of the food and drink, for instance. The weather's usually not bad considering it's in late October. And Padova's city centre is utterly charming, with Venice but a short hop away.

CARS: THE STARS

Of course, it's the cars that everyone comes to see, a majority of them available to buy. So which cars were our favourites? And what were the themes this year?

On the latter front, it's hard to pin down a trend. The cars you only ever see at Padova – rare coachbuilt machinery, unrestored barn finds, high-end exotica – were of course all present and correct. But perhaps there was a higher percentage of 'modern classics', in particular 1990s Ferraris, at the show, reflecting an upsurge of interest in such cars

(and more cynically, perhaps, monetary value).

If I had to pick just one car as the 'star' of the show, I think few would argue against the jaw-dropping Ferrari 250 GT/E 2+2 police car. Maranello donated it to the police force in 1963, and it was actually used in action for ten years in Rome. Still in its black livery with 'Squadra Mobile' lettering, emergency phone numbers and blue flashing light, this has to be the ultimate cop car.

Close behind it for me was the amazing 1934 Fiat-Stanguellini 508S, rebodied by Ala d'Oro immediately post-war. Its sweeping fastback and 'waterfall' front grille with a single central driving lamp were extremely striking, to say the least.

2016 sees the 50th anniversary of the Lamborghini Miura – really, is it 50 years? – and the birthday was celebrated in style at



Padova with a fabulous display of cars and, in particular, period memorabilia the like of which I've never seen anywhere else. Ferruccio Lamborghini's own personal 350 GTV was on show, too, while another 'star' car was the Fiat 2800 convertible used by the President of the Republic (more imposing than beautiful, it must be said). And how about Italy's first ever car? I'd never heard of it, but the Miari & Giusti was built in 1896 in Padova by Enrico Bernardi, who constructed about 100 examples in three- and four-wheeled form up until 1901.

At the other end of the time spectrum, 20



new car manufacturer brands had stands at the show, with Italian brands having a fair bit to trumpet about this year. Abarth brought along its historic 1975 124 Rally to complement the new Abarth 124 Spider and rally car. Ferrari wasn't here officially but Pagani Automobili was a surprise exhibitor with a 'heritage' collection of four cars on its stand, including the very first C12S of 2004.

It was great to see an ascendant Alfa Romeo, too. Padova is, and always has been, heaven for the Alfa enthusiast. Alfa Romeo's Arese museum brought along a fine selection of older six-cylinder cars to accompany the



new Giulia, including a 1928 6C 1500 Sport, a 1929 1750 Gran Turismo, a 1933 1900 and a 1947 2500 Freccia d'Oro.

Elsewhere, we lusted over no fewer than three examples of the Alfa 75 Turbo Evoluzione, all for sale, plus the same number of Alfa SZs. Perhaps our favourite Alfas of all, though, were two commercial vehicles: a 1981 A12 pick-up and a superbly restored 1963 Alfa F12 minibus that a countess used to drive at her villa. I also loved the 1960s Fiat Multipla van, which resembled a cuddly hamster. Perhaps the most charismatic van-based exhibit was the 1936 Fiat 618 converted to a





mobile cinema that could relay newsreels to the masses via town square projections – so evocative of olden times.

Meanwhile, when was the last time you saw an Alfa Romeo Arna – let alone a Ti with a Kermit green cabin? Fantastic – and I might have driven the Arna home, had not the asking price been €8000 (sigh). An achingly attractive semi-wreck of an Alfa Romeo Matta – in gloriously faded yellow paint – was also calling out to me to drive it back to Britain over the Alps, although the lack of any functional seats might have been a hindrance. Other appealing cars with 'patina' (all right, one rung above wrecks) included a 1948 Fiat 1100 taxi, a 1950 Fiat 1100 ambulance and an Alfa

Romeo Giulietta 101 Spider.

Little cars are something Italy has always done well. Among the dozens of Fiat Topolinos and 500s were some really special tiddlers, like the coral pink and citrus yellow Fiat 500 and 600 Jolly beach cars. Or a pair of extremely rare Fiat Topolini conversions (barchetta and transparent-roof coupe) by Carrozzeria Maestri. Or two Ferves Rangers (a tiny 4x4 based on Fiat 500 mechanicals) – yours for around £20,000 a piece – plus an Isetta Jagdwagen (pick-up) with an even tinier monkey bike on the back.

Ugly cars? There were a few. The immodestly – and unsuitably – named Fiat 1200 Wonderful by Vignale looked gawky at best. And although frumpy, I loved the

Piaggio Apes at the show, including a very rare landaulette taxi from the 1950s.

Maserati appeared officially at the show, not only to show off its new Levante but to parade some fabulous machinery from its past. For me, the most exciting exhibit on the stand was the Ghia-bodied Maserati Simun of 1968 – the very last design penned by Giorgetto Giugiaro for Ghia before he left to found ItalDesign. Also on the Maserati stand was the amazing Tipo 420M/58 Eldorado built for Stirling Moss to race in the 500 Miglia di Monza in 1958. A hybrid based on Maserati 250F and 450S parts, it survived a crash at 160mph at the race and today looks utterly resplendent.

There were far too many special cars to



ABOVE: Ultimate Miura SV restoration by Lamborghini?
RIGHT: French-designed Diablo GT1 prototype



mention individually but nowhere else are you likely to see so many De Tomasos in one place, including almost a dozen Panteras, a Longchamp and a Deauville. Also in attendance were a rare Iso Fidria, a Lamborghini LM002, Stola's one-off wide-body Fiat Barchetta and several Triumph Italias.

Padova always turns up some very odd things and this year was no exception. How about a 1950s British glassfibre special from the Edwards Brothers – I can't even recall seeing one of those in the UK, let alone Italy!

Most of the metal on display also happened to be on sale. As usual, some of the prices being asked were jaw-dropping. A Ghia-bodied Alfa Romeo 1900C in evocative gold paint for €595,000 seemed reasonable

alongside the same figure for a Lancia Flaminia Sport Zagato Series I. And €145,000 for a Ferrari 365 GT4 2+2 seems way over the odds to us. Of course, what the real price that these cars would have sold for remains a mystery.

Despite an abundance of 'venduta' signs in windscreens, the mood of traders seemed a little sombre compared to previous years. Buyers are being more discerning, we kept being told, and only the best restorations were attracting people with large amounts of money to spend. Porsche and Ferrari prices have stagnated somewhat; the most buoyant market seems to be for cars priced below €30,000, with Alfas doing particularly well.

There was temptation aplenty, but the car

I'd most like to have driven home was a wonderfully prepared Lombardi 850 Grand Prix, looking sensational in red. Sadly the asking price was way too steep for me. Which, thinking about it, was definitely the theme of the show...

RACING PEDIGREE

There were plenty of epically stunning racing machines at Padova. Personally I loved the ex-Miki Biasion Fiat 131 rally car but it was hard to ignore stands like the Mille Miglia one, which featured no fewer than four brilliant red racers from the golden era, our favourite being the 1945 Fiat 1500 Sport Palanca.

Other stand-out racers included a Group 2 Alfetta GTV, a Trivellato Racing Fiat 128







Coupe, a 1988 Sanetti Sport Prototipo and a whole line of Ferraris including the 308 Carma FF Group 5 racer built by Carlo Facetti and Martin Finotto. The Lancia Stratos reconstruction by the Czech company GTO Tech also looked fabulous. Rather more baffling was a Yugoslavian-built Zastava 750 racer incongruously surrounded by half a dozen ballgown-bedecked beauties.

NOT ONLY BUT ALSO

It's not just the cars that you come to Padova to see; it's the thousands of items of

automobilia and ultra-rare parts. Need a rear light for your Frua-bodied Fiat 1100? A badge for your Maserati Sebring? A poster for an obscure 1940s Italian motor race that you've never yet tracked down? That new book on Cisitalia? Stuff about stuff you never even knew existed? You've definitely come to the right place.

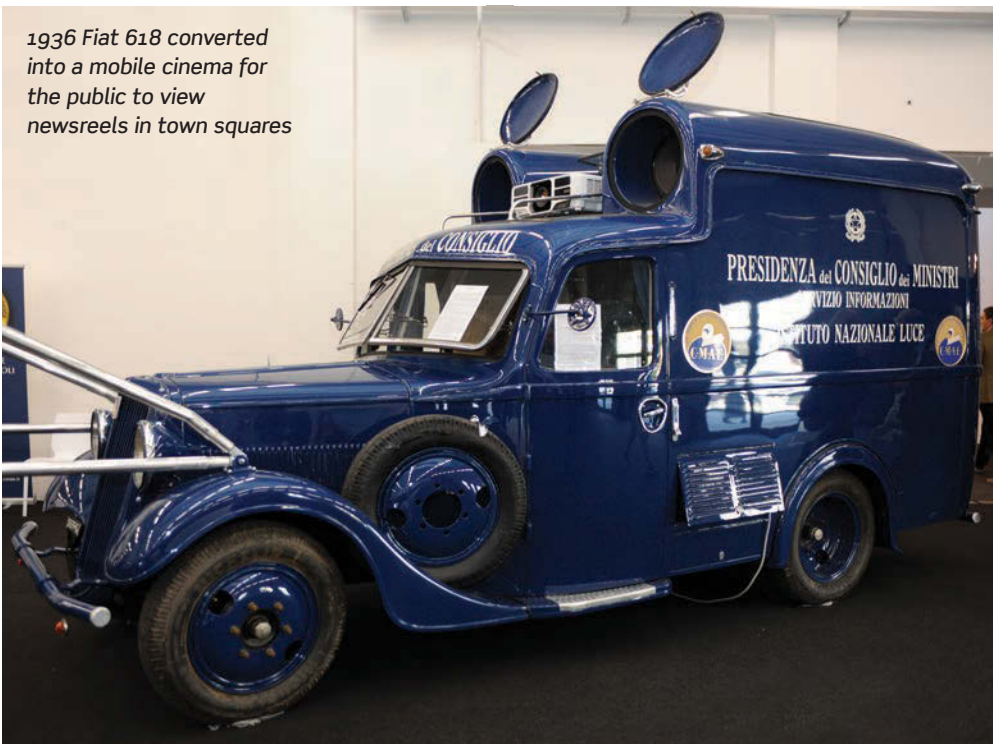
The absolute discovery of the show for me was a collection of photographs, drawings and scale models from a coachbuilder I'd never heard of – and nor has just about anyone else: Alessandro Franceschi. You can

read more about this astonishing find in *Obscurati* next month.

Celebrities aren't usually a sight at shows like this but we heard that Coldplay's bass player, Guy Berryman, had turned up at Padova – not too surprising, perhaps, as he's a big Ferrari collector.

Also new this year was a motorbike display area between the automobilia halls, with over 500 mouth-watering classic bikes on show. For any fan of two-wheeled Italian machinery, it was yet another reason why Padova remains the giant it is. **II**

1936 Fiat 618 converted into a mobile cinema for the public to view newsreels in town squares



CLUB ITALIA

PREVIEWS AND REPORTS ON INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

Dino 50th Anniversary Meeting

Report and images by Alex Jupe



As a member of Dino Club Italia, I'd been dreaming of driving my Dino to the club's 50th anniversary event in Alba, south of Turin, celebrating the launch of the first Dino road car. However, the car – a family heirloom left to me by my father when he passed away in 2010 – was in my garage and the engine was in pieces, so I had written off the idea of attending.

Enter my client and friend, James Gibbons. He'd also got wind of the event and said he wanted to go, but with limited mechanical know-how, he wanted to go with somebody else as back-up. Given we're talking about 50 year-old Italian cars driving 2000-odd miles in

less than a week, I could see his point!

We had a month to get it all together. With too much going on for me to take up workshop hours up with my own project, I spent my evenings and Sundays sourcing parts and completing my engine rebuild. To make it to Alba for the Friday evening meet-up, I worked out a route requiring an early departure on Thursday morning from Dover. I completed my engine and ran her for the first time at 10.30pm on Tuesday. The following morning at 7am, I was at the rolling road for some low-speed runs to make sure the fuelling was OK; I didn't want to ruin my fresh engine by running too lean or too rich.

Thursday morning dawned and we set off

with some trepidation for Dover. I had to run her in en route, so I limited revs to 4000rpm for the first 500 miles. We met up with James at Dover and it was very satisfying to see two beautiful Dino coupes rolling on to the ferry. The plan was to get as far as we could into France that day, so we could enjoy a more relaxed drive over the Alps into Italy.

On lightly trafficked autoroutes, James's car ran perfectly, but I had to execute a distributor removal every 500 miles or so to reset or replace the points, due to a faulty batch of reproduction items wearing away the heel far too quickly. Fortunately I had brought a comprehensive spares package with me! I had it down to a five-minute



operation by the end of the trip and it somehow added to the theatre of our trans-European sortie.

Following a night in Bourg-en-Bresse in France, we headed into Italy on Friday morning. The scenery through the lower Alps was lovely and the roads were fast and sweeping. With well over 600 miles on my new engine, I was now allowing myself 5000rpm. The further we went the freer and better my engine was feeling, and I couldn't wait to open the taps fully.

That evening we arrived at our destination, the Hotel Calissano in Alba. We were directed down a ramp under the hotel into a vast underground car park, its huge bays filled with Dinosaurs of every variety and colour, from Ferrari 246s to Fiat Spiders and Coupes and a lone Stradale-spec Lancia Stratots. We instantly realised this was going to be a very special event.

In the hotel we were greeted by Lincoln Cooper, the Englishman based at Lake Como who runs Club Dino Italia with Walter Scudetti. We were presented with some

beautiful A3 prints that we were advised to take with us the following day for an excursion by coach to visit the National Motor Museum in Turin, where we would meet some special guests.

Those guests turned out to be very special indeed: Aldo Brovarone, who designed the original Dino 206S prototype, and Paolo Martin, who penned the Dino Berlinetta Competizione and Dino Ginevra concept cars. We never expected this. Brovarone (a sprightly 90 years old) and Martin (a mere whipper-snapper at 70), both looked a good 10 years younger than their respective ages. For the next hour, the two chatted away to us about their careers and Italian car design in general.

Our A3 prints had been drawn and printed specially for us by Brovarone and Martin, who signed them in person. We then enjoyed two hours looking around the excellent museum, then to our next stop – the house and personal museum of none other than Leonardo Fioravanti. Wow!

Decanted on to a gravel drive overlooking

Turin, olive groves cascading down the hillside, a couple of dapper-looking Italians appeared and greeted us in fluent English and took us down to a glass-fronted house. These dapper Italians turned out to be the sons of 79 year-old Fioravanti, and they now work for his design house. Inside were about a dozen of Fioravanti's favourite cars that he'd designed over the last 15 or so years. Set up in the middle of all this were boards with his original design drawings for the Dino 206 and 246 road cars!

After chatting away to us in excellent English for an hour, Signor Fioravanti announced he was going to talk us through his designs for the Dino road car. However, there was one catch. In typically flamboyant Italian style, he announced that the only language worthy of telling the Dino story was Italian. Luckily our translator worked his magic.

After this, most of us felt we must have had the bulk of the excitement for our €195. How wrong we were. That night we feasted on an incredible six-course dinner with wines





Leonardo Fioravanti with Alex Jupe



matched to each course in an old castle perched on top of a hillside in a sleepy Italian village. I began to think I may have died and gone to heaven.

Sunday dawned and we were awoken, slightly heavy of head, by the unmistakable sound of a Dino V6 outside our window. Several cars had already started to gather outside the hotel in anticipation of the day's convoy run. After a quick breakfast, we joined the Dinos rapidly appearing from the hotel's basement hideaway.

We headed off in convoy for our next destination, led by the Stratos. I have never been involved in something like this before and the sight of 32 of these historic cars snaking through the Italian streets was incredible. Everywhere we went, people cheered and waved at us and traffic stopped and hooted – this is the stuff memories are made of.

We returned to the castle, which had its

own vineyard, and we enjoyed a tour, bought some wine and did some wine tasting in the village. I must confess I began to wonder about this as 32 of us had to carry on driving! After a little bit of truffle dealing in the car park (don't ask...) we headed to our final destination: a simple but superb lunch at another vineyard. By this stage I'd noted how many very old but seemingly healthy people we had met in Italy who were passionate and enthusiastic about what they do in a way you seldom see in the UK; our four-course meal for over 60 people was cooked by a 92 year-old lady and served to us by various generations of her family. Incredible!

And so the weekend came to a close. Having said our goodbyes, we headed off to our first stop in Montreux, Switzerland. My last indelible memory of Italy was our two Dinos travelling in convoy through the Aosta valley, windows down, in the warm evening

air at 100mph for a solid hour, with the snow-capped Alps as our horizon. What a trip! I cannot thank Lincoln Cooper and Walter Scudetti enough for what must have been an organisational nightmare; it was the highlight of my motoring life.

My favourite story came from the Dutch and Belgian contingent of 13 Dinos that travelled all the way together, including one metallic green 246 GTS. This was piloted by a very suave gent who reminded me of the late, great Paul Frère. We were told that at one fuel stop, he opened the taps on the forecourt and carried out a series of perfect doughnuts to a round of applause from all around, before disappearing up the road in a cloud of tyre smoke and the howl of that V6 trailing behind him, all the while a large cigar hanging nonchalantly from his mouth. To me this summed up the wonderfully eccentric group of people we met on this trip and what owning these old cars is all about. Bravo!



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Midlands Italian Car Day 2016



Now in its 16th year, MITCAR (short for Midlands Italian Car Day) changed from its normal stately home setting to a motoring venue. The British Motor Museum is the new name for the Heritage Motor Centre at Gaydon in Warwickshire, open afresh in 2016 after a multi-million pound refit with new landscaping and an additional all-new building – the Collections Centre, housing dozens more beautifully presented cars primarily from Jaguar’s old Browns Lane site plus a fascinating preparation area.

As with so many Italian car gatherings, Alfa Romeos dominated proceedings with over 200 present. The AROC East Midlands team running the event made sure that the classics were collected together facing the long row of 4Cs and dealer display cars. And what a terrific selection, with 2600s, Giulietta Sprints and Spiders, a Giulietta Sprint Speciale through a whole range of 105 Series, ‘transaxle’ cars and Alfasuds. In addition Bryan Harris kindly brought along

this a pre-war Alfa too, a splendid 6C 1750.

The Fiat Forum team helped with their marques’ display lines that include a plethora of newer models plus some delightful classics and rarities, from Strada, X1/9 and Croma Turbo to 900T van and a long multi-colour row of original 500s.

Adjacent to that the collection of modern Abarths grows every year, and surely every variant was covered in the 60 plus present, right through to the latest BiPosto and a racing variant. Lancias numbers were a tad down on previous years, but with some very smart ones still present. Among the ‘exotics’, a splendid ISO Grifo and original Ghibli flanked several newer Ferraris and Maserati variants. Clive Richardson brought along his stunning dark blue Alfa 8C Competizione too. All in all plenty to enjoy looking at, and listening to as well!

This year’s event sponsors were Chris Variava Alfa Romeo/Jeep (Nottingham) and Johnson’s Abarth (Solihull). Whilst the huge Car Fest South that weekend secured the only new display Giulias available, Abarth did provide one of the new 124 Spiders for people

to enjoy seeing – and it proved hugely popular.

One of MITCAR’s charms is that the splendid ‘Camshaft Trophy’ for car of the day, created by MITCAR’s original mastermind Bryan Alexander from Alfasud engine parts, is awarded by public vote. The winner of this year’s closely-fought contest was Jeremy Cowper with his delightful Alfa Romeo 2600 Spider, a wonderfully restored car in a fetching pale green.

With around 700 people present, MITCAR proved Gaydon once again a very popular venue for this growing regional event, also bringing back many happy memories of past events. MITCAR’s prime organiser, John Griffiths, assures us that it will carry on next year, though moving to a new venue as per tradition. Meantime, we have to say the British Motor Museum is well worth a visit in its own right too – and it is particular fun spotting cars there with a direct Italian influence, of which there are several – normally the prettiest ones! **John Griffiths**

MITCAR 2017 is to be held at Ragley Hall, Warwickshire, on August 20th



Photo: Guy Swarbrick



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COLLECTORS' GUIDE

WHAT YOU NEED TO KNOW ABOUT INVESTING IN A TOP END CLASSIC

Dino 246 GT & GTS

Forty years on, both versions of Ferrari's classic baby are as enchanting as ever, but how do they rate as a drivers' car and an investment prospect?

Report by Roberto Giordanelli, Ian Barkaway
& Spencer Herbert
Photography by Michael Ward





I DNO



What caught the public's eye at the 1965 Paris Show was the stunning shape of the first Dino prototype, entitled 206 S, which to some degree resembled the sports prototype of the same name. During the late sixties and early seventies most sportscar manufacturers were building cars with straight lines, razor edges and wedges. Pininfarina's out-of-sync yet shapely styling has given the model a timeless quality; voluptuous, seductive and curvaceous without bulk.

The production 206 GT bodies were built by Scaglietti in aluminium. Engine blocks were also in light alloy with steel liners. In 1969, when production switched to the 246 GT, the weight went up by around 180kg as Scaglietti built the bodies in steel and the engine blocks were now in cast iron. Both versions

had tubular steel frames. The easy way to spot a 206 GT is to look for the knock-on wheel centres and chrome petrol filler cap. The sharp-eyed and people who walk around with tape measures will notice that the 206 GTs are 2.3-inches shorter in wheelbase and 3.7-inches shorter in length than the 246.

The 206 GT's 2-litre motor produced 180bhp at 8000rpm, while the 2.4-litre 246 GT had 195bhp at 7600rpm. There were 152 206 GTs made (2 RHD), 1274 open top 246 GTs (235 RHD) and 2487 246 GT coupes (488 RHD).

During this pre-Fiat period, Ferrari's production methods, though valiant, were crude. Longevity never entered the equation. The exceptions being many of the mechanical components which, through experience gained from racing, survived for decades.

With only 2.0- or 2.4-litres, the Dinosaurs were

second division supercars to the big-banger V8s and V12s from the Modena-Maranello-Bologna triangle. The 206 GT's torque figure (138lb ft at 6500rpm) made the car unsuitable for road use, but with an extra 400cc, torque rose to a more useful 165.5lb ft at a less frenzied 5500rpm.

As much as any inanimate object can be, the Dino 246 GT is an emotive car, but like all cars it has its flaws. The 246 GT more than makes up for its flaws with timeless Ferrari-esque looks and superb handling.

DRIVING IMPRESSIONS

I walk up to the silent machine. My eyes feast on its shapes. Despite being a solidly built steel road car, I see contours from racing cars. I sense history. I touch the cheeky chrome curl that opens the door and I swear I can smell one of the Commendatore's cigars.





I feel a lump in my throat.

I have driven them before. I have raced against them. I have driven them on race circuits. I have worked on them but I have never taken them for granted. OK, so a 246 GT only has 195bhp and badly driven on today's roads, can be hassled by white-van-man. Given 1100 kilos of prancing horse, you zip from 0-60mph in 6.8 seconds. The 195bhp will push those Pininfarina curves through the air at 150mph. Even a white Mercedes Sprinter van can't manage that.

Nothing is perfect, and the Dino is no exception, the sitting position in the 246 is bad. The pedals are too close to the steering wheel, which in turn, is at a Route-Master Bus angle. Result – you sit legs akimbo, knees out, and can only grip the base of the steering wheel unless you move your shoulders forward away from the

seat's non-adjustable back-rest; a seat which offers little in the way of lateral support. The real reason is to do with its forward engine position, front wheel arch intrusion and the universal joint limitations of the steering column. The elliptical instrument pod is neat and classy. The view past it through that curvaceous screen is as awesome as it is sexual. Those two bulges for the front wheels – insignificant to the outside observer – are as pleasant a gun-sight to aim the Dino as you will find.

The sound from the quad-cam V6 is unmistakably Ferrari. Chains, valve train, induction roar, gear whine and exhaust note give the car audible presence. Power from the oversquare V6 2.4 litre just builds. There is noise, fuss, clatter and howl. Snick the chrome lever through the metal-gated ratios remembering always the first gear

dog-leg layout. With speed comes wind noise. The noise gets worse as the steering and heavy controls get better. Heavy, dead and 3.75 turns between steering locks at low speed – all lightens up to become 'just right' at high speed.

The handling circuit is tortuous. A hard left-hand corner winds itself into a hard right. The 246 is in its element. Despite its comfy ride, cornering is almost flat. The mid-engined/low polar moment layout and the accurate non-assisted steering combine with the four double wishbones and rigid chassis to make the handling a delight. Initial understeer builds and turns to oversteer in the extreme with throttle inputs having little effect on trajectory. Body roll is low for a car of this period and the ride on those 205/70VR 14 Michelins is compliant and quiet. Those high profile Michelins take their share of the





credit. Traction with only 195 mid-engined horses is unstickable in the dry. Corner too hard and fear not. Lifting off, brings the nose in without sending the tail out. There is no nasty lift-off oversteer. The Dino helps the driver. If you really want to spin the 246 you need to employ the rally drivers' pendulum trick or take liberties on a wet road. The Dino is not a fast car but it is certainly a rewarding one to drive. **Roberto Giordanelli**

PRODUCTION FIGURES

Dino 206 GT - 152

Dino 246 GT - 2487

Dino 246 GTS - 1274





TECHNICAL SPECIFICATIONS

DINO 246 GT

ENGINE:	65° V6
CAPACITY:	2418cc
BORE & STROKE:	92.5mm x 60mm
COMP RATIO:	9.0:1
CARBURETTORS:	3 x Weber 40DCNF
POWER:	195 hp @ 7600rpm
TORQUE:	165lb ft @ 5500rpm
TRANSMISSION:	5-speed, rear-wheel drive
BRAKES:	270mm discs all round, inboard rear
TYRES:	205/70 VR 14
DIMENSIONS:	4235mm (l), 1703mm (w), 1143mm (h)
KERB WEIGHT:	1180kg
ECONOMY:	39.2mpg
0-60MPH:	7.0sec
TOP SPEED:	150mph
1974 PRICE:	£17,600 (approx)



FACTS AND FIGURES

The Dino was built to keep Ferrari in F2 and compete with Porsche 2-litre cars. Regulations for F2 from 1967 called for engines to be derived from mass-produced cars. The 500 units required were built by Fiat in Turin.

The first Dino engine appeared in 1956 as a works 1.5-litre 65° wet sump unit with double overhead camshafts. A 120° V6 was developed from this. Customer cars had a Testa Rossa-derived SOHC 60° unit known as the 196. The engine fitted to the road-going Dino GTs have the 65° unit built by Franco Rocchi which debuted in the 206 S at the Paris motor show in 1965.

The Dino GT was designed by Pininfarina and hand-built by Scaglietti in Modena. Final assembly was at Maranello. It was never badged as a Ferrari. Production 206 GTs appeared in 1967 with alloy body and 1987cc all-alloy engine. Output was quoted as 180 hp at 8000rpm. The 206 GT had centre-lock wheels with spinners.

The steel-bodied 246 GT appeared in 1969 with an iron-block 2418cc engine producing 195 hp at 7600rpm. The US version in 1970 had a reduced 175 hp. UK specification cars had electric window lifts and plastic light covers. The 246 GT was three inches taller than the 206 GT and had a bigger fuel tank. The targa-roof 246 GTs was launched at Geneva in spring 1972. Production ceased in 1973 but stocks lasted into 1974.



SAMPLE AUCTION PRICES

1969 Dino 206 GT Red. Restored. Long term in Japanese collection. Classiche certified. USA sale. £509,047

1968 Dino 206 GT Red. Restored from dismantled project over six years. USA sale. £588,280

1970 Dino 246 GT Yellow. Restored. Sold new in Italy. USA sale. £276,844

1973 Dino 246 GT Red. Restored in 2014/15. RHD. UK sale. £260,000

1974 Dino 246 GTS White. USA car. Requires full restoration. USA sale. £158,782

1972 Dino 246 GTS Red. One owner. Good original condition. 13,600 miles. USA sale. £252,120

* Source Classic Car Auction Yearbook: *Historica Selecta*



Thanks to owner Mick Philpott and restorer Ian Barkaway for their help with this feature

COST & VALUE ANALYSIS

The Dino has always brought a smile to both driver and those lucky enough to see one out on the open road, its trademark is the superb handling and achingly pretty bodywork. Over the decades, the desirability stakes have been firmly secured with a universal and worldwide following.

As with all classic cars, the cost and viability of professional restoration is driven by current market trends. Good, complete project Dinosaurs are marketed for strong money, close to £250k in some instances. Owners acquiring the right car for the right price dictate the value of a fully restored car. There is, however, an exception to this rule. Cars that have been in long-term ownership can and often do, make the sums work right from the start.

When restoring a Dino, particular attention needs to be afforded to the chassis. Cars restored back in the 1980s are now suffering significant chassis and inner panel corrosion. Having complete panels made is both costly and time consuming. The delicate curves are very difficult to reproduce and if not done correctly, it really shows. A number of owners are now finding that they are putting right that which was previously done badly at a time when values were significantly less.

With Ferrari Classiche certification firmly in the minds of those involved, originality both aesthetically and mechanically is imperative. Understanding the subtle differences across the series of cars is key.

Dino parts and general service items are widely available, although some engine and gearbox parts along with certain body fittings are becoming very hard to find and rather

expensive as a result. While re-manufactured items are an option they can detract from the car's originality. A weak point mechanically will be those cars that are still fitted with sodium filled exhaust valves, which presents something of a ticking time bomb.

As such, a Dino can be tricky to restore. In comparison with a Jaguar E-type, which was produced in far greater numbers, parts are not as rare and panels are widely available from a number of specialists.

A 'barn find' Dino is still possible and indeed previously undiscovered examples are regularly finding their way onto the market. Barkaways are currently restoring two cars, which were delivered having been dismantled and stored in cardboard boxes for years.

The Ferrari Dino in all its variants remains an extremely attractive proposition and as a result is still very much sought after. Values have settled within the current market but online indices clearly show huge gain over a ten-year period, and indeed the period 2014 to 2015 saw another clear leap forward. Prices are often higher in the UK for good RHD examples, those in original colours and specification.

There does not tend to be an obvious price differential between GT and GTS models but of all the Dinosaurs, the earlier cars, like most Ferraris, command the highest prices with the 206 and later 'chairs and flares' cars, the most collectable.

Many owners achieve immense satisfaction when restoring a Ferrari Dino taking great joy from both the journey and the finished car.

A good time to buy? With interest rates at an all time low it may well prove a prudent move but invest with both head and heart and you surely cannot go wrong. **Spencer Herbert**



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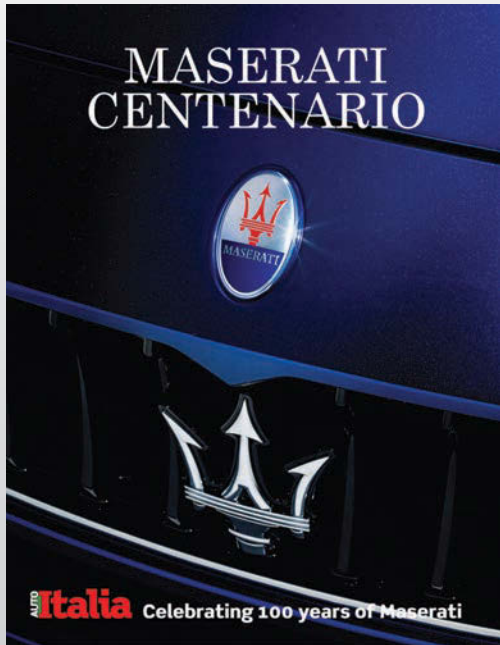
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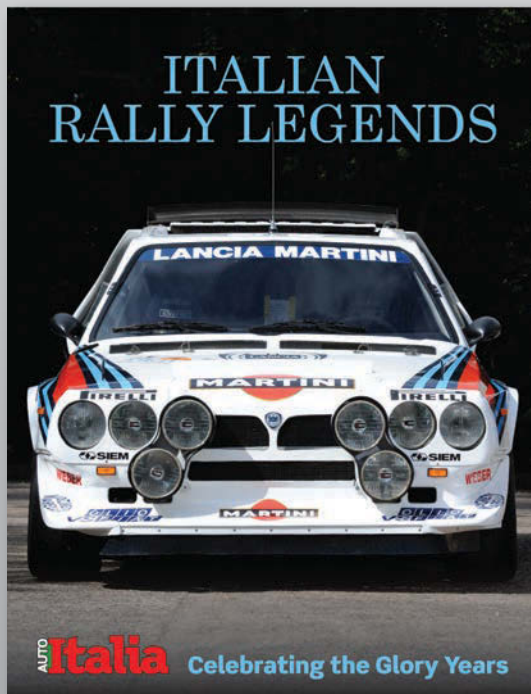
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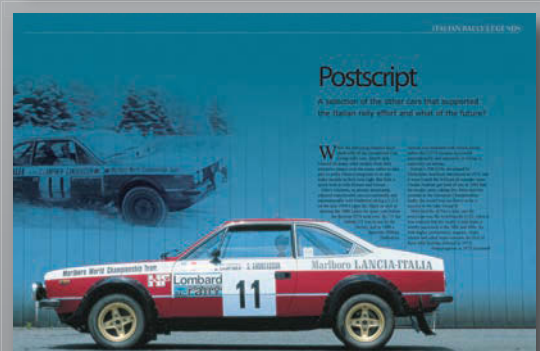
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www.automotoretro.it

February 11-12

Automotociclo d'Epoca

Fiera di Rimini
www.museomotociclo.it

February 8-12

Retromobile

Paris

February 24-26

Race Retro

Stoneleigh
www.raceretro.com

April 29

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May 14

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www.beechhillhotel.co.uk

June 9-12

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www.lancia.myzen.co.uk/for-um/index.php?topic=8935.0



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September 16-17

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Alfetta GTV/GTV6. Black. I am breaking my GTV and have lots of interior, exterior trim and mechanical parts available. Please contact Nick for details and any requirements. Tel: 07050 234693 or 01789 262539. Email: n.arthur@tyackarchitects.com. A252/010

Alfa Romeo 146 Ti Saloon. This car belonged to Alan Marsh from when he bought it new in August 1997 until he passed away recently. It is a very original car with full service history, is in excellent condition and has only 86,239 miles recorded. The car was used daily until two years ago when Alan bought a new Giulietta but looks almost like a new car, £3000. Tel: Dave Wood, 07768 381622 for any further information. A252/014



A 1970 Alfa 1300 GT Junior that has covered 62,000km and came over from Italy in 2003. Since then it has lots of bills totalling £34,000. Bodywork is exceptional as is the way it drives with no bangs or rattles, it handles very sweetly with help from an Alfaholics handling kit while still remaining smooth and compliant over bumps. A very original car. Tel: 07846 313250. A252/049



1990 Alfa Romeo Spider S4. 50,000km, deep metallic red. Right hand drive, black leather, carpet, mohair seats and tonneau. Carefully maintained by AR specialist, comprehensive service records, fine original condition, concours winner. MOT April 2017, oiro £13,500, AROC member. Tel: 01935 816822 (Dorset). A252/008



1990 Alfa Romeo 164 3.0 litre. 12 valve, red. Owned by seller for the past 19 years and whilst it is unrestored it's in excellent condition due to it being garaged and only used in the dry for the last 17 years. Full and documented service history by FERDI in Lytham, cambelt changed September 2016. Excellent Michelin tyres all round, rears are both brand new. Panasonic CD player with original Blaupunkt (has a slight fault). Original owner's wallet and all manuals, ski cover, tool kit which is missing two spanners, original carpets in excellent condition. 5 off Zender 5 spoke alloys (which was a very nice and very rare option). All previous MOTs, £4400. Email: Peter, kidd45@btinternet.com. A252/011



1999 Alfa Romeo 145 1.8 Twin Spark. c.40,000 miles, Rosso metallica. All bills and MOTs with current MOT to September 2017. Long term Alfa enthusiast lady owner now does very little mileage. Exceptional very well cared for car for someone else to enjoy, £750 ono. Tel: Cate, 01565 873335 any time. A252/013

Alfa Romeo 147. 53,500 miles, silver, 5 door. MOT till May 2017, much money has been spent on this fab car. Leather interior, heated front seats, 4 new tyres, new clutch, new shocks etc. Genuine reason for selling, £1600. Please contact James on 07831 591526 (Rugby). A252/018

Alfa Romeo 156 Sportwagon 1.8. 117,000 miles, red. MOT until 9/2017, 4 new Pirelli P7 tyres, stainless steel exhaust system, good condition, £500 ono. Tel: 07921 199431 (located in Bedford). A252/017



2008 Alfa Romeo 159 Sportwagon 1.9 JTDM 16v Ti. Black, diesel, 124,000 miles, 2 owners, full service history, 58 plate, black leather interior, heated sport seats, 19-inch wheels, alloys recently refurbished and in excellent condition. Dual climate control, cruise control, traction control, parking sensors, Blue & me, £4200. Tel: 07815 157925. A252/048



2008 Alfa Romeo 159 Sportwagon 2.4JTDM Lusso. 71,000 miles, silver. Acquired by me April '09 with pre-reg mileage only, black leather, excellent condition, no stone chips, 260bhp remap by Alfa Aid/AHM. Options fitted: privacy glass, roofbars and 18-in multispoke alloys. MOT until October 2017, full service history by Alfa Aid Maidenhead. Recent DMF/clutch, AROC member and director, £7250. Tel: 07976 839453. Email: johntimms@btinternet.com. A252/023

Alfa Romeo GT 1.9 JTDM. 110,000 miles, metallic grey, MOT until May 2017. Very economical, superb condition inside and out, new front tyres, cambelt done at 86,000 miles. Runs very well, no suspension knocks, £2250 ono. Please call: 07790 804284 (Bedford). A252/020



2007 Alfa Romeo 159 3.2 V6 Q4 Lusso (4x4). 52,000 miles, Nero Oceano. Recent new discs and pads (front and rear), MOT due 2016-12-04. Full main dealer/specialist service history (including Jamie Porter's Alfa Workshop for the last 3 years), £6495 ono. Tel: 07792 404591. A252/022



2008 Alfa Romeo 159 Ti 2.4JTDM. Black pearlescent, tan leather interior. MOT until July 2017, new timing belt and water pump every 4 years, fully refurbished alloys, FSH, new tyres, all the usual Ti luxury extras, piles of receipts. A very well looked after, reliable and enjoyable car - no expense spared, £4000. Tel: 07767 425996. A252/024



1996 Alfa Romeo 164 Super Twin Spark. Metallic grey, complete new exhaust system (incl cat) just fitted, Speedline wheels. Recently serviced with MOT to Sept 2017 showing no advisories, £1600, as original with insurance valuation of £2500. Tel: Alun, 07836 643237 or 0151 327 2711. A252/012



2007 Alfa Romeo GT 1.9 JtDM. 111,000 miles, this is a fabulous looking car, great driver, Alfa red with cream leather interior and 18" alloys. It has Alfa Romeo fitted BOSE sound system, Bluetooth phone connection and parking sensors. Recent work includes front suspension rebuild by Alfa Romeo specialist, cambelt replacement and waterpump @ 90K during servicing (again with Alfa specialist) and clutch gasket replacement (within the past month). Practical reasons force sale, £2500. Tel: 07824 385027. A252/019



2011 Alfa Giulietta Cloverleaf 1750 Tbi Q2. 45,000 miles, new MOT, full ARSH. Alfa Red, full Cloverleaf spec + glass sunroof, Tomtom port and bracket, heated seats, folding mirrors, rear parking, upgraded EBC brakes, BMC filter, mudflaps, window deflectors. Autolusso mods 265bhp and Quaife ATB LSD (Q2). Excellent original condition, Alloygators + new tyres, new clutch 15K, new turbo 20K (faulty), all replaced under warranty, £9250. Tel: 07802 209109 (Dorset). A252/026



2004 Alfa Romeo 916 Spider. 73,000 miles, silver. This is a series 3 altr JTS Lusso +. One previous owner plus the dealership, purchased 2008, full service history. Comes with a number of extras and has MOT to end April 2017. Runs beautifully and is a joy to drive especially with the hood down, £6000 ono. Tel: 01702 611468 or 07905 011884. A252/015



2004 Alfa Romeo GT 3.2 Busso V6 24V. 68,456 miles, red. Official press car in the TV show Fifth Gear for one of their track tests - see YouTube for video. For further details on service history and works please do contact me. £7500 ono, price negotiable, if you wish to arrange a viewing please contact me. Tel: Kate, 07855 760546. Email: kecollins82@gmail.com (Maidenhead, Berkshire). A252/021



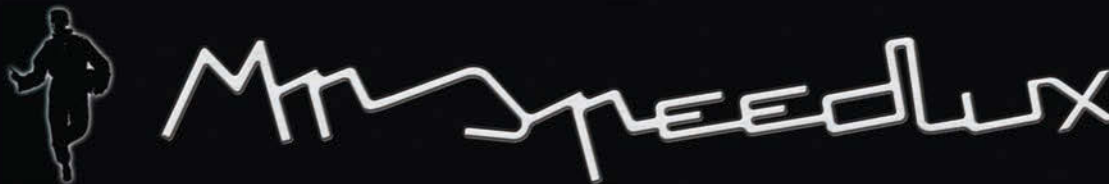
2004 Alfa Romeo 916 GTV 2.0 JTS Lusso. 76,000 miles, blue with tan leather interior, MOT end June 2017, FSH AlfaTechnico last 6 years, belts replaced @57K 3 keys all paperwork, reluctant sale, need space, £3950 ovno. Tel: Phil, 07803 086538 (S.Notts). A252/047



2011 Alfa Romeo Giulietta Lusso JTDM-2 1598cc diesel. 120,000 miles, red. MOT until January 2017, full service history, one previous owner from new, £30 road tax, R/H drive, excellent condition, drives superbly, £5000 ono. Tel: Nicole, 07846 363573 (Towcester, Northamptonshire). A252/046



1997 Alfa Romeo 916 Spider 2.0 TS. 112,400 miles, Blu Atollo metallic. Series 1 car owned almost 6 years, black interior, new carpets, new rad, new brakes, rebuilt servo, just had cambelt and Variator service at Avanti Autos. Hood is in good condition as is bodywork and interior for its age, drives fantastic has some history, spare keys and alarm. MOT till May 2017, cherished car well maintained, £1600. Tel: Dave, 07798 525167. A252/016



1978 Alfa Romeo 2000 Spider Veloce
Body rebuild and repaint, new brakes, low mileage factory RHD
£19,995



1961 Alfa Romeo Giulietta Sprint
New interior, bumpers and service.
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1961 Innocenti 1100S Spider
Late car, all Sprite running gear, older restoration and needs a tidy, bargain at £9,995



1972 Lancia Fulvia Sport 1600
UK RHD, 1 of 50,
40 year ownership, well restored
£27,495



1958 Alfa Romeo Giulietta Spider
Rare 750D model with matching numbers, new paint, trim, engine, Weber, 3 owners, sensational: £79,995



1953 Lancia Aurelia B20 GT
All matching numbers, rare 3rd series, bare metal repaint and retrim, 1 lady owner 40 years, sensational £169,995



1970 Lancia Flavia 2000i coupe
Only 700 made, 4 speed, PAS, leather, Blaupunkt, LHD, excellent car
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1969 Fiat 124 Spider
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2014 Alfa 4C. 6000 miles, 8C red. Purchased new December 2014. Has been used mainly as a show car hence the low mileage and excellent condition. The 4C is a pure raw sports car and great fun to drive, comes with a made to measure exterior cover, £45,000. Tel: Dave Taylor, 07905 011884. Email: david.taylor31@virgin.net. A252/027

1999 Alfa Romeo GTV 3.0 V6. 82,000 miles, blue, comprehensive history, MOT Feb 2017. Tan leather interior, 17" teledial wheels, new cambelt in August 2015 at 79K, GTA clutch and flywheel and cat back quad exhaust. Looks drives and sounds fantastic, excellent condition inside and out and very clean engine bay. Upgraded stereo with CD, bluetooth music and phone, original head unit also included, £5500. For all enquiries, more photos etc, contact Robin. Tel: 07813 197020. Email: robinbaker1982@hotmail.com. A252/057

FERRARI

Ferrari 360 Coupe. 2004, Nero Daytona with black leather and blue stitching, shields, carbon racing seats, manual gearbox, Tubi exhaust, yellow rev counter, yellow calipers, immaculate. Full service history during my ownership by Graypaul. Approximately 43K miles, one of the best. Email: 911hammad@googlemail.com. A243/023



Ferrari 360 Spider. 2001 360 spider F1. Superb in every way, a true joy to own and drive. Paintwork, hood, engine bay and interior unmarked. Just testing the water, I'm in no rush to sell but if the right offer came along I would consider. A true joy to own and the new owner will be delighted with it. A superb example of a marque rapidly going up in value. Genuine enquiries only please. Services all up to date and MOT until end of March. Anything you require please ask. Email: ferrari_360_spider@hotmail.com. A252/029



Ferrari 360 F1. 2000, 38K miles. Have to sell due to moving, great sounding 360 with sports exhaust and upgraded suspension package. Email: arjan.stoof@hotmail.com. A252/058



Ferrari 308 GTB Vetroresina. 1976 308 GTB Vetroresina dry sump Euro spec, LHD. Original Italian market car, imported into the UK in 1997. Other than a cosmetic respray in its original colour (Rosso Corsa) carried out in 1999 and a stainless Tubi exhaust, the car is in highly original and superb condition. Owned by myself for the last 11 years, the car has done just 39,000 miles (62,000kms) from new and has always been maintained by Mark Leighton since my ownership, £160,000 ono. Email: ferrari30876@aol.com. A252/028



Ferrari 360 Modena F1. 2000(W) Rosso Corsa with nero leather. 35K miles, just serviced (ball joints + covers + tie rod ends) and MOT'd with no advisories. FSH, 12 stamps. Sports exhaust, Challenge grille and tricolour with Novitec aero. Cutch replaced at 29K and cambelts at 27K. Super example inside and out with detailing by GTechniq. Email: ian.fisher@marcap.co.uk. A252/030



2014 Ferrari California 30. 5500 miles, bought new from Lancaster Colchester in June 2014 with full service history. Red with cream leather, in excellent condition, yellow brake calipers, Ferrari shields, embossed cream leather seats, red seat belts, for sale £125K. Tel: Paul, 07450 100500. Email: paulrichards55@gmail.com. A252/059

FIAT



2006 Fiat Stilo Schumacher. Limited edition number 1392. 74,500 miles, MOT April 2017, 2.4 litre, 20 valve engine, the car is in immaculate condition, £2395. Tel: 07831 290806. Email: brian1boxall@btinternet.com. A252/054

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Lancia Gamma Berlina 2500. 5 speed carburettor S1 Berlina now very very rare and this one is one of the best! Previous owner 26,000 miles, new Pirelli tyres, new thermostat and water pump, new front struts, wheel bearings and many other improvements, beautiful cream leather interior: owes me a fortune! MOT until May 2017 and I will deliver free in UK, £7000. Tel: 07798 797262. A252/003



Lancia Flaminia GTL 2.8 3C Touring bodywork. Stored for thirty years this is a genuine barn find car imported to UK mid seventies. No keys or documents but number plate will generate a V5, chassis number 8261401056, body number BN1373, engine number 826 100 1227. Largely complete apart from gearbox which is in the boot. Obviously a major project... hinge panel for bonnet and battery tray have disintegrated but relatively good floors and exterior (aluminium) panels. Driver's door card is missing but car comes with very good black (original) leather seats or an even better red set. The GTL is rarest of the Touring bodied cars and has the 2.8 triple carb engine as used in the Zagato etc. Free delivery in UK. Tel: 07798 797262. A252/002



Lancia Gamma 2500 Coupe. 1979, beige Alcantara interior, sunroof, LHD, Belgian car, last real Lancia Pininfarina design, £4950, good condition, needs some tickling. Tel: 0032 475 476288. Email: marc.vandendyk@skynet.be (Brussels). A252/053



Lancia Flavia Coupe 1800. 1964, 93kms, 4 owners, MOT, nice car, strong straight body, £13,300. Tel: 07999 403552. Email: roger.sthildas@gmail.com (North Yorks). A252/051

MASERATI



1995(N) Lancia integrale Evo II. Yellow, 108K km, full service history, vgc. New tyres, brakes and suspension, Evo plate inc, lovely car, reluctant sale, £40,000. Tel: Mike, 07805 328355. A252/052

2003 (53) Maserati Coupe Cambio-corsa. Nero Carbonio, black leather with avorio cream piping and stitching, carbonfibre trim, avorio leather head lining. Purchased from Meriden in 2006, only casual mileage since 2010, garage parked since purchase, cherished and enjoyed over past 10 years, selling to move onto something different, £16,000. Tel: 07976 275039 any time. A252/045

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Maserati Ghibli SS LHD. 1972, known history from 1988, my ownership for 20 years. Just about everything rebuilt/restored/replaced, near concours condition, but for me reliability and usability is more important than shiny bits! On the button, and ready to go, would be happy to jump in and drive to south of France! Well known car within the Maserati Club, £225,000. Tel: 01233 840371. Email: jim@deringarms.com. A252/004



1992 Maserati Biturbo Spyder E. Black with wood, ivory leather and alcantara interior and grey trim. Beige carpets and black Maserati mats with red piping, full stainless steel exhaust system. Styled by Zagato of Milan, a lovely well maintained low mileage car, 4 former keepers, current actual mileage 46,681 (speedo head was changed at 2605 miles). MOT expires July 2017, last service (260 miles ago) by Autosshield Maserati, Manchester, including new cambelt. Two new front tyres in April 2014, two new rear tyres in June 2014, new spare tyre in May 2016, all five wheels refurbished between 2014 and 2016. Full history of services, repairs and MOTs, stored in a dry clean well-ventilated garage, soft top works properly, the car can be viewed on request, £15,750. Tel: 01759 304050. Email: sm1234569@hotmail.com (East Riding of Yorkshire). A252/043



Alfa 8C. 97,000 miles, black. Professionally executed stunning interpretation of classic Alfa 8C Competizione based on Maserati 4200. Rare manual transmission with Ferrari V8, usual Maserati specifications. Lots of history and oil changed every 5K, approaching 97,000 miles, mechanicals in perfect order and good for 150K. 100% reliable. Trans oil, brake fluid, anti freeze changed annually. New: all tyres, battery, AFM front discs, rear pads Lamdas. Stunning car for the money, £15,950 ono, plate open to offers. Tel: 07890 898777. Email: seismatters@hotmail.co.uk. A252/025



2005 Maserati Quattroporte V 4200. Petrol, 20-inch wheels, less than 31,000 miles. The bodywork and interior are in immaculate condition, fully serviced in October 2012 at Autosshield Maserati and again in January 2016 at JCT600 in Leeds, new battery fitted July 2016, MOT valid until September 2017. Many additional features, two keys will be supplied with the car, private plate not included, too much spec to list here, contact for details, £20,000. Tel: 01759 304050. Email: sm1234569@hotmail.com (East Riding of Yorkshire). A252/042

PARTS

Alfa Romeo 156 saloon '97-'06 OEM roof bars. Aluminium silver, safety lock and keys, max load 50kg, very good condition, £50 ono, AROC member. Tel: Tom, 07787 547367. Email: tbertram@icloud.com (Kent). A252/001



Ferrari 308 cylinder heads. Ferrari 308 V-8 cylinder heads, 2 valve design from mid to late 70's, part # 105939 (left) and # 103514 (right). Good used condition, rebuildable, minor scarring on intake manifold surfaces from disassembly. These are US market heads with air injection into exhaust ports, air injection manifolds included, \$1800. Email: clance840@gmail.com. A252/031



Berlinetta Boxer spare wheel (20-inch). Genuine unused spare wheel for the Berlinetta Boxer. It is the 20-inch version. Original tyre still fitted and comes with both original warning decals still present. Shipment possible (from Holland), more pictures available, price 2,250 Euro. Email: elder.scheulderman@gmail.com. Tel: 316 21 510699. A252/033

Ferrari 360 Tubi exhaust. Only used for a few hours, excellent condition, no longer have the car. Also have a genuine car cover for 360 and 355 and a seat cover each. Offers welcome. Email: tassy@purnellconstruction.co.uk. A252/034



Alfa Romeo four five hole alloy wheels. Fitted good treaded tyres 205/50/16, best offer. Tel: 01564 772714 (Solihull). A252/063



Staggered alloy wheels 550/575 Maranello. I have rare Ferrari staggered alloy wheels, 550/575 Maranello, new set up and tyres. Email: woody.santoro@gmail.com. A252/062



430 Challenge Centerlock wheels. Genuine Ferrari BBS wheel set, Centerlock race wheels, perfect condition, unused since professional repaint, no buckles/flatspots, £1800. Tel: 07976 395271. A252/044

Set of Ferrari 575 alloys. Email: davemacari@hotmail.com. A252/039
Ferrari 360 front bumper. Slightly damaged but will repair, offers to Robert. Tel: 07802 638618. Email: robertpulleyn@yahoo.co.uk. A252/040



Ferrari 360 Spider 18 3 wheels. Only 400+ miles, bought direct from Ferrari, £1200 ono, see photo. (FOC member). Tel: Peter, 07770 688749. A252/061



Lancia Appia steel wheels and hubcaps, 4 of each, need refurb/painting/chroming, £80; door handles 4 off, solid and good, will clean up a treat, £60; starter motor, condition unknown so spares or recondition, £30; radiator, condition unknown, £30. Tel: 01744 637052. Email: davidjones66@blueyonder.co.uk (Merseyside). A252/055

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Original Abarth exhausts (NOS). Fiat 131 Supermirafiori and all makes A to Z, please see www.abarth-exhausts.com. Email: info@abarth-exhausts.com. A252/056

MISCELLANEOUS

Ferrari 355 indoor cover. Red, with storage bag, good condition, £125. Tel: 07860 225051. A252/036



2 Ferrari books. Testarossa by Automobilia, 1985, £45, 94 pages. Enzo Ferrari by Brock Yates, dust cover, 1991, 465 pages, £65. Tel: 020 8399 7541 (Surrey). A252/006



Put the WOW factor in your Ferrari 355 with this cherished number. 'F355 WOW', on retention with fees paid, £9800 ono. Tel: 07852 909471. Email: p.daniel1@ntlworld.com. A252/005

Ferrari ltd edition GP titanium watch. 100% genuine Ferrari GP titanium, date, auto-wind, carbonfibre face, limited edition 236/250 Asprey & Garrard, in concours condition, box, no papers, £1400. Tel: Trevor, 0161 799 5904 or 07935 159504. A252/037



F360 luggage set. Genuine unused Ferrari F360 two piece luggage set complete with Ferrari logo'd yellow dust covers. Nero with Rosso stitching and crème interior. Being sold in aid of the Alex Lewis Trust (www.alex-lewis.co.uk), additional photographs available on request. Offers to email: stevejones817@gmail.com or tel: 07810 557514. A252/038

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Ferrari memorabilia from 1952. A collection of interesting Ferrari artefacts. All are related to the racing career of one Bianca Maria Piazza, who evidently was no lightweight racer. She raced in about ten events including the Mille Miglia and Pescara 12 hours. I have a handsome trophy that she won in 1952, probably for the Bolzano-Mendola hillclimb, nine large photographs of her racing different models and a signed letter from Enzo. What's it worth? Email: grahamking1@hotmail.com. A252/060



Ferrari F40 couch. F40 Ferrari custom made in shape of a sofa. Black leather seat with Ferrari badge and Ferrari wheels, needs some attention on paint and leather, also lights need to be looked at. Would be ideal for shop or games room. A very heavy item, pictures available on request, £149.99. Email fuzzywuzzy2009@hotmail.co.uk. A252/032

WANTED

4.7l engine required for Maserati Ghibli. A 4.7L engine wanted for a 1967 Ghibli, any contemporary 4.7 or 4.9 considered (eg Indy/Mexico/QP), and any condition considered. Tel: 020 7386 9488. Email: tim_how@hotmail.com. A252/041

Catalytic converter required. Part for Maserati 4200 Coupe 2003 model, trying to locate a source for supply of catalytic converter for my car part no 205420, 205421 JCT 600, main dealer in Leeds unable to supply. Tel: 01937 844558. Email: steveblanchard1947@gmail.com. A252/050

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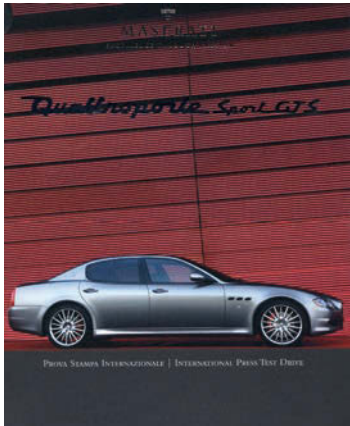
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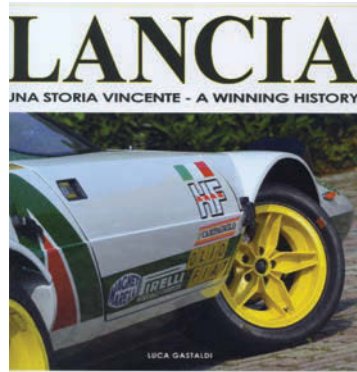
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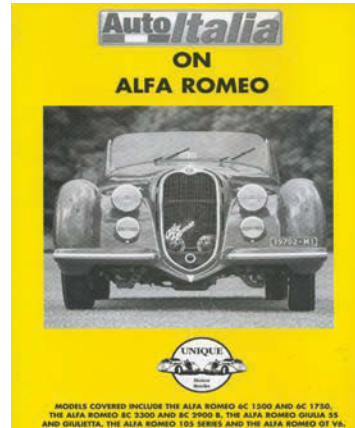


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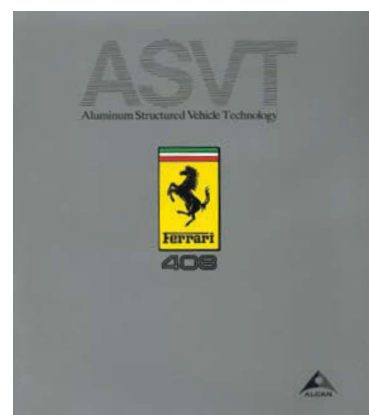


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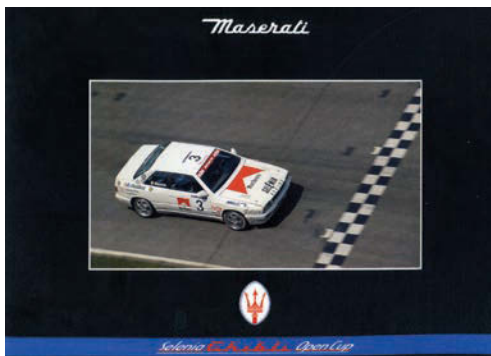
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SAVIO 125 GIARDINIERA SPORTIVA

Did Italy invent the sports-estate car? Very nearly: Savio's estate/coupe crossover of 1968 came close to beating the Reliant Scimitar GTE into production

Story by Chris Rees



Carrozzeria Savio is one of the lesser known but actually very successful Italian coachbuilders. It was founded in Turin by Antonio and Giuseppe Savio in 1919, before relocating in 1959 to nearby Moncalieri, and at its height it employed 105 people.

By the 1960s, Savio was doing good business with its jeep-style cars based on the Fiat 600 (the Jungla) and Fiat 500 (Albarella), as well as various coupe conversions of popular Fiat models.

Savio had had very little to do with the small niche of estate car conversions ('giardiniera' in local parlance). Estates had long been a staple of the Italian coachbuilding industry: in the 1960s you could buy five-door versions of models such as the Alfa Romeo Giulia and Fiat 1500 from all sorts of outfits if you

wanted full-on practicality.

Savio preferred to get involved with ambulance conversions, although it did do a handful of estate cars based on the Fiat 1100 and 1500. However, when it launched its Fiat 125-based Giardiniera Sportiva at the Turin Show in November 1968, it became a genuine pioneer of the estate car genre. In 1968, the world was still fresh to the idea of the sporty estate car. Reliant had launched its Scimitar GTE only one month beforehand (at the October 1968 London Motor Show).

Savio's Giardiniera did perhaps lack a little in the aesthetic department. Its bulky front end conjured up unhappy hints of Ford Taunus, while the glasshouse to the sides was awkwardly laboured, to say the least. However, the real drama was kept for the back end. A large tailgate followed the

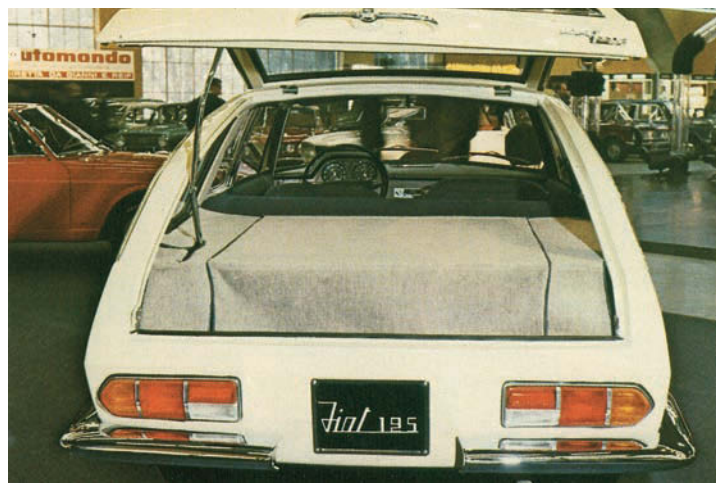
swooping coupe roofline and a curvaceous piece of glass lent a very airy feel to the rear. A neat fabric cargo cover kept your luggage hidden.

The 'Sportiva' in the name Giardiniera Sportiva might be stretching the sporty concept by today's standards, but in 1968 the Fiat 1.6-litre twin-cam engine

(all 90 hp of it) felt comparatively lively. It was mated to a standard Fiat four-speed manual gearbox and disc brakes all round.

Savio offered its 125 Giardiniera Sportiva sports estate to special order from 1968 onwards, priced at 2,200,000 lire. That was an awful lot of money at a time when the regular 125 saloon cost 1,300,000 lire. It seems unlikely that many – if any – Giardiniera Sportivas were produced in series, but it's possible. We've certainly never seen one in the flesh.

Sports estates enjoyed a brief flurry of popularity in the mainstream car world – think Volvo P1800ES, Jensen-Healey GT and Lancia Beta HPE – but Savio didn't make any hay out of it. Instead, the Moncalieri-based coachbuilder had more success manufacturing buses – an activity which it still pursues today – as well as famously constructing the bodywork for the sensational Lancia Delta S4.





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