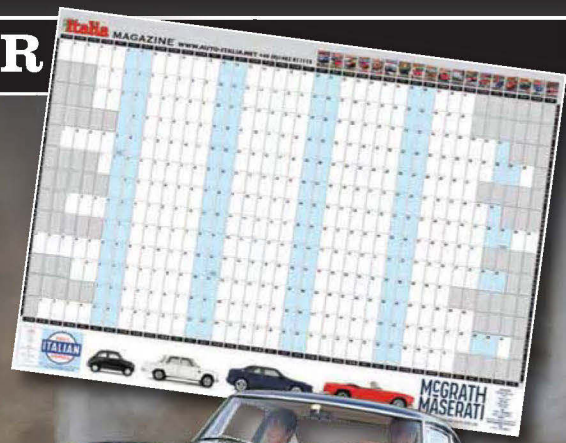


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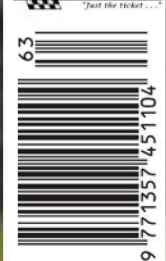
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*No.1 out of 63 service dealers in Alfa Romeo's customer satisfaction survey, carried out by JD Power, Jan - Mar 08



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As I write this, I've just come back from a wonderful Auto e Moto d'Epoca show in Padova. It's always great to spend time in Italy and the Padova show is the pinnacle of the classic car show scene in Italy. Among the 5000 or so cars on display were some truly incredible machines. What's great about the hardware on show is that it's very far from being the 'usual' stuff: while there are plenty of regular Fiats and Ferraris, it's the weird one-offs and coachbuilt rarities that really get the juices flowing, and Padova is always full of them.

The number of signs saying 'venduta' – or 'sold' – on the windscreens at the show (as per the Moretti Sportiva above) indicated that sales were buoyant this year, although I have to say I thought the percentage might not have been as high as in previous years. The fact that the Bonhams auction only had a 50 per cent sell-through rate is perhaps further evidence of a slow-down in the classic market, particularly for so-called blue-chip 'investment' cars.

A few people I've spoken to have been predicting a 'slow puncture' scenario, with values easing, and some dealers are certainly being cautious about what they buy. But the caution certainly does not apply to all classics: the affordable side of the market seems to be a happy place at the moment. Which is broadly good news: I'm not a great fan of the investor market, and certainly firm in my belief that cars are meant to be used, not stashed away as investments. The more cars there are out there actually being enjoyed, the better; and if more accessible prices result in that, I'll be a happy chap.

Chris Rees
Editor

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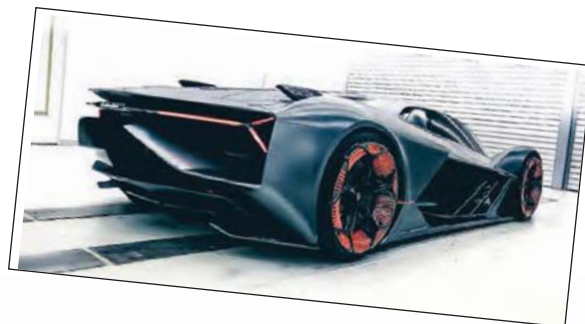
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NEWS & VIEWS

Terzo Millennio

LAMBORGHINI'S ALL-ELECTRIC FUTURE



Lamborghini has unveiled its vision of a future all-electric supercar: the Terzo Millennio concept.

'Terzo Millennio' – which means 'third millennium' – uses in-wheel electric motors to transmit power to all four wheels in variable amounts, depending on demand.

A kinetic energy recovery system (KERS) is used to provide extra power. A super capacitor is also projected to boost power density, although the technology has not yet been developed. Nor have any power or

torque figures been quoted.

Light weight is key, and the battery pack forms a structural part of the car to shed weight. The main body/chassis is made of carbonfibre, in which built-in sensors can detect damage or cracks, enabling the bodywork to 'self heal' using chemicals in micro-channels of the carbonfibre.

The Terzo Millennio's design expresses Lamborghini's future styling direction. Aerodynamics and race-inspired details are to the fore.

A 'virtual' cockpit allows the driver to be taken around a race track by a virtual expert before the driver takes to the circuit in the real car following a virtual 'ghost' car.

Lamborghini promises a driving experience based on the "responsiveness of the electric motors, the four-wheel torque control and the dynamic body control system."

Launched at the Massachusetts Institute of Technology's EmTech conference, it's been developed in conjunction with two MIT labs.





LAMBO BUSTS SALES RECORDS

As it reaches its sixth anniversary, the Lamborghini Aventador has achieved a production milestone with 7000 units built. The 7000th Aventador was an S Roadster for the US market. The Huracán has also broken sales records, with 9000 examples made in three years. The 7000th car was a blue Performante destined for a customer in Dubai.



EARLIEST ALFA FOR SALE

One of the oldest known Alfa Romeos – a 1921 G1 – is to be sold by RM Sotheby's in its Arizona auction. The G1 was the very first model produced after ALFA (Anonima Lombarda Fabbrica Automobili) joined forces with Nicola Romeo and used Alfa's first six-cylinder engine. A mere 52 examples were built.

The 1921 Alfa Romeo G1 offered is chassis 6018, one of the earliest known examples and the only complete G1 in existence today. It was delivered new to Australia, where it was stored for many years before being restored in the 1970s and again in the 2000s.

It has twice won awards at the Pebble Beach Concours d'Elegance and has participated successfully in events such as the 2014 Mille Miglia and the 75th Goodwood Members Meeting. The G1 forms part of the 'Century of Sports Cars' sale on 18-19 January in Phoenix, USA. Offered without reserve, it's expected to make around \$1.5 million.

FERRARI CLASSICHE IN UK

Nine UK Ferrari dealers have achieved the status of 'Ferrari Classiche Officina' (Authorised Workshop), which means they can implement Ferrari Classiche certification for cars over 20 years old. It's part of a new worldwide scheme involving 48 dealers in 20 markets.

Each Ferrari Classiche Officina has the direct support of the Classiche department in Maranello, and is committed to maintaining a dedicated workshop ramp and a qualified Ferrari Classiche Service Technician. Any work that requires the reconstruction of major parts or components will still be carried out at the Ferrari factory.

The UK dealers are: Dick Lovett (Swindon), Graypaul (Nottingham), HR Owen (London), JCT600 (Leeds), Joe Macari (Wandsworth), Lancaster (Colchester), Maranello Service (Egham), Meridien Modena (Lyndhurst) and Stratstone (Manchester).





Ferrari FXX-K Evo

A new FXX-K Evo has been launched by Ferrari as a limited-run track edition, or as an upgrade package for existing XX cars.

The FXX-K Evo is the latest in Ferrari's 'XX Evo' line, following Evo versions of the FXX and 599 XX. The Evo is a track-focused package that's not homologated for road use.

Overall weight is reduced via new carbonfibre manufacturing processes. A new fixed rear wing joins an active rear spoiler that's supported by two side fins and a central fin, the latter boosting stability. New vortex generators reduce the effects of hot air flow from the radiators. The rear bumper is also modified and the bypass vent from the rear wheelarch has been enlarged, while the front bumper and underbody have also been redesigned. The evolved aero package means the FXX-K Evo's downforce has been improved by as much as 30 per cent.

In other areas, the suspension is newly calibrated, the steering



wheel gains new gearshift paddles and a KERS Manettino, while the rear video camera screen is larger and has a new telemetry system. The powertrain remains a 1050hp 6.3-litre V12 mated to a dual-clutch seven-speed transmission.

ISORIVOLTA REBORN

Zagato has announced it will produce a new IsoRivolta supercar. The IsoRivolta Vision Gran Turismo (*pic right*) was unveiled at the 2017 Tokyo Motor Show in the metal, having already debuted in Sony PlayStation's Gran Turismo Sport video game.

It's built around a bespoke chassis using a Corvette Callaway powertrain. The twin-turbo 6.2-litre V8 has a power output of 997hp, enabling it to reach a top speed of 227mph and do 0-62mph in 2.7 seconds. The gearbox is a 10-speed sequential automatic and the car weighs 1129kg.

A limited production run of three to five units is projected and Zagato has opened a 'short list' for potential customers.



BEAST OF TURIN COMES TO LONDON

The fire-breathing 'Beast of Turin' (*pic left*) will be running at the London Classic Car Show at ExCeL London (15-18 February).

The mighty Fiat S76 will drive down the indoor 'Grand Avenue' at the show. The 1910 'Beast' was the world's fastest car in its day, with a 28.5-litre four-cylinder engine developing 300hp. Owner Duncan Pittaway commented: "It's going to be absolutely brilliant to see and hear it performing inside ExCeL."



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NEW ITALIAN HYPERCARS

Two new Italian-made hypercars have been unveiled: the Apollo IE (above right) and the Devel Sixteen (below right).

Chinese-backed Italian firm Apollo Automobil has launched a LaFerrari rival, the Apollo IE (Intensa Emozione). This has an all-carbonfibre construction with pushrod suspension and Brembo carbon-ceramic brakes. Power comes from a 6.3-litre V12 with 780hp and 560lb ft of torque, mated to a six-speed sequential shifter. A 0-62mph time of 2.7 seconds and top speed of 208mph are quoted. Just 10 examples will be sold, priced at £2 million. Born out of the remains of the Gumpert Apollo, the IE was initially co-developed with Scuderia Cameron Glickenhaus but subsequently with Manifattura Automobili Torino (MAT).

MAT is also involved with the Devel Sixteen, a car initially conceived in Dubai. This is an even more extreme machine, with a 12.3-litre V16 quad-turbo engine that's achieved 5007hp in recent tests – yes, over 5000hp. The car is designed to exceed the landmark speed of 500km/h (310mph). Devel states: "Nevertheless, the car is an easy daily driver."



ALFA CONQUERS CHINA

An Alfa Romeo has taken first prize in the Great Wall concours event in Beijing. Italian collector Corrado Lopresto won the Best in Show award with his prototype 1957 Alfa Romeo Giulietta SS by Bertone (the same car that also won the recent Villa d'Este concours). Lopresto also brought another prototype to China: an Alfa Romeo Giulia TI developed in 1961 by Centro Stile as a design proposal for the new model.

FOSKERS MONACO

Independent Ferrari specialist Foscars has opened a new branch in the Principality of Monaco, specialising in private treaty sales of rare and collectable Ferraris. In 2018 Foscars is planning tours from Brands Hatch to Monte Carlo, commemorating the 50th anniversary of the company. For more info, visit www.foskersmonaco.com



PIRELLI PZERO WORLD LAUNCH

After last year's opening of its first flagship 'PZero World' store in Los Angeles, Pirelli has inaugurated its first European location in Munich.

This showcases Pirelli's PZero range of tyres designed for the specific handling characteristics of individual supercars. As well as 'regular' supercars like the Lamborghini Aventador and Ferrari Enzo, Pirelli also caters for extreme supercars like the Novitec Ferrari 488 N-Largo. This 761hp car, with its 213mph top speed, uses specially developed Pirelli ultra-low-profile tyres (255/30 21 front and 335/25 22 rear).

Also new is Pirelli's F1-style colour banding for its PZero road tyres. While the colours on F1 racing tyres signify grip and longevity levels, the road application is purely cosmetic. Prestige car owners can now choose from a range of coloured banding to complement body colours, and the yellow bands enhanced the looks of the red Ferrari 488 GTB test car that *Auto Italia's* Phil Ward tested recently (pictured below).

Pirelli has also introduced its Connesso range – a tyre that connects electronically to the car's onboard computer and smartphone app, allowing the driver to monitor tyre pressures and wear. The app also identifies the nearest tyre centre and can even book an appointment for you.





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FIAT 124 SPIDER COILOVERS

New coilover suspension from KW is now available for the Fiat 124 Spider. KW's Clubsport coilovers are two-way adjustable and feature a 16-setting rebound adjuster knob. They also boast independent compression dampening via an adjustment wheel with 12 'clicks'.

Meanwhile, KW's Variant 3 kit is designed for fast road and occasional track use and allows adjustment of compression (bump) and rebound settings.

Both Clubsport and Variant 3 kits offer continuous lowering via threaded damper bodies, with a range of 20mm to 45mm. The cost is £2520 for Clubsport and £1865 for Variant 3. A cheaper option comes via KW's subsidiary, ST, with ST-X coilovers at £739 and ST-XTA at £1179. More info at www.kwsuspensions.co.uk



ENI OILS RELAUNCHED

ENI lubricants from Italy are being relaunched in the UK. The famous six-legged dragon emblem is a familiar sight in Italy and in Formula 1 (as sponsors of the Ferrari F1 team) and now it's returning to the UK.

Moto World (part of the Superperformance Ferrari Parts Group) is now offering ENI lubricants on next-day delivery from its warehouse in Hertfordshire. Moto World is able to supply to the trade, car enthusiasts and garages. More info at www.motoworlduk.co.uk



LE MANS FERRARI GOES UNDER THE HAMMER

An ultra-rare 1959 Ferrari 250 GT LWB California Spider Competizione is to be sold at RM Sotheby's New York sale on 6 December.

It formed part of Luigi Chinetti's North American Racing Team (NART) trio of Ferraris in the 1959 24 Hours of Le Mans. The 250 GT LWB California Spider, chassis 1451 GT, is the second of just eight California Spiders bodied in aluminium and built to full 'competizione' specifications.

It was piloted at Le Mans by owner Bob Grossman, having left the factory just five days beforehand. At its very first outing at the Circuit de la Sarthe, an impressive fifth overall and third in class was recorded. It then raced successfully in the USA.

Now restored, it gained a First in Class award at the Pebble Beach Concours d'Elegance. Described as "one of the most significant Ferraris in existence" it's estimated to fetch as much as £15 million.



NEW TALACREST FERRARI BOOK

A new book offering a fascinating insight into the world of dealing in exotic Ferraris has been published by John Collins, founder of Talacrest.

It's effectively a catalogue of the world's most fabulous cars. Stories include deals on nine Ferrari 250 GTOs in which Collins was involved. Important cars like the 512S, 512M, 333SP and 712M are accompanied with histories, track tests and details of the deals. The reader is transported to the Nordschleife for a lap in a 288 GTO Evoluzione and to Silverstone for ride in a 330 LMB and a Le Mans Daytona.

The book is edited by *Auto Italia's* Phil Ward and designed by Michael Ward and is prolifically illustrated with archive images. All profits will be donated to two charities, the Thames Valley Air Ambulance and The Racehorse Sanctuary.

Talacrest - Classic Ferrari: Dealing in Dreams by John Collins is priced at £100 and is available from www.talacrest.com



330 LMB

In 1963 Ferrari was experimenting with new models to replace the legendary 250 GTO. The 330 LMB was one of the contenders.



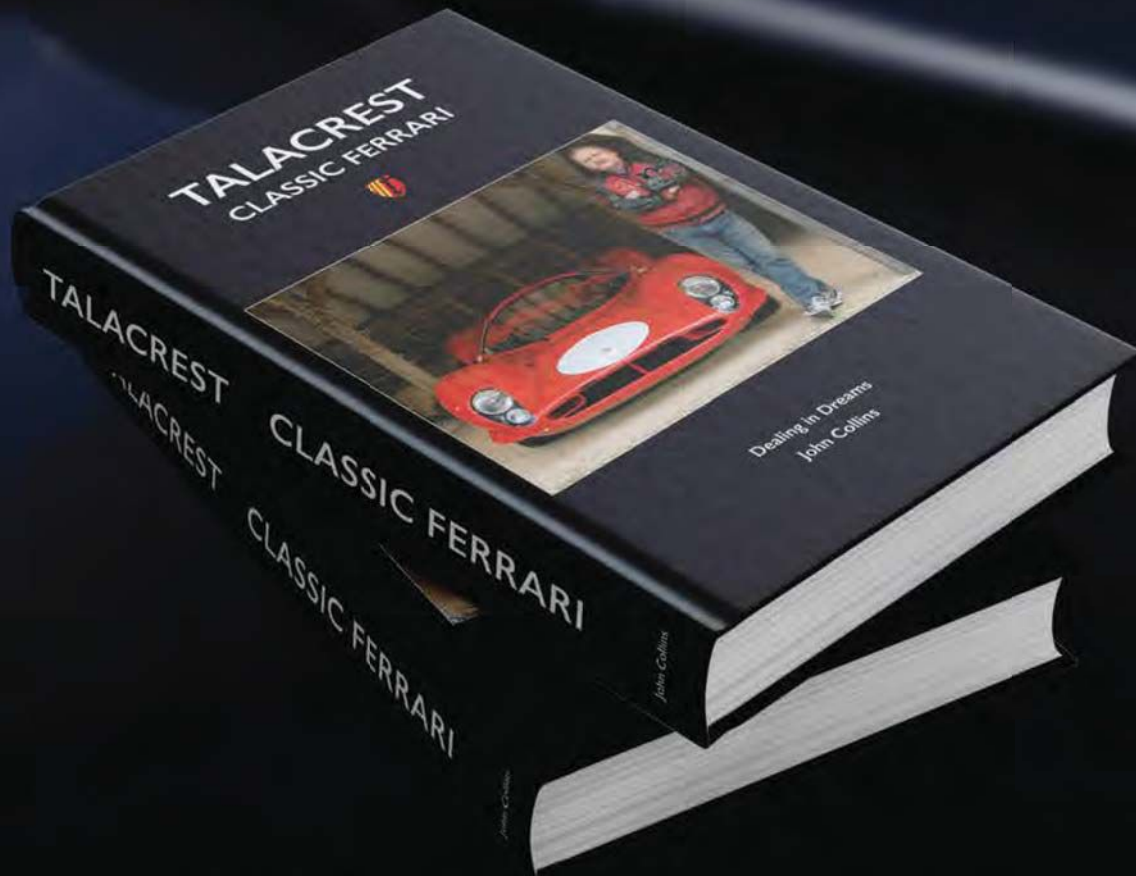


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This book has been published to commemorate Talacrest's 30th Anniversary and documents the start of the business with borrowed capital from mates in the local pub, to the development of an enterprise which became the first Classic Car dealer to win a Queens Award for Export. For enthusiasts, a candid recollection of the real stories behind some of the most exotic road and racecar transactions presents a unique insight into the operation of the market at the highest levels.

All profits from the sale of the book will be split between two charities -
The Thames Valley Air Ambulance and The Racehorse Sanctuary.

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READERS' CARS

AUTO ITALIA READERS REPORT ON THEIR WHEELS

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

LANCIA GAMMA COUPE 2500 IE

HELMUT MAGYAR, BELGIUM

On a trip to the famous Diftmer Museum in Louvain in Holland last year, I seized the opportunity to pay a visit to the showroom of ERclassics.com where I saw a silver metallic 1981 Lancia Gamma Coupe 2500 IE on sale. It wasn't low at the first sight. The ground clearance looked very high, and I didn't like the blue seats. However, the black-on-black dashboard and two-spoke steering wheel looked too simple, and not original. On the other hand, I was very charmed by the extremely sharp design – remarkably I had never seen one before in my 86-year life.

I learned from the internet that Gamma built before 1980 had poor quality steel and arc-weld protection, and the engine had some major failings. After 1980, though they no longer



had those faults. So I went back to Wauwiler and, after a test drive, I bought it. I thought that, mainly from the rear, the body looked as if it were standing on stilts and I wanted to lower it. I couldn't find the right lowering springs, so got Dalemansindustrie.be to shorten the existing springs, lowering the ground clearance by 50mm at the front and 40mm at the rear. The painted dampers were restored by Autocentrumzoo.nl. The car body had several rust spots, which were repaired, but during this process, the windscreen broke. Luckily Carglass.be was able to produce a small stock of Gamma Coupe windcreens, even though it took five months. The entire body was repaired in Arctic Silver Metallic, the same colour



CRUEL GAMMA

Re Readers' Cars (*Auto Italia* November 2017): we are two nice Lancias in Galway in the west of Ireland and we have told our owner to report Helmut Magyar, the owner of the Lancia Gamma Coupe in your current issue, to the Prevention of Cruelty to Lancias Society.

Dave Coen

Have you got a car you'd like Auto Italia readers to see? Send us your pics and stories! – Ed

WHERE'S WEYMANN?

This is a very long shot but I am looking for a vintage car my dad owned until a few years ago. He owned it for 45 years and sold it because he was getting on in years and it was difficult to keep up with maintenance.

Purely from a nostalgic point of view, we would

love to know where it is now, as he often wonders about it. We know, or are fairly certain, that it went to Italy. It was a 1928 Fiat 509A with a Weymann fabric saloon body. Its registration was HW 2875 but the registration number was sold separately from the car. Unfortunately we don't have chassis numbers.

We have many fond memories of this, as it was our family car when I was small and as a



teenager I watched my dad and granddad restore it.

Sandra Powell

INTEGRALE FAN

In your special on the Lancia integrale, you featured a Lagos Blue Evo 2 and a Bordeaux metallic Evo 1. For the last 20 years I have owned a Lagos Blue edition just as in your photo and my previous car was a Bordeaux Evo 1. What a coincidence!

I have been a fanatic of this car since they were first produced and believe (according to the UK Lancia Club) I am the only person to have owned all four editions (8v, 16v, Evo 1 and Evo 2). So you can imagine how keen I was to receive my issue of *Auto Italia*. My current Lagos Blue car has had the yellow transfer line removed from the sides and was previously owned by Eddie Irvine who made a couple of small changes, the major ones being a decat, straight-through stainless steel exhaust (still going at 110,000km) and a mild re-chipping to about 240hp when tested 20 years ago.

Vernon Holdaway

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OZZY FIAT UPDATE

Just to update you on what is happening here in the Fiat Club in Australia: the Fiat Car Club of Victoria (almost 500 members) has again just been involved in displaying at Motorclassica. We had five members' cars on display inside, and our club was one of several to display outside the venue. We were judged as best club display at this 'Club Sandwich'.

On display inside were Damian Banko's 1928 Alfa Romeo 6C 1500SS

Zagato, Philip Allen's 1972 Lancia Stratos Stradale and 1972 Fiat Dino 2400 Spider, Angelo Monteleone's Lancia Beta Zagato and David Judd's 1974 Fiat Abarth 124 Rally Spider.

In the annual 12-hour Regularity Rally at Winton Raceway, run by the Alfa Romeo Club (Victoria), 40 teams were entered. Ours had six cars and drivers: two X1/9s, a 127, 131, 124CC turbo and a Mitsubishi Sigma. The FCCNSW also had a 127, 124 Spider, X1/9, 500 Abarth, 124CC and a Lotus.

Bill Frame



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Tuned for Dunes

Hallelujah! Maserati's SUV has not only been upgraded for the 2018 model year, it's now available with a Ferrari-built 430hp petrol engine. How does the Levante S cope on road and desert dunes?

Story by Chris Rees
Photography by Maserati





Depending on whose reports you read, Ferrari may – or may not – be about to build an SUV. Unlikely, we reckon, but if anything like this does happen, it's probably going to be a 'shooting brake on stilts' rather than a full-blown SUV.

Which means Maserati's new Ferrari-engined Levante S is about as close as you'll ever get to an SUV from Modena. The 2018 model year Maserati Levante is, finally, being offered in right-hand drive with an 'S' badge. The addition of that inconspicuous 'S' marks a major change: the momentous arrival of that wonderful 430hp V6 petrol engine in the Levante.

How times change. I well remember when the Levante was launched in 2016 that diesel was king. With 95 per cent of UK sales in this market sector being diesel at the time, petrol power was declared to be effectively dead. But today, in the wake of a huge backlash against diesel, the Levante S is a highly significant newcomer.

The 'S' coincides with a range-wide update for the 2018 model year, some two years into the Levante's life cycle. Over 25,000 Levantes have been sold

worldwide so far, making it easily the best-selling current Maserati – indeed 55 per cent of all Maserati sales in 2017 have been Levantes. Interestingly, 70 per cent of Levante owners have had an SUV before but 90 per cent have never previously owned a Maserati. So what's it like to drive?

'S' ON THE BENDS

The VM-engined diesel Levante, on sale in the UK since summer 2016, is all very well. But wouldn't you rather have a Ferrari engine in your car? That's the enticing prospect of the Levante S, launched in the UK for the first time.

We've been itching to drive the new Levante S for months and finally now's our moment. We're in Dubai to sample its abilities both on tarmac and in desert dunes. Before we head for the sand, our briefing instructor says with a smile: "Beware of the camels!" I assume he's joking but almost the first thing that happens is that I have to give way to a train of dromedaries crossing the road.

Humps in the road avoided, it's immediately apparent that the Levante S is a 'proper' Maserati. For anyone

who doubted the credentials of a Trident-badged car with Diesel power, the 'S' is here to convince you that the Levante is a Maserati through and through.

The sound of the Ferrari-built V6 twin-turbo engine is truly fantastic. Even at tickover it's got purpose but at full chat the fireworks really start to crackle – especially after pressing the 'Sport' button. Maserati's sonic magic in the exhaust note department has been worked again: the V6 has just the right mix of basso profundo and delicate soprano and it pops deliciously when you take your foot off the gas.

The turbo V6 doesn't need to rev hard, as there's loads of torque at low revs: the peak figure of 580Nm (428lb ft) comes at a diesel-like 1750rpm and remains there all the way to 5000rpm. It's very eager at all speeds and so easy to drive with gusto: a mere tickle of the throttle sees it leap forwards. The power delivery in Sport mode is even keener. This is a genuinely fast car, capable of reaching 164mph and accelerating to 62mph from rest in 5.2 seconds.

It's a big contrast to the 275hp diesel, whose straight line speed is notably slower (0-62mph takes 6.9 seconds), even though its monumental torque (600Nm, or 443lb ft) makes progress effortless. Pressing the 'Sport' button sharpens the throttle response and elicits a slightly gruffer exhaust note –

but if it's a sense of occasion you want, the petrol 'S' is the one to have.

The Levante's suspension works so much more convincingly through corners than in the Ghibli from which it's derived. For starters, you've got an air ride system that can raise and lower the suspension by up to 45mm in either direction, offering everything from hunkered-down sportiness to off-road ability. The MY2018 Levante retains its perfect 50:50 weight distribution and continues to boast the lowest centre of gravity of any SUV in its class.

The handling has a strong rear-wheel drive bias and Maserati has fitted a limited-slip diff on the rear end, so you can really hustle it in and out of corners. Torque vectoring applies more torque to the outer wheels in cornering, at the same time braking the inner wheels, so the car's line tightens impressively – overall, it really defies your expectations of an SUV. And ride comfort is never compromised: it remains exemplary in all driving modes.

One big change for 2018 is that electric power steering replaces hydraulic steering. This might be regarded as a retrograde step; feelsome hydraulics being replaced by 'artificial' electronics is normally a recipe for steering deadness. But not so the Levante: Maserati has done a very credible job of maintaining

Any notion that the Levante might be a 'soft roader' is blown to the winds by its desert demolition



feel by fine-tuning steering torque. One benefit of electric steering is that the feel changes dramatically when you switch between driving modes (Normal, Sport, Off-Road and ICE). And at low speeds, the effort required has been reduced – very much a case of ‘win win’. Overall, it’s one of the best electric systems I’ve tried: Maserati has proved that electric steering systems have a strong future.

2018 sees a safety update with an Advanced Driving Assistance Systems (ADAS) option, which includes Highway Assist, Lane Keeping Assist, Active Blind Spot Assist and Traffic Sign Recognition. We tried out the Highway Assist adaptive cruise control system on the motorway. The car centres itself in its lane and changes its speed in traffic, all without you needing to do steer, brake or accelerate yourself. It’s a half-step towards a self-driving car.

TO THE DUNES

Easily the most impressive aspect of the new Levante comes when we venture off the tarmac and into the 45-degree heat of the desert. Before you say this is an irrelevance, I had a chat with chief engineer, Paolo Dellacha, who tells me that Maserati does a lot of research into how owners use their cars. Against expectations, perhaps, a notable percentage of owners do actually use their Levante for off-roading. Its ground

clearance is the limiting factor for serious off-roading, but for desert dune work, we’re about to find out whether the Levante has what it takes.

We head for a place called Fossil Rock to ascend a daunting landscape of dunes and rocky outcrops. It’s clearly going to be a serious challenge: I’ve already spotted a Nissan Xterra completely beached in the dunes, awaiting retrieval. The sand here is as fine as dust and constantly shifts in the wind. The tyre pressures are reduced from around 2.5bar to 1.5bar for the dunes – normal procedure for this sort of activity. But it’s not strictly required: our local guides report that the car has done the Fossil Rock ascent on standard road tyre pressures.

On the dunes I never once feel that the Levante will be overawed. All assistance systems are switched off for this exercise. There’s a definite skill to maintaining progress over such a surface; you need to tackle any incline with a hoof-full of throttle. Any loss of momentum is terminal; as soon as you stop going up an incline, it’s game over.

You also need to be very circumspect about the precise lay of the land, as you need to read the dunes extremely well. When they’re all the same colour and the contours are almost impossible to make out, that’s tricky.

On the more serious ascent to the top of Fossil Rock,





TECHNICAL SPECIFICATIONS

MASERATI LEVANTE DIESEL

ENGINE:	2987cc V6 diesel
BORE X STROKE:	83mm x 92mm
COMPRESSION RATIO:	16.5:1
POWER:	275hp @ 4000rpm
TORQUE:	600Nm (443lb ft) @ 2000rpm
TRANSMISSION:	8-speed auto, four-wheel drive
BRAKES:	Ventilated discs: 345mm (front), 330mm (rear)
TYRES:	255/60 ZR18
DIMENSIONS:	5003mm (L), 2158mm (W), 1679mm (H)
KERB WEIGHT:	2205kg
FUEL CONSUMPTION:	39.2mpg (combined)
MAX SPEED:	143mph
0-62MPH:	6.9 seconds
PRICE:	From £56,250

LEVANTE S

ENGINE:	2979cc V6-cylinder petrol
BORE X STROKE:	86.5mm x 84.5mm
COMPRESSION RATIO:	9.7:1
POWER:	430hp @ 5750rpm
TORQUE:	580Nm (428lb ft) @ 1750rpm
TRANSMISSION:	8-speed auto, four-wheel drive
BRAKES:	Ventilated & drilled discs: 380mm (front), 330mm discs (rear)
TYRES:	265/50 ZR19 (front), 295/45 ZR19 (rear)
DIMENSIONS:	5003mm (L), 2158mm (W), 1679mm (H)
KERB WEIGHT:	2109kg
FUEL CONSUMPTION:	25.9mpg (combined)
MAX SPEED:	164mph
0-62MPH:	5.2 seconds
PRICE:	From £70,755

my guide, Ahmed, takes over. Luckily, he knows his onions, and duly mashes the throttle pedal to the floor on the steep, ultra-loose section. The petrol-engined Levante S performs impeccably, despite being on standard road tyres. An impressive demonstration.

GRANLUSSO & GRANSPORT

One more bit of news for the 2018 model year update is the arrival of high-spec GranLusso and GranSport trim levels in addition to the regular Levante. As the names intimate, the former is angled towards luxury while the GranSport is more sports-themed. Both the GranLusso and GranSport have a £6240 price premium and can be ordered with any engine.

The GranLusso is recognisable by its metallic-finish front skid plates and roof rails, body-colour side skirts, 'GranLusso' badges on the front wings, black brake callipers and 19-inch Zefiro alloy wheels. Inside is either Ermenegildo Zegna silk or full premium leather upholstery, while its distinctive 'Radica' open-pore wood trim looks very special. The luxury theme continues with 12-way adjustable comfort seats, Harman Kardon sound system, power-adjustable leather steering wheel and illuminated door sills.

The GranSport, meanwhile, has a piano black front grille, skid plates and roof rails, GranSport badges on the front wings, blue inserts on its Maserati logos, red brake callipers and 20-inch Nereo wheels. Inside are 'sport' leather seats, a 'sport' steering wheel with gearshift paddles and plenty of carbon trim smattered about. One great feature is pedals that can be moved backwards and forwards electronically via a little button on the front of the driver's seat.

Both GranLusso and GranSport models feature standard parking sensors, sat nav and new 'Soft Close' doors – simply push each door gently and it closes itself electronically. One final new trim option is a 'Nerissimo' package, offered on baseline and GranSport models, giving the Levante a more aggressive look thanks to its black-and-'twilight chrome' exterior accents.

Incidentally, the MY2018 upgrades also include software updates for the engine, gearbox, infotainment system and more, which can be retro-fitted to existing cars.

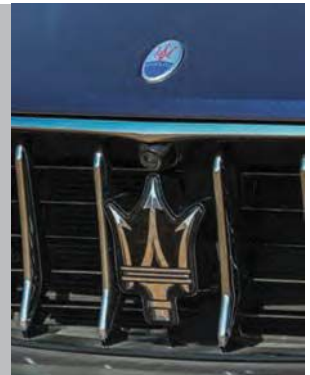
VERDICT

The arrival of the 'S' version of the Levante finally frees its spirit. It's been crying out for the 430hp petrol engine, which transforms the Levante from a credible luxury SUV to a 'proper' Maserati with the

ELECTRIC HYBRID? V8?

Maserati has already said that it will be going electric from 2019: every new Maserati launched from 2019 will use some kind of electrification in its powertrain. But what about existing models? Hybrid will almost certainly appear in the Levante, but whether that will be a plug-in or a 'mild' hybrid has yet to be decided.

At the other end of the scale, what about a V8-engined Levante? That's on the cards, too. "We probably need to do both," says Paolo Dellacha, Maserati's chief engineer. "The V8 version would use the same 530hp 3.8-litre engine as in the Quattroporte GTS."



performance and soundtrack to match. Yes, it's a sizeable £14,500 leap up from diesel to petrol 'S' power, but we think it's well worth it.

It hustles through corners with more sportiness than any SUV up to and including Porsches and its driving position – lower than any rival SUV – gives it the right feel, too. Yet it remains a convincing luxury car, whose class-leading aerodynamics give it a hushed refinement and whose long wheelbase offers loads of room inside.

We can't finish this report without mentioning the 'A' word – Alfa Romeo. Maserati's cousin is about to launch the Stelvio Quadrifoglio, which ups the power stakes even higher, with 80hp more than the Levante S. It doesn't take a genius to surmise that the Stelvio QF could challenge the Levante as the Italian SUV par excellence. We're going to find out soon enough – we're returning to the desert to drive the Stelvio QF next month. Stay duned. 🇮🇹



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LEAPING BULL



Zagato's Lamborghini 5-95 is intended to evoke the look and feel of an animal about to leap forwards. We grab an exclusive test in Zagato's rebodied Lamborghini Gallardo on track

Story: Chris Rees
Images: Michael Ward

Well this is special. We're at Zagato's headquarters in Terrazzano di Rho – the unassuming suburb of Milan very close to the former site of the Alfa Romeo factory – and the grey shutters are slowly rolling upwards. Out burbles a spectacularly orange supercar.

Welcome to the 5-95 – Zagato's vision of how a collectible Lamborghini should look. Like many of Zagato's recent projects, it's the result of an official collaboration with a major car brand (having done several limited-production models with the likes of Aston Martin, Bentley and Maserati).

It was in 2013, on the occasion of the 50th anniversary of Lamborghini's birth, that Andrea Zagato approached VW's design chief, Walter de Silva, with the idea of introducing a Zagato Lamborghini to the VW board. The resulting car would be a fitting celebration of Zagato's 95th anniversary (1919–2014).

As fits go, this is perfect. After all, Zagato has plenty of form with Lamborghini. The first Zagato-bodied Lamborghini, the 3500 GTZ, was born in 1965 (based on the 350 GT) and was followed by the 4000 GTZ. Other Zagato Lamborghinis have included the spectacular LP147 'Super Diablo', the LM003 Borneo SUV and the achingly pretty Raptor.

Zagato's concept – as with all its modern creations – has been to build a "contemporary collectible car". Essentially, this is its ethos: when you buy a Zagato, you can expect it to go up in value because it's been conceived as a limited-production collectible car, as opposed to a 'consumable' that loses value over time.

Zagato's first customer for the 5-95 was the Swiss enthusiast and collector, Albert Spiess. He is one of the world's most significant Lamborghini collectors; he owns a number of one-offs and prototypes. He's a great Zagato fan, too, owning an Alfa Romeo SZ (1990) and RZ (1993), as well as an Aston Martin V8 Zagato (1985), a V12 Zagato (2012) and a Vanquish Zagato (as unveiled at Villa d'Este in 2016).

The 5-95 is a reinterpretation of the Gallardo (which remains, at the time of writing, the most successful Lamborghini model of all time). At its launch in 2014, Andrea Zagato explained: "We have chosen the Gallardo because it is the most sensational project in Lamborghini's history. An extraordinary car, perfect in engineering terms, that has brought the image of 'the

Bull' from a cottage industry to a worldwide major industrial reality. The Gallardo production figures exceeded the whole Lamborghini production since its foundation." Why the '5-95' name? Because five examples would be built to celebrate Zagato's 95-year history.

Zagato started with a standard Gallardo LP570-4 and created its own design vision on top of it. Luckily, Zagato has a pretty impressive pool of design talent to draw on. It's Andrea Zagato himself who sets the agenda and the broad outline of each project, but then free rein is given to his highly respected designers, Norihiko Harada and Stéphane Schwarz, who work in two complementary groups.

The 5-95 Zagato was actually designed by Zagato's Swiss-born Design Director, Stéphane Schwarz. You may not have heard of him but his CV is pretty impressive. He started his automotive design career in Italy, at Pininfarina, where he designed a number of concept cars, among them the critically acclaimed 1992 Ethos. Then he moved to Nissan where he designed the Primera and, most famously of all, the best-selling Qashqai SUV.

Zagato states that its core design values are functionalism and rationalism. These are not words you usually associate with supercar coachbuilders – which may well explain why Zagato is so successful while others with flouzier mission statements have gone by the wayside. It all fits in with Zagato's "necessary beauty" ethos: everything needs to be functional, there should be no baroque adornments.

When you look at the 5-95 you see plenty of evidence of things that are born to be functional, rather than fripperies. 'Rational' design elements include the double-bubble roof (for enhanced headroom) and the 'coda tronca' truncated tail (for aerodynamic performance) – the latter being something that Zagato pioneered in the early 1960s.

The 5-95 has far more rounded lines than the Gallardo does, picking up on traditional Zagato themes. Indeed, the 5-95 draws mainly on two Zagato-bodied Lamborghinis of the past. The first is the 350 GTZ; the other is one of Zagato's most lauded designs of all time: the 1996 Lamborghini Raptor. As Andrea Zagato told *Auto Italia*: "Like the Raptor the 5-95 is essential, minimal and our view of what Lamborghini represents. It's not

about an angular or 'stealth' look – it's inspired by the Miura, which is the best Lamborghini ever for me."

The 5-95's carbon 'snorkel' engine air intake atop the roof is one Raptor-esque example; the shaping at the front end is another. The front end is dominated by a floating spoiler which contains a black carbon lip that conceals the air intakes. The front wings, meanwhile, appear to 'bite' into the bonnet. The side intakes are also Raptor-inspired but are quite modest in size. That's because the air scoop on the roof does a lot of the engine cooling duties, as do apertures concealed in the glass surfaces. The air scoop is integrated with the double bubble roof and directs cooling air straight to the intake manifold. There's also a rear diffuser in carbonfibre.

The design aim was to bring the rear end in towards the engine and to accentuate the proportions of the front end. As Zagato says: "It expresses a sense of energy through fluid and organic surfaces that recall an animal's muscles as it is ready to leap forward... suggesting a jump, as if the central part of the front is ahead of the fender." Aesthetically, the rear end is very dramatic;



LAMBORGHINI 5-95 ZAGATO

the front end perhaps less so.

The lights (LEDs front and rear) are unique to the 5-95. The headlights incorporate air intakes just above them – another example of functionality. The rear lights are circular because, says Zagato, it's the most functional shape, and they also incorporate 'heat release' apertures around them. The rear spoiler is active, while the distinctive wind deflector that sits at the base of the windscreen keeps the wipers flat to the glass at high speeds, and also increases the perceived length of the bonnet.

The bodywork is made entirely of carbonfibre. Not only is carbon light and stiff, it's easy to make spare panels in carbon. All the hard points of the original Gallardo are retained in order to keep the donor car's homologation. Incidentally, the Volkswagen Group has signed the 5-95 off as an 'OEM' car that can consequently be serviced at any dealership. The A-pillars, windscreen, mirrors and wheels, for instance, are all standard Gallardo (Zagato does design its own wheels, though, should you want to order an alternative look). The 5-95 also retains all elements of the Gallardo's active and passive safety systems.

There are obvious differences over the Gallardo, though. The doors are completely different (although they remain conventionally hinged, not scissors) and the side and rear glass is new. Zagato has pursued its long-standing idea of 'continuous' glass surfaces that surround what looks like a pillarless body, to reduce noise and improve aerodynamics.

The interior retains the Gallardo's architecture intact but it's been retrimmed. In the Spiess car it has a different type of leather for the upholstery and orange Alcantara accents for the dashboard, doors and seats. Purple stitching adorns the cabin and there are also purple door handle backings.

Mechanically, it's all absolutely standard Gallardo LP570-4. So its 5.2-litre V10 retains its 570hp power output, allowing the car to do 0-62mph in 3.4 seconds and reach a top speed of 196mph.

We were lucky enough to take Zagato's precious Lamborghini 5-95 to the nearby Lainate test track – a facility originally built by Alfa Romeo at its now-flattened Arese factory (it's now a gigantic shopping mall...). The track has thankfully

been not only saved from demolition but also newly restored to a superb standard.

So how does the 5-95 feel? Fundamentally, it's just like a Gallardo to drive. At low speeds it sounds muted and refined but as the revs rise, the noise from the four exhaust pipes becomes much more visceral. Lamborghini's V10 engine is, after all, one of the all-time great powerplants. The e-Gear transmission is easy to use, if not the fastest-acting gearbox in the supercar fold. And through the turns, this is classic four-wheel drive Gallardo: sure-footed, grippy, confident – and very, very quick.


The car's owner, Albert Spiess, is clearly delighted: "I always appreciated the ability of Zagato to create timeless lines with a forceful visual impact. I believe that a sensual design inspired by nature, together with the best technology, strikes a perfect balance that is possible to achieve only in Italy. The 5-95 is a fundamental piece of my collection."

The 5-95 in our photos is finished in a striking one-off shade of matt orange, chosen by the VW Group's head of design, Walter de Silva. Incidentally, it's Marella Rivolta, the granddaughter of Renzo Rivolta



and wife of Andrea Zagato, who is Zagato's art director. Zagato reports that her artistic suggestions are followed by pretty much every customer.

The orange car is the first of an intended run of five units. A second example has been built and painted yellow, which Andrea Zagato likes: "The design changes dramatically with the colour; yellow lowers and widens the 5-95 shape."

Having made its debut at the Villa d'Este concours in 2014, the 5-95 is very much a 'live' project. If you want an example yourself, you're advised to approach Zagato to ask about a build slot. You can choose any Gallardo model on which to base your 5-95, whether that be LP570-4, LP570-2 or Superleggera. The price? From 750,000 euros, plus the cost of the donor car - expensive, yes, but as Lamborghinis go, this is among the most exclusive. 





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Clover Lovers

We compare three Cloverleaf-badged Giuliettas – from extremes like the ‘Monster’, via a seriously modded car with on-the-floor air suspension to a completely standard QV

Story: Chris Rees
Images: Michael Ward



Ever feel like you're drowning in a sea of VW Golf GTIs and spinoff-a-likes from Seat, Skoda and Audi? Yes, us too. Luckily for lovers of Italian cars, there is an alternative. The Alfa Romeo Giulietta remains a standout design – a true hot-blooded Italian in a morass of ‘me too’ hatchbacks.

The ‘g40’ Giulietta has been pleasing enthusiasts ever since 2010, but in highly exclusive quantities. For every 10 Golfs, you won't see a single Giulietta. For those who understand the Giulietta, though, it offers not just exclusivity but great looks, a practical layout and a mature chassis.

That's even more the case in the top-spec 1.75-litre turbo version – we hesitate to call it ‘QV’ because it's actually been known by many different names. At launch in 2010, it was known in the UK as the Cloverleaf, but in 2014 it changed over to what it had been called in other markets since the start: Quadrifoglio Verde (or QV). The standard spec included a 235hp 1742cc engine, suspension lowered by 10mm, darkened lights, dark 18-inch alloys and uprated brakes (330mm front, 278mm rear) with red callipers.

Power was upped in 2014 to 240hp when a new TCT six-speed twin dry clutch transmission was brought in (borrowed from the Alfa Romeo 4C). Then from 2016,

when the Giulietta was facelifted, the QV badge was dropped, somewhat curiously. The top-spec Giulietta was now rebadged the Veloce but kept the same 1750 TBi 240hp engine as the QV, the only gearbox option remaining the TCT dual-clutch sequential six-speed auto. All versions with the 1742cc turbo engine are very quick, with a top speed of up to 149mph and 0-62mph time of 6.0 seconds.

We've gathered together three cloverleaf-badged Giuliettas. From standard spec to severely modified, they represent a snapshot of what enthusiasts get out of their cars – whether that's an everyday driver, a fast road modified monster or a full-on show car.

AIR ON A GIULIETTA

Andy Barrett's early (2010) Cloverleaf in Ghiaccio Bianco (white) paint is easily the most extreme of our trio. He jokes: “I bought on Valentine's Day 2015 having just split up with my partner. I always say this is a better looking lady!”

As purchased, it was a standard Cloverleaf but even in the first year, Andy got tinkering with it, adding BC Racing coilovers with 30-way adjustability for damping and height. That enabled Andy to lower the suspension ride height by a whopping 60mm. “That was as low as it would go but it was very nose-heavy





so I raised the front end to avoid it hitting the ground.” It also needed 0.5 degree camber top mounts and four degrees of camber at the back.

At the end of the first year of ownership, Andy increased engine power (more on that later) and then, six months ago, fitted his most radical mod of all: air suspension.

“I have friends in the VW scene who have air suspension and I wanted to beat them at their own game,” says Andy. The set-up he’s used is called Air Lift 3P and was sourced from the USA and installed by Only Charged Dubs (onlychargeddubs.co.uk). The kit includes a four-gallon aluminium air tank, 444cc compressor, ECU/manifold unit and control unit, as well as the necessary wiring, lines and fitting parts.

As far as Andy knows, this is the only Giulietta in the world with air suspension. You can buy kits for cars like the VW Golf very easily but there’s nothing for the Giulietta specifically. “The Air Lift set-up doesn’t fit on standard Alfa suspension but since I already had coilovers, I could do it.”

The air system works by using a bag that fits over the top of each suspension strut, activated by two bellows. The air tank and compressor (mounted in the boot) fill or empty these bags to raise or lower the car’s suspension, which you do via the control panel in the dash.

Each corner can be raised and lowered individually, which can be done using the dashboard touchpad even when you’re on the move. There’s a special ‘pulling away’ mode to clear kerbs and sleeping policemen, then you can return to ‘normal’ height – not that there’s anything normal about a car lowered by 80mm. That’s as low as it’ll go – the only reason it isn’t lower is that the wheelarches start to rub on the tyres and the engine itself starts to scrape the ground! And how is it in service? “I’ve had a few teething issues but nothing serious,” says Andy.

Of course there are other mods too. Andy hasn’t gone mad with the engine: “I want usable power so I’ve kept it sensible.” The turbo is standard QV but has an



Compare air-suspended car's 80mm lowered ride (opposite page) with Couch's 15mm drop (above)

updated intercooler with a cold air induction feed. It's running a decat stainless exhaust system with a three-inch Ragazzon pipe mated to a standard back box. It's also been remapped to run 281hp at the wheels (around 320hp at the flywheel) – Andy might go as high as 350hp but no more.

The OZ Ultraleggera 18in wheels are much wider than standard (at 8in) and run 225/40 R18 tyres (Andy also has a set of Alfa Turbines too). The brakes are standard except for grooving and have callipers painted in a Tiffany & Co-style shade. Body-wise there's a Lester rear diffuser (sourced through Alfisti.net), while the interior is completely standard.

The air suspension thing is really for show, not driving sharpness, and it definitely won't appeal to everyone. It feels very strange to drive, that's for sure. With firm settings dialled in to avoid suspension 'float', it corners very flat indeed, since the system sends air to the corner that lacks it the most. But the ride is super-hard, so you bounce over every bump and the back end can become pretty skippy.

The steering is very light indeed – a result of the extreme camber settings on the car. Andy's Alfa also gets the award for the fruitiest exhaust note of the day, as well as the loudest.

THE MONSTER

Andy Couch introduces his Giulietta as the 'Monster' – a name conferred on it by his Giulietta enthusiast friends, since he's done so much work to it in the three years he's owned it.

That work started with the engine. There's a 600x400 intercooler with silicone hoses and a GSR induction kit. The exhaust system consists of a free-flow front pipe, 200-cell sport centre cat, Ragazzon decat pipe and Wizard back box, which sounds very nice indeed. With a custom remap by PV Engineering of Somerset (www.p-v-e.co.uk), it's putting out over 300hp at the moment. You can't help but notice the Italian flag engine cover, either...

"I'm looking at methanol/water injection system next," says Andy, "followed up by a hybrid turbo. That could unleash perhaps 350 to 360hp. Most tuning guys seem to agree that this is a sensible figure for the standard engine internals, and is about as much as the chassis can handle."

The front brakes are the standard size (330mm) but are drilled and grooved and have EBC Green Stuff pads fitted. However, brake fade when these pads get hot means Andy is looking to switch to Ferodo





DS2500 pads. The callipers have been refurbished and painted green.

Eibach Pro Sport springs lower the car by 15mm which, considering the QV is already lower than a standard Giulietta, means it looks quite extreme. The dampers are standard, as are the Turbine wheels, albeit they've been stripped and painted black.

Since Andy does car body repairs for a living, it's no surprise that the bodywork has had a few upgrades. "I wanted a subtle look, not OTT, because the Giulietta is very pretty as standard." He's added a stealth-look front bumper, fog lamp removal for improved air intake and a colour scheme featuring a black/green stripe look. The black sill trims have a distinct green line in them, as do the front grille and door mirrors. The roof is wrapped in black, while the extended rear diffuser (by

LEDLE) is gloss black. Black has also been applied to the door handles, and the badges are all the current Alfa black-and-chrome style. On the 'to do' list is to wrap the chrome window strips in black.

The interior continues the green theme with black-and-green for the gearknob, door pulls, gaiters and console. The steering wheel is a custom one-off made in Poland and features shortened bezels and an Italian flag. The current red-finished seats will soon be changed for green, while the LEDs will also go from red to green. The dash is finished with a tiny QV logo – a shirt pin badge, it turns out! Andy plans to replace the standard audio with a single-DIN seven-inch screen.

With its quickshift gearchange and significant power boost, this feels a feisty machine indeed. The steering is super-fast and has a great feel, with the best turn-in

Andy Couch's car has around 300hp, Andy Barrett's has 320hp – both significantly more than the standard 235-240hp



of our gathering. The handling is super-planted on the lowered suspension and Uniroyal RainSport 3 tyres. The exhaust is not too noisy when you're inside the car, yet sounds beautifully fruity from the outside, and the turbo produces that evocative whooshing noise so favoured by the aftermarket.

PEACH OF A PEARL

Mark Gunston's represents the standard factory QV in our trio but it's distinctive for its colour – Luna Pearl – which glints gold in sunlight. This is a standard QV from 2015, among the last of the pre-2016 facelift models – although it has the later dash with the same touchscreen that current Giuliettas boast. It was bought second-hand through Chris Variava (www.variava.com) as an everyday car for

family use, does around 6000 miles a year and so far has had no issues at all.

The seats are standard, lacking a centre armrest, and feature evocative green stitching. There's a Bose hi-fi fitted – “a great upgrade,” reports Mark – and the teledial wheels were an original option and are painted in gloss graphite.

This is a TCT semi-automatic transmission car. Mark has had manual cars before but only runs TCTs now. “I like the dry clutch system and the ‘pop’ sound it makes between gearchanges, and the fact that the drivetrain is basically like the 4C's.”

Downsides? The sat nav needs updating to keep it going and the service intervals are 8000 miles (down from 12,000 miles on the old Cloverleaf).

And the standard Pirelli P7 tyres are pretty noisy.




Even in standard form, it remains a great drive. Peak torque of 251lb ft arrives at just 1900rpm, so it's easy to drive quickly. The TCT 'box shifts smoothly and not too early in Normal mode, but becomes much sharper in Dynamic mode. Using the paddles to change gear manually, it works very quickly. The stiff suspension and wide 225/40 tyres give good grip and handling balance, while the electric power steering has a more natural feel than most such systems. No question, the QV remains a proper hot hatchback.



2018 GIULIETTA

We also reacquainted ourselves with the current, post-2016 facelift Giulietta. Sadly Alfa didn't have a Veloce for us to test so we made do with a 1.6 JTDM-2 with its 120hp diesel engine. Its honeycomb front grille with black lower edge resembles the Giulia's, while the updated brand logo and new rear badging convey a more modern feel.

If you buy the current top-spec model, the Veloce, it can be spotted by its carbon front light detailing. Its vital stats are 240hp at 5750rpm, 251lb ft (340Nm) of torque at 2000rpm, which result in a top speed of 152mph and 0-62mph acceleration of 6.0 seconds, while it averages 41.5mpg and emits 157g/km of CO₂. The list price is £29,950. 



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Green Giant

Alfa Romeo never intended to take its Montreal racing – yet there was indeed a pukka Group 4 racing Montreal. We visit a rarest-of-the-rare Alfa in Switzerland to investigate its story

Story & images: Peter Collins



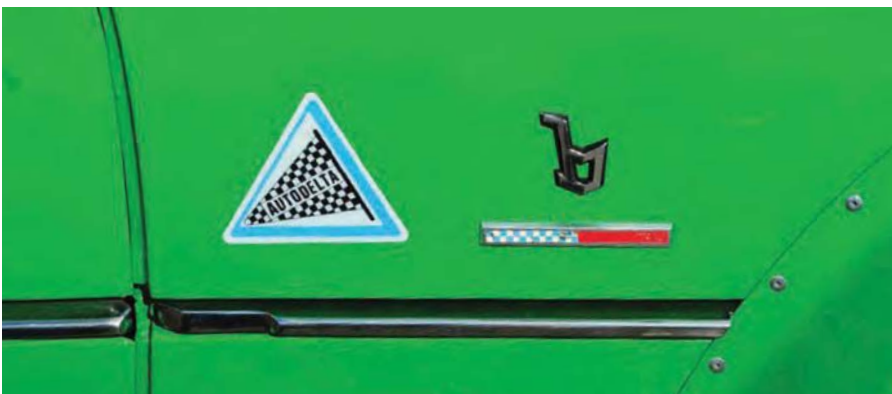
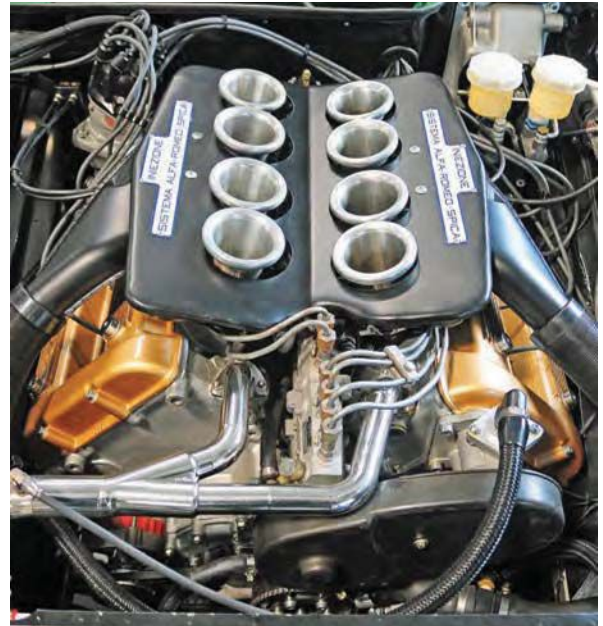
During the decades following World War II, each year, as a sign of international accord and as a way for countries to display the best of all that they could produce, an exhibition would be held entitled World Expo and different countries took it in turn to be the host. In 1967 that country was Canada and one of Italy's exhibits was Alfa Romeo – a company that was no stranger to special car displays, in particular those designed to ensure punters go home impressed.

Alfa Romeo had certainly been successful in 1964 at the Paris Motor Show when it unveiled the Canguro. This was a “more harmonious and flowing” version of Alfa's TZ competition car, according to the Italdesign Catalogue Raisonnee, based on that vehicle's chassis. It had been designed by Giorgetto Giugiaro before he left Bertone and after he had completed the all-time great Alfa Giulia Sprint GT.

By the time of the 1967 Canadian Expo, the men at Arese had been thinking of a more spectacular car to keep Alfa Romeo at the forefront of contemporary design, so it asked long-time conspirator, Bertone, to come up with something suitably eye-catching. Being the great agitator and organiser of men, rather like Enzo Ferrari, boss Nuccio Bertone handed the project to Miura man Marcello Gandini. The result was a concept car, based on the Alfa Giulia chassis and equipped with the excellent 1590cc twin-cam from that model. It had no name but, because it debuted in Canada, it became universally known as the Montreal. With hooded and slatted lights, a long low bonnet and seven side vents behind the B-pillar, it was certainly eye-catching. Two prototypes were built.

As is often the case – even today – Alfa's gestation periods from concept to production were prodigiously long and nothing more was heard of the car for well over two years. It wasn't until the Geneva Show of 1970





that, at last, a definitive car was debuted that was called, officially, the Montreal. John Bolster in *Autosport* magazine described it variously as “beautiful”, “very attractive” and “important.”

The engineers at Arese had not been wasting their time. This was not just an updated special-bodied Giulia Sprint, but an all-new car powered by nothing less than the race-bred V8 from Autodelta's Tipo 33 race cars. The 33 represented the company's return to international sportscar racing, but in the Montreal the V8 was suitably detuned. As a result, Bertone had to redesign the bonnet to allow the engine to fit and the driver's seat had to be repositioned. The height of the car was adjusted and the width reduced, not entirely helping the originally attractive styling.

The long delay in getting the car from concept to showroom resulted in initial reviews that were not entirely flattering, centring on the fact that the suspension employed a live rear axle as per the Giulia, in order to keep the project within budget. However, not all views were negative; for instance, *Road & Track* stated in 1971 that: “A few turns around Alfa Romeo's test track at Balocco... revealed the superb handling characteristics of the Montreal. Advocates of full independent suspension would find it hard to believe that the car has a live rear axle... The fact that the Montreal is the only one of the group [Porsche, BMW, Jaguar] without independent suspension all around should not be necessarily considered detrimental.

That V8 engine had started off in 1967 as a 2.0-



This very car appeared at the 1973 London Racing Car Show before competing in a few continental races in 1973 and 1974

litre but a 2.5 unit had been developed later on the way to a full 3.0 litres, the maximum allowed for international sportscar racing. These were from Carlo Chiti's domain at Autodelta and it had been decided to develop a detuned version with a capacity of 2593cc, still with the four overhead camshafts and Spica fuel injection. The end result in the road car was an output of 200hp at 6500rpm.

The long, convoluted and sometimes bizarre story of the Tipo 33 was peppered with weird and stillborn decisions, one of which was to build a road car utilising Tipo 33 parts, the result being the all-time classic T33 Stradale.

Now Carlo Chiti was very commercially minded, of necessity in fact, as Alfa Romeo was a state-owned manufacturer and he was constantly being called to Rome to justify Autodelta's spending and value for money. If he thought he could see a way for his competition department to make some money he would do it, from selling individual cars to building runs of them. Thus was born the idea, having produced the Stradale version of the T33, to build a competition version – in effect, a road version of a racer was developed and then a racing version of the road car followed! This is relevant because the detuned racing V8 in the Montreal was then developed into a racing unit and made available to anyone who bought a used Tipo 33 for private competition use.

Somewhere along the line, Chiti must have thought that, if the Montreal engine was being developed into a

separate racing unit, then why not develop a whole car? Teodoro Zeccoli said that he would often have ideas whilst in bed at nights and arrive at Autodelta the next morning demanding a new project from scratch. Here we have just that: a new Autodelta project. The car featured here is a Montreal, Tipo 105.64, chassis number AR 1425230, developed over the winter of 1972-1973 into a full international racing sportscar compliant with the then-current Group 4 GT racing regulations. It had been completed on 18 March 1971 but did not move on to Autodelta until 27 July, after which it spent the rest of that year being converted into the race car you see here. It was duly tested by both Teodoro Zeccoli and Carlo Facetti.

In the UK during the 1960s and 1970s, a Racing Car Show was held every year in London in January. At the 1973 show, John Bolster reported for *Autosport* that an "aggressive looking" Group 4 Montreal was on display on Alfa's stand – the very car featured here. The plan was that it was a customer car and that replicas would be built and sold to anyone who wanted to take part in the GT category of the World Sportscar Championship. However, it seems that there were no takers and it disappeared back to Autodelta's workshops.

No more was heard of the project until the Nürburgring 1000km round of the World Series when Alfa Romeo Germany, always an enthusiastic organisation for competing with Alfas, turned up for practice at the circuit with 'our' car in its bright

emerald green livery. It had been sold to the German importer in March 1973. According to Autosport magazine, the only cars entered in the GT class to "break the Porsche Carrera monopoly" were a lone De Tomaso Pantera and the Alfa Montreal which it described as "a very professional effort."

The car "looked rather frightening on the road" in the hands of its two drivers, Dieters Gleich and Weizinger. Sadly it wasn't good enough as they qualified 44th overall out of 49 cars. This was mainly the result of engine problems, to the extent that a new unit had to be installed before final practice, but all to no avail. Despite not making the cut, they were allowed to start but similar problems arose during the race and a DNF was posted.


The car was taken back to base and not seen again until Gleich brought it out for a national meeting at Hockenheim on 25 August. Mainz Finthen was next up on 9 September and this was followed by a trip across the border to Belgium for races at Zolder on 30 September, then it was back to the 'Ring on 21 October to finish off the car's 1973 season.

Over a year passed before 1425230 was in action again, when Dieter Meyer brought it out once more for Zolder on 21 March 1975. Back on home soil on 13 April it was time for the annual Jim Clark races at Hockenheim, followed up just two weeks later at the 'Ring for the Eifelrennen event. Both of these were with Meyer, although it is believed that the final 'Ring event turned out to be an entry-only date.

Almost another year went by before the car was sold to a Hans Stahlberg of Hamburg. Many years later the car was found in a very sorry state, half submerged in water. It was purchased and a full restoration was started by the Alfa and Italian car wizard, Ivo Salvadori of Basel, the superb result of which you see here.

We were able to take it up into the hills above the city of Basel, that V8 making its typical Tipo 33 'small' V8 noise and yet it was remarkably tractable – an advantage of the engine being Montreal-spec rather

than T33, with 500cc extra over the Tipo 33/2. Nothing is wanting in the way the car goes, stops, handles and looks. At the speeds available on Swiss roads, the experience was nothing like that of the 'Ring on full blast, but enough to appreciate the immense potential of the car.

Since nobody proffered their cheque books at that 1973 Racing Car Show, I imagine Chiti lost interest in the project, especially with the pressures of getting the flat-12 T33s up and running. This is a unique Autodelta car – except for one built to similar specification in the USA. I must offer my thanks to Ivo and the car's owner for a glimpse into what was a fascinating might-have-been. 

Race-spec Montreal 3.0-litre V8 engine has a bellowing soundtrack and no lack of performance



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Roadsports & Loadsports

A couple united by their passion for racing Lancias have assembled an impressive array of Italian vehicles that race on track and also earn their keep as support machinery. Welcome to the extraordinary Kennedy Collection

Story: Mike Rysiecki
Images: Michael Ward



The Italian car movement in Britain is large enough to contain every possible type of character, with all the extremes of personality that you would expect. The common thread that unites the community and keeps bringing in new members is the infectious enthusiasm that Italian vehicles inspire. Sometimes that enthusiasm becomes obsessive – so much so that you find yourself starting to amass a collection. And what a collection we have here...

Jason and Louise Kennedy are clearly passionate enthusiasts who enjoy evangelising about Italian motors. Not for them the conventional and predictable Fiat 500, Alfa V6, Maserati GT or red Ferrari; their tastes are much more disparate. And theirs is a special case in another aspect: they've expanded their love of Italian cars so that it plays a supporting role in their other interests, including participating in duathlons.

Jointly, the Kennedys have made lifestyle choices and commitments to their hobby so that they can enjoy and use the elements of their collection to the full. The 10,000-metre view of their collection shows that, while it is leisure and pleasure based, it splits into two major themes: road-going race cars are one thread; the other is more functional load-bearing vehicles that need to earn their place in the collection. As Jason says: "All the vehicles are used and all have a job – if not, then they go."

Like many enthusiasts we have featured over the years in *Auto Italia* magazine, there is a family connection behind the current passion. Jason's father was a rally enthusiast who competed in the Circuit of Ireland and also owned a Buckinghamshire car dealership which did some trading in used Lancias. In his earliest driving days – before he'd even passed his driving test – Jason had a Fiat 126. Louise, meanwhile, can trace her Italian car roots back to a Fiat Uno Turbo.

The couple enter races under their 'Pagan Sport' team name. Their racing career began in 1997 in the HSCC '70s Roadsports series. Jason ran a Lancia Beta and Louise campaigned a Lancia Fulvia Sport Zagato. Early in their racing career, Louise had a disturbing experience during a wet championship race at Castle Combe. Jason had aquaplaned his Lancia Beta at one





Abarth replica has a Middle Barton 80hp engine, close-ratio 'box and front disc brake conversion

of the circuit's fast and unforgiving corners. Such was the positioning of his car at the incident that it was not until the end of the race that she learnt that husband Jason was the protagonist. Louise herself had dropped a valve in her Fulvia Sport during that race, so both drivers were in need of assistance from the Combe's rescue marshals. Such is their enthusiasm, that they were both out racing again within weeks, thanks to excellent support from Auto Integrale.

Within the road-legal race car segment of their collection there is a clear favourite which gets more than its share of attention. The conveniently right-hand drive 1953 Lancia Aurelia B20 GT arrived in the UK in 1961 and has been a classic racer ever since 1970. It's been with the Kennedys since 2007 and has probably provided more special moments for them than any of their other cars. With around 130hp from the 2.451cc V6 and only 1100 kg for it to haul around, it's a lively beast – very capable of putting heavyweight racers to shame. This is a transaxle car with inboard rear drums which are not self-adjusting. That means that, when

Jason is driving and crewing the car, he has to wriggle in through the boot on longer races, to adjust the brakes during pit stops.

Jason has given up his day job to look after the fleet of cars – it's a full-time undertaking. Louise and Jason enjoy sharing the driving in longer races and 'crew' for each other. As a result, they're entirely self-sufficient at all of their events.

In 2005, Jason and Louise won the Spa Six Hours in a Ford Falcon, stopping for refuelling only, with no tyre or other adjustments during the race. The Falcon was sold to buy the Aurelia, which then won the Index of Performance and its class at the Modena Cento Ore in 2010 and 2014. The car has also competed for Pagan Sport at Zolder, Spa, Monza, Dijon and most UK circuits.

Sometimes it is not the highest finishing positions that are remembered longest, but those races where adversity was overcome. The Goodwood Revival is famous for its close and dramatic races and Louise found herself embroiled in one of the event's legendary charges from the back. At the 2015

Goodwood Fordwater Trophy, the Aurelia's gearing was perfect for the fast track. However, not so the pre-race heat-soak and evaporation impact on the fuel supply. Louise had qualified the car 11th in a near-40-car field but at the start, the Lancia bogged down due to fuel evaporation, and by the time the fuel lock had cleared the field had long gone past her. Thus began one of Louise's finest moments as she charged the car back up through the field, making over 20 passes and regaining her rightful 11th spot by the chequered flag. Her heroic charge might have won her even more places but, being only a 20-minute race, it ended there. But she earned the eternal respect of some of Britain's finest historic racers with her carve through the field. The Aurelia also has good form in the 2016 Le Mans Classic, coming home comfortably over all three races, beating many 'faster' cars, mostly thanks to its reliability and fantastic handling.

Another remarkable car in the performance section of the Kennedy's collection is a 1963 Fiat Abarth 850/1050 TC race replica. This early example with suicide doors was imported by its previous owner from the US in 1995 and raced in the UK between 2012 and 2015 in the HRDC Touring Greats series. The car is an evocation Abarth replica with a Middle Barton 80hp engine, close-ratio gearbox, limited slip differential and front disc brake conversion.

A 1972 Lancia Fulvia Zagato 1600 in right-hand drive is also an ex-race car, and is used for extended track days and European road trips. Jason's early race car, his 1979 Lancia Beta, retains a special place in the collection and remains his own favourite. No wonder: he won the HSCC '70s Roadsport championship in 1998 in this car and was runner up in 1999. It has also competed in long-distance races at both Nürburgring Nordschleife and Spa-Francorchamps.

A pair of 20v Turbo Fiat Coupés occupy positions in the Kennedy collection that straddle the road/race line. Bought new in 1997 and fitted with a rare Postert

bodykit, one car has been kept as a road car for European trips while another is a full-on road legal race car with all of 374hp on tap.

The second thread of the Kennedys' collection is based around practical and unusual (some might say quirky) Italian load luggers. Another 'hybrid' that straddles the road-race and load lugger divide is a 1983 Lancia Beta HPE. It's a performance car but is also practical – as proven by its use for Louise's other passion: duathlons (run-cycle road race-run). The HPE is an ex-Chequered Flag car, complete with original dealer decals, found on eBay. It was bought for its unusually pristine condition and practicality in its support role for Louise's athletic pursuits. It has taken the couple and their vintage race bicycles to an event in the Netherlands in 2017. At this point it is probably time to mention Billy, the white miniature schnauzer, which the Beta and several subsequent vehicles have had to accommodate.

Another unusual member of the collection – and another Lancia – is a 1991 LHD Lancia Thema Station Wagon with 16v turbo engine. It was partly a nostalgic purchase from Jason's brother. But then you notice the dog bed in the back and the tow bar at the rear and recall Jason's earlier rule about all the cars having a useful job to do.

The star of the load-lugging end of the collection has to be the 1965 Lancia Flavia Super Jolly which is in remarkably fine condition. This is one of Lancia's rare light commercial vehicles in a minibus-cum-van configuration. The couple's example is a nine-seater 'Promiscuo Rapido' derivative with an 1800cc engine. It was designed to carry campers and their equipment to their pitches by the Settobello Camping Club, located between Rome and Naples. This configuration is perfect as a support vehicle for Louise and Jason when they are participating in classic road cycle events, since it offers plenty of space for bikes, spares, tools and riders who need space to stretch

Rare Postert body kit adorns the Kennedys' Fiat Coupé 20v Turbo road car, one of two Coupés they own







**THE KENNEDY ITALIAN COLLECTION
ROAD-RACERS**

- 1953 Lancia Aurelia B20 GT
- 1963 Fiat Abarth 850/1050 TC replica
- 1972 Lancia Fulvia Sport Zagato 1.6
- 1979 Lancia Beta Coupe
- 1997 Fiat Coupe 20v Turbo racer
- 1997 'Postert' Fiat Coupe 20v Turbo

LOAD-LUGGERS

- 1965 Lancia Flavia Super Jolly Furgone Promiscuo Rapido
- 1983 Lancia Beta HPE i.e.
- 1991 Lancia Thema i.e. Turbo Station Wagon
- 2004 Fiat Ducato Motorhome
- 1997 & 2005 Vespa ET2s



their woollens and Lycra before and after a competition. Not only is the Super Jolly highly practical, it is a period-appropriate accessory for their 'L'Eroica' vintage cycling activities.

Rounding out the Kennedy collection are three more vehicles whose practical uses are at the extreme ends of the scale. A Fiat Ducato motorhome has a tow hook for race car trailer towing. Then there's a pair of Vespa ET2 scooters, one equipped with a box for Billy the dog to travel in.

If there is one common thread linking all these vehicles and their owners' activities together, it is self-sufficiency and reliability. Jason and Louise work hard to maintain their collection, each element of which earns its place in pursuit of an active lifestyle, competing in their chosen wheeled sports.

Jason and Louise feel they have braved what others fear, namely the alleged frailty of Italian cars in mid-life. They have overcome that supposed high-risk period, assembling a set of motoring assets which are not only unusual but rich in performance and styling, and whose value increases with their rarity. We can only wish them every success in their future adventures. 🇮🇹





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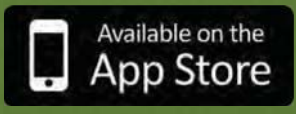
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CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
EVENTS AND ITALIAN CAR CLUBS

Auto e Moto d'Epoca Padova

Once again, Auto e Moto d'Epoca proved that, if there's one show you really need to attend in Italy, it's this one

Story & images: Chris Rees



As classic car shows go, Padova is pretty much perfect. Here you'll find the richest mix of Italian cars imaginable all in one place, from humble Fiat 500s to Formula 1 cars, and from never-before-seen one-offs to barn-find barnstormers.

Auto e Moto d'Epoca marked its 34th birthday this year. A few numbers to start: 90,000 square metres of exhibition space, over 5000 cars to see and 14 car companies in official attendance (a big contrast to the early days of the show when 'heritage' was a dirty word to big car brands).

FCA Heritage brought along cars from its

superb collection of all four brands (Abarth, Alfa Romeo, Fiat and Lancia), while Citroën celebrated 50 years of the Dyane, Pagani gave the Huayra Roadster its Italian premiere and Peugeot brought along a 305 V6 prototype racer.

Vast numbers of cars were on sale, both inside the 11 big halls and outside in areas nominally arranged as "streets and squares" but in reality little more than a touch of astroturf and decking. But the pasta, pizza and espresso more than made up for it.

For me, easily the star of the show was a 1957 Fiat 600-based six-seater built to take visitors around the Mirafiori factory. With

its removable panoramic Plexiglas hardtop and wooden bumpers, it was an amazing sight. It was quickly covered up after being sold – we didn't find out how much for, but one of the five examples built sold in 2016 for over £100,000.

Coming a close second as star of the show for me was the unique Dal Buono, an amazing 1939 single-seater with a knee-controlled mechanism for altering the camber angle of the front wheels while in motion.

Another car creating a stir was a light blue Alfa Romeo Giulia SS with, ahem, modified front and rear ends, apparently put together by one Josè Godel of



Carrosserie Passion. Not entirely happily it must be said, but unique nonetheless.

We fell in love with so many cars: the deep green Allemano-bodied 5000 GT on Maserati's stand; the imposing 1923 Diatto 20S Bateau Mouche; a Weymann fabric-bodied Alfa Romeo; the one and only Moretti 750 Zagato; the list was endless. Alfa Romeo F12 taxis and vans were out in force this year, with one reputedly selling for 48,000 euros.

Some of the displays were artistic works of genius. One of the main highlights was a delicious display of Grand Prix cars down the ages. A tent full of classic Lamborghini tractors gained a lot of public adulation, while a superbly recreated garage forecourt, complete with Lancia Aurelia Coupe, was easily the best-dressed stand at the show. Meanwhile the sight of a Savio Jungla on the back of a Fiat transporter got the cameras

flashing, while a Lancia Appia covered in hay and chickens was hilarious.

There were seemingly endless quantities of rare metal to please lovers of etceterini. Oddities included an ultra-rare 1950s Siata Gilco coupe, an Intermeccanica Torino, 1963 Ghia 1500 Coupe, Moretti Panda Rock, the 'Cooperati' Cooper Maserati Sport and a Conrero 1150 Sport. Other surprises included a new mid-engined sports car project from



TOP: Sensational Fiat 600 Multipla-based Mirafiori factory tour car was our star of the show - and many other people's too - complete with removable Plexiglas roof and wooden bumpers. ABOVE, CLOCKWISE FROM TOP LEFT: Fiat-Abarth 1000 racer; one of many Alfa Romeo F12 minibuses for sale; utterly convincing Pettenella Leontina Alfa 1750 replica; bizarre Dal Buono single-seater dates from 1939 and features tilting wheels controlled by the driver's knees; US-made Devin-bodied 'special' was originally copied from an Ermini

Bermat using an Alfa 33 engine and a battery-powered Autobianchi 500 saloon.

Coachbuilt cars from carrozzerie we'd never even heard of included a brilliant 1939 Fiat 500A Sport Vendrame and a 1954 Barchetta Mariani Colombo. And what looked to be a perfect prewar Alfa 1750 Zagato turned out to be probably the best replica I've ever seen, called a Pettenella Leontina, of which only 14 made were made in the 1970s.

We bumped into so many people we recognised rooting around the hundreds of stalls in the indoor autojumble – whether for a rare item of trim for their Ferrari, an evocative 1950s poster or a super-rare brochure. Unbelievably, I even uncovered a brochure for the Auto Avio Costruzioni 815 – Enzo Ferrari's first ever car. Sadly some of the prices being asked were beyond astronomical – but by no means always; there were still bargains to be had.

Making a big impact with local news organisations was the auction house, Bonhams, which set up shop at Padova – its first time in Italy for 35 years. Sadly only around half the lots sold, though, which was disappointing. Notable sales included a 1960 Maserati 3500 GT Spyder for £565,700, an Abarth Monomille GT for £91,735 and an Alfa Romeo 2600 Spider for £93,773.

The dates for next year's show have already been announced, so put them in your diary now: 25 to 28 October 2018. See you there!



LEFT: Lancia Appia display has a bit of fun with the whole 'barn find' phenomenon. BELOW: What an amazing colour for this Allemano-bodied Maserati 5000 GT; BOTTOM CLOCKWISE FROM TOP LEFT: Bermat displayed a new 'modular' mid-engined platform using an Alfa 33 engine; we were tempted by this Moretti Sportiva; the one and only Moretti 750 Zagato; very curious Alfa Romeo started out as a 1963 Giulia Sprint Speciale and was modified front and rear, possibly to resemble a TZ; Lamborghini tractor stall really pleased the crowds





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CLUB ITALIA

REPORTS ON NATIONAL AND INTERNATIONAL
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Autumn Motorsport Day

Brooklands opened its doors to a truly eclectic
mix of motorsport machinery

Story: Phil Ward

Images: Michael Ward





The Autumn Motorsport Day at Brooklands moved up a gear this year with a strong entry of cars and visitors enjoying the revised museum layout. By repositioning the WWII hangar, the original start-finish straight has been reinstated after being hidden by the hangar for over 70 years. The result has opened up the display areas and visitors can enjoy an uninterrupted view all the way from the paddock to the original banked track.

Although the event is not exclusively for Italian cars, there were some fine examples of Italian metal being demonstrated on the adjacent Mercedes-Benz World test circuit. The trio of classic Alfettas made all the right noises and Paul Clayson's 'Alpilatte' GTV6 looked great alongside the 2018 Giulietta BTCC Touring Car. In fact, the green-and-white liveries on both were identical. Vince Abbott and Tony Rutter chased each other round in their bellowing Lancia Stratos racers, while the Giulietta 1300 ti of *Auto Italia* co-founder Peter Collins made a more sedate appearance.

The general entry was spectacular and varied, with cars running from all eras. Cars were as diverse as the museum's own record-breaking Napier Railton, through classic rally cars such as an Alpine A110 and Audi quattro,

to Roberto Giordanelli's big banger Lister Chevrolet and the unique Nissan GT1.

Other cars of note in the line-up were Gillian Goldsmith's Cooper Daimler V8 hillclimber, Jason Kennedy's Aussie Nissan Skyline, Timothy Milne's Abarth Scorpione, Brian Buckland's ex-Jim Clark Lotus Elan and Bob Searles's ex-Gerry Marshall Aston Martin.

Added spectacle was provided by the ex-Nelson Piquet Benetton F1 car, ably demonstrated by John Reaks, supported by Formula Nippon and Lola F5000 single-seaters. The classic USA stock cars wowed the spectators with their antics, especially one car's unscripted loss of a rear wheel, while the on-track off-roaders lurched around at alarming speeds.

Back in the museum display area, there was a classic top fuel dragster run-up, an autotest and the ever-popular test hill runs. To bring us up to date with current motor sport, West Surrey Racing showed off the BMW driven by double BTCC champion Colin Turkington.

The Brooklands venue provides remarkable value for visitors with its combination of aviation and motoring exhibitions and driving activities. Given the ever-increasing costs of entry to events at racing circuits and other big ticket venues, Brooklands is an absolute bargain – and long may it remain so.





Our thanks go to Ferrari North Europe and Lamborghini UK for providing the Ferrari GTC4Lusso V12 and Lamborghini Huracán Spyder course cars for the event – they proved to be the perfect pace machines for the day.

Auto Italia has great plans for next year's Brooklands events, including improved access for displaying cars at the Italian Car Day (5 May 2018), while Autumn Motorsport Day will return on 14 October 2018. Check out our events wall planner, included in this issue, for all our show dates in 2018.



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AWARD WINNING FERRARI & MASERATI SERVICE TEAM

Italian Car Breakfast Meet

Simple but fun – that's the Italian Car Breakfast Meet held four times a year in Hampshire

Words: Chris Rees
Images: 'For the Drive'
& Chris Rees



What a great little event this is: a breakfast gathering for Italian cars at a venue with a café right beside it.

The Italian Car Breakfast Meet started in 2016, when Ross Aylward and some fellow Alfa Romeo owners conceived an informal, fun-themed meet. Essentially it's an 'old fashioned' meet at The Departure Lounge Café in Hampshire, with cars parked in a well-drained field alongside the café. It's free to attend and there's no registration: people just come along to chat and show their cars.

The first gathering consisted of just six people; the October 2017 meeting that *Auto*

Italia attended had 60 cars, with drivers coming from as far afield as Kent, Wiltshire, Dorset and London.

It's open to any Italian marque and cars of any age. The October meet had representatives from almost every Italian marque: Abarth, Alfa, Fiat, Lancia, Maserati, Ferrari, even De Tomaso.

There were classics, daily drivers and supercars. Among our highlights were an Alfa 33 track day car, a brace of orange Fiat Barchettas, several Alfa GTV Cups and two exceptional Mk1 Fiat Pandas (a 45 and a 4x4). Among the many classics in attendance were

a Lancia Beta Coupe, an Alfetta GT and an Alfa Bertone 105 coupe.

The star attendee, though, was a superb De Tomaso Pantera GT5S. It had strong supercar competition from a Ferrari F430 Scuderia and a Maserati Ghibli Cup. I took my own Alfa Romeo SZ and was astonished to see a yellow Alfa RZ convertible bowl up just a few minutes later.

The Italian Car Breakfast Meet is held at The Departure Lounge near Alton (GU34 4BH) four times a year, on the first Saturday of April, June, August, and October from 10am till around lunchtime. See you there!





Ferrari 365 GTB/4 "Daytona"

The Ferrari 365 GTB/4, more commonly known among Ferrari enthusiasts as the "Daytona", was first introduced to the motoring press and public at the 1968 Paris Salon de l'Automobile.

The Daytona is fitted with a front-mounted 4390cc V12 engine, featuring six twin Weber carburetors, making for a top speed of 174mph and 0-60mph in 5.4 seconds.

The two-door sports coupé bodywork was styled by Pininfarina. Early-series models featured fixed headlamps set behind a transparent Plexiglass cover. In 1971, these were replaced by a pop-up twin headlight system, to meet the US new road safety regulations.

Today, the Daytona is prized among collectors worldwide, proudly wearing the prancing horse badge. Nice examples can fetch upwards of £500,000.

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Images courtesy of James Gardner collection

Maranello Majesty

Well, well Ferrari – what better way to celebrate your 70th birthday than to host a concours extravaganza at your Maranello HQ? We were there to witness one spectacular show

Story & images: Keith Bluemel





Perhaps the pinnacle of Ferrari's worldwide celebrations for its 70th Anniversary came when the brand held a concours event at its Fiorano track in Maranello in September 2017. A small village sprang up within the grounds of the circuit, including an opulent hospitality area, a stage with grandstands opposite, a Ferrari Store, a display showroom and a feature display of the new Portofino, which had been announced only a couple of days earlier (at the picturesque Mediterranean resort bearing the same name). RM Sotheby's auction of Ferrari cars and memorabilia on

Saturday promised to be an epic affair, too.

Building up the expectations for the gathering was a touring rally, numbering some 500 Ferraris in total, with starting points in many major European cities, all converging on Milan on the Friday. Then they headed out in convoys to Maranello through the Saturday to join the celebrations. This gave the thousands of Ferrari fans who had descended on Maranello, but couldn't gain access to the 'inner sanctum', plenty to satisfy their appetites, with a wide variety of models taking part in the rally. Many of the cars played up to the crowds, revving their engines to play tunes to the





masses, who responded with cheers and flag-waving – Ferrari flags of course!

The crowds also had the opportunity to see a number of the spectacular cars entered in the concours, when they drove on Saturday from Maranello to Modena, passing through the parking area of the Museo Enzo Ferrari en route to lunch at the Palazzo Ducale, the home of the Military Academy. The cars parked up in the Piazza Roma in front of the palace during the lunch stop, before retracing their steps back to Maranello, where they drove through the factory and then returned to Fiorano.

The highlight of Saturday afternoon was undoubtedly the RM Sotheby's *Leggenda e Pasione* auction, where some 35 Ferraris went under the hammer. They included an additional example of the LaFerrari Aperta, over and above the stated production total, featuring a unique colour scheme, the proceeds of which were donated to the Save the Children charity. It sold for a staggering €8.3 million, so a very good cause got a substantial cash injection. One of the most intriguing models on offer was a 'barn find' 365 GTB/4 (see *Auto Italia* Issue 261), which had been in storage for some 40 years, and is believed to be the only road-going example constructed with an aluminium body. It generated enormous interest, selling for a world record €1.807 million. Another record price for a 400i came for an example that had been owned by Rolling Stones guitarist, Keith Richard, achieving €345,000. The top ten sales were:

- 1) 2017 LaFerrari Aperta €8,300,000
- 2) 1959 Ferrari 250 GT LWB California Spider by Scaglietti €7,855,000
- 3) 1958 Ferrari 250 GT Cabriolet Series I €4,719,000
- 4) 1955 Ferrari 750 Monza €3,375,000
- 5) 1985 Ferrari 288 GTO €3,263,000
- 6) 1966 Ferrari 275 GTB Alloy €2,927,000
- 7) 1953 Ferrari 250 Europa Coupé €2,871,000
- 8) 1973 Ferrari 365 GTB/4 Daytona Spider €2,479,000
- 9) 2004 Ferrari Enzo €2,311,000
- 10) 2017 Ferrari LaFerrari prototype €2,129,560

Although Saturday was gloriously warm and sunny, the forecast for concours day on Sunday was dismal. Thus the decision was made to try and get as much of the judging as possible completed on Saturday afternoon, which actually worked quite well (despite the message not having got through to some participants). As things transpired, the torrential rainstorm arrived sooner than expected (during



FERRARI 70TH CONCORSO D'ELEGANZA

Saturday evening), but all credit should go to the organisers, as they seemed to have a limitless number of umbrellas available. The storm didn't affect the show on Saturday evening to any great degree, though. It was opened with a welcome address from Ferrari's chairman, Sergio Marchionne, followed by the cadets of Modena's Military Academy raising the flag for the Italian national anthem.

The main element of the show focused on changes in lifestyle and in society over the last 70 years, and Ferrari's story and cars through the period, during which time it has become one of the most iconic brands in the world. Kimi Räikkönen and Sebastian Vettel took to the stage, and there was also a video tribute to the company's greatest champion, Michael Schumacher, who remains in everybody's thoughts. The 'Ferrari' part of the show concluded with a virtual pit-stop featuring driver Marc Gené in an F1 car, and a display by dancers, acrobats and percussionists. A concert by Jamiroquai brought the evening to a close, although the thunder and lightning continued unabated!

The storm continued to rage throughout the night, but fortunately it had all but blown itself out by Sunday morning. The last of the rain dissipated before most people arrived at the Fiorano track for the concours. The entry ran to nearly 120 cars in 19 classes. The international judging team was headed by chief judge Adolfo Orsi and included many eminent names from Ferrari judging circles in the USA, including Chris Current, the chief Ferrari judge at Pebble Beach, and also Pebble Beach chief judge emeritus, Ed Gilbertson. A panel of celebrity judges also included ex-Ferrari drivers Nino Vacarella and Arturo Merzario, plus ex-Pininfarina designers Leonardo Fioravanti and Lorenzo Ramaciotti. There were too many outstanding cars on the field to describe in detail, so hopefully our class winners panel will provide an idea of the diversity and quality of the cars on show.

The Best of Show awards were presented by Sergio Marchionne, accompanied by Piero Ferrari and John Elkann, chairman of the Fiat Chrysler Automobiles group. An astounded Ronald and Susie Stern from Britain took the Best of Show Road Car award with their unique ex-Agnelli Testarossa Spider, whilst the Best of Show Race Car award went to the 1953 Mille Miglia-winning 340 MM Spider Vignale of Umberto Camellini. The honorary judges made William Loughran's 250 GT SWB Berlinetta their choice.



CONCOURS CLASS WINNERS

Class 1. Le Prime Granturismo – 195 Inter Ghia Coupe chassis # 0109 S

Class 2. Le Prime 250 GT – 250 Europa GT chassis # 0359 GT

Class 3. Le 250 GT Chiuse – Ferrari 250 GT Lusso chassis # 5607 GT

Class 4. Le 250 GT Aperte – 250 GT LWB California Spider chassis # 0769 GT

Class 5. Le Superamerica e le Speciali - 410 SA PF Coupe chassis # 1449 SA

Class 6. Le 330/365 GTC, le 330 GT 2+2 – 330 GTC "Speciale" chassis # 9439

Class 7. Le 275 GTB e GTB4 – 275 GTB chassis # 08933

Class 8. Le 275/330/365 GTS, 365 California – 275 GTS chassis # 08313

Class 9. Le Dino 206 GT, 246 GT e GTS – 206 GT chassis # 00306

Class 10. Le Daytona e le 365 GTC4 – 365 GTB4 chassis # 12981

Class 11. Le 365 GT4/BB, 512 BB e Testarossa - Testarossa Spider, chassis # 62897

Class 12. Le 288 GTO – GTO chassis # 58137

Class 13. Le F40 – F40 chassis # 90020

Class 14. Le F50 e Enzo – Enzo chassis# 135894

Class 15. Le Prime Vettura da Corsa – 166 MM Touring Berlinetta chassis # 0042 M

Class 16. Le Sport 12 Cilindri -340 MM Spider Vignale chassis # 0280 AM

Class 17. Le 4 e 6 Cilindri – 500 TRC chassis # 0670 MDTR

Class 18. Le Berlinette de Corsa – 250 GT Coupe Zagato chassis # 0515 GT

Class 19. Le Sport con Motore Posteriore – F40 LM/GTE chassis # 88779

Premio Speciale Giuria Onoraria – 250 GT SWB Berlinetta chassis # 2009 GT

Best of Show, Street Car – Testarossa Spider, chassis # 62897

Best of Show, Competition Car – 340 MM Spider Vignale, chassis # 0280 AM



250 Europa GT



Dino 206 GT



F40 chassis 90020



250 GT SWB Berlinetta

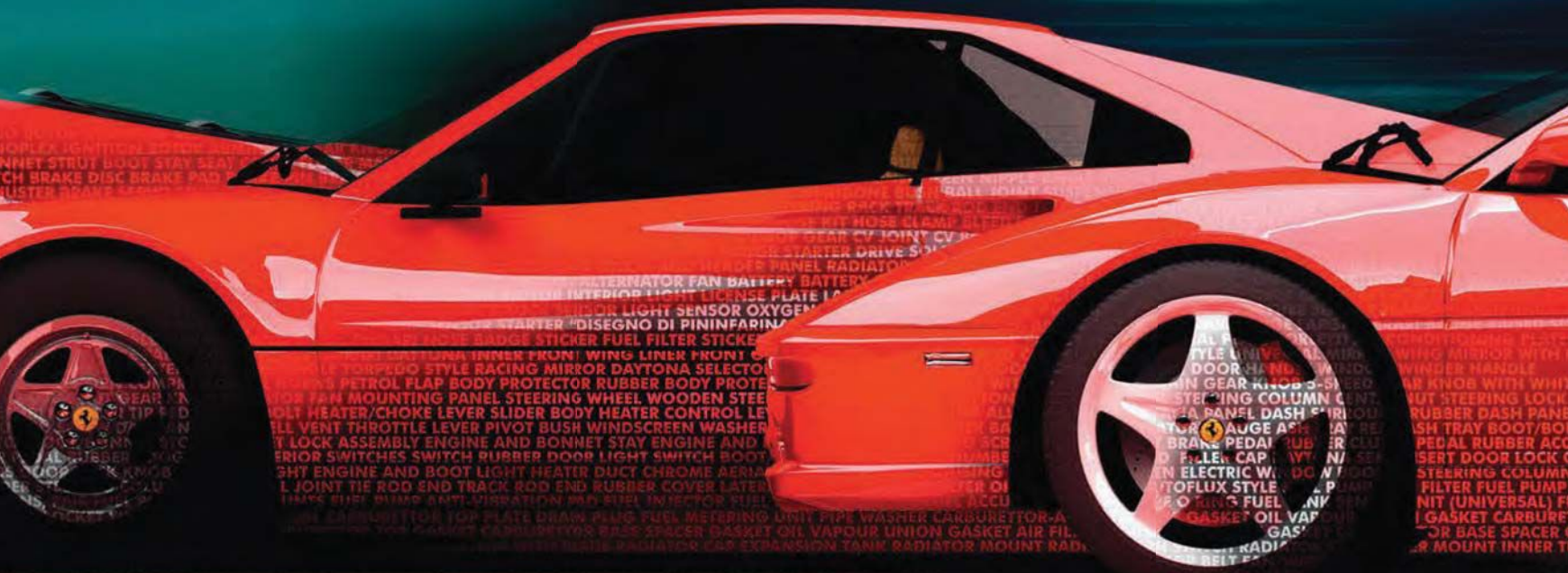


Best racer: 340 MM Spider Vignale



195 Inter Ghia Coupe

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COLLECTORS' GUIDE

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

Ferrari 250GTE

For so long the 'undesirable' member of the 250 family, the GTE is finally overcoming the prejudices over its four-seat configuration – it's now rightly regarded as a collector's car in its own right

Story by Chris Rees & Spencer Herbert
Images by Michael Ward



Up until the 250 GT 2+2 (commonly referred to as the 250 GTE), Ferrari had concentrated almost exclusively on building two-seater sports cars. It had nominally made cars with rear seats before 1960 but actually fitting anyone back there was all but impossible. With the GTE, Ferrari finally moved into the world of four-seaters with its first regular production model that could genuinely fit four people.

Sadly, people have been returning GTEs to two-seat status for many years. Since it's the least 'desirable' of Ferrari's glorious 250 series, its relatively low value has persuaded many owners to cut their cars up to form

the basis of more exotic 250 models – in particular, GTOs. As a result, although the 250 GTE was a big-selling model by Ferrari standards (almost 1000 were made), its ranks have been devastated over the years. Of the 55 RHD GTEs built, 18 are thought to have been chopped up.

The recent upswing in classic Ferrari prices has been the saviour of the GTE. It's finally valued highly enough to be considered worth restoring to the same standard as other 250s – very much as the superb example pictured here has been.

The GTE was conceived as a response to four-seater rivals from the likes of Aston Martin and



Maserati. Pininfarina was tasked to design its bodywork on the same 2600mm wheelbase platform as the 250 GT Coupe and Cabriolet, its brief being to create a four-seater without sacrificing the 250's elegance or sporting character. By moving the engine, gearbox and steering gear 200mm forwards in the chassis compared to its 250 GT coupe predecessor, and the fuel tank further back, enough space was liberated in the passenger compartment for two occasional rear seats. Compared to the earlier 250 GT, the GTE was longer (by 300mm), 60mm wider but – perhaps surprisingly – some 50mm lower. Only 80kg of weight was added.

Independent coil-spring front suspension was joined by a rigid rear axle with leaf springs and telescopic dampers (later assisted by coil springs). Pininfarina's bodywork was aerodynamic and best described as elegant without being flashy. The front end featured a shallow, wide rectangular grille with driving lights incorporated, and a one-piece chrome-plated bumper with over-riders below it (later rubber-faced). The headlights had slim concave chrome trim rings, while at the rear were vertical tail lights, a 'step' below the boot lid and a wraparound chrome-plated bumper with plain over-riders (again rubber-faced later in the production cycle).



The leather-trimmed cabin was very airy thanks to its slim roof pillars. You could indeed fit four people in, although the front seats needed to be slid forwards to liberate enough legroom for adults in the rear – Ferrari did bill the GTE as a 2+2 rather than a full four-seater – and there was the luxury of a central rear armrest and an ashtray.

Central to the 250 GTE was its '128' single overhead cam 3.0-litre V12 engine – essentially the same as any other 250 model – with a claimed power output of 240hp. Features included a bank of three twin-choke Weber 36 DCL6 carburettors and a twin coil set-up. The last 50 cars built were fitted with the '209' 4.0-litre V12 engine from the 330 America, producing a claimed 300hp, and could also be ordered with air conditioning.

A four-speed all-synchromesh gearbox was supplemented by an electronically operated overdrive fifth gear – the only Ferrari 250 model ever to have overdrive fitted. There was a choice of two different final drive ratios, maximising either acceleration or top speed.

Memorably, the new 2+2 coupe made its public debut as the course car at the Le Mans 24 Hours in June 1960. Changes were few over its life-cycle. In 1962, the driving lights were moved from the grille to

the panel below the headlights and the sidelights were relocated to the leading edge of the front wings. The vertical rear light clusters became combination single lens units, while there were also changes to the dashboard and seats.

The 2+2 concept proved to be extremely popular, accounting for about two-thirds of total Ferrari 250 GT road car production at the time. Some 957 examples of the GTE were built between late 1960 and 1963, and the profits it generated effectively supported Ferrari's racing programme.

Perhaps the nicest thing about the GTE is that it's so understated. To own one suggests you possess a certain sophistication and an appreciation of 'proper' Ferraris. Not for you the questionable quandaries of 'replica' GTOs; you own a genuine 250.

DRIVING IMPRESSIONS

Driving any 250 is really all about its V12 engine – and the GTE shares its powerplant with other, more exotic members of the 250 clan. It's such a smooth-running unit, and is accompanied by a sweet mechanical symphony and a muted howl from the exhausts. It loves to rev, though: indeed the engine only really comes alive in the upper rev reaches. At 5000rpm it's

GTE is a relaxed cruiser with its overdrive gearbox yet has the same V12 as any member of the 250 family



The 250 GTE is surprisingly rare now as many have been rebodied up to make replica racers

really starting to fly – at which point maximum torque (a fairly modest 193lb ft) is reached. Lifting off the throttle results in a wonderful crackling sound on the overrun. Ferrari claimed a top speed of 149mph for the GTE if the longer axle ratio was specified.

The clutch and steering aren't too heavy, although the steering is very low-g geared. The four-wheel disc brakes give you greater confidence than you have in most cars of this vintage. For such a large car, the GTE is surprisingly eager on country lanes. It's a well balanced, neutral handling machine with a hint of understeer that's easily dialled out with a little throttle. No, it doesn't handle as deftly as its competition-biased brethren such as the GTO but overall it offers a thoroughly pleasing driving experience.

OWNER'S VIEW

The superb 250 GTE in our photos is a late 1961 series one example. Chassis 2337GT, it was sold new in Italy where it stayed for many years. It came up for sale at the 2012 Bonhams Paris auction in a semi-dilapidated state, where it was bought by its current owner, Linton Connell.

Linton recalls that the car was a in a mess – but as he describes it, “an honest mess.” Its engine had

seized, for instance, while it also needed new floors, work on the sills and one quarter-panel. Otherwise its body was fundamentally sound, it had never been molested and it was virtually complete.

It's now resplendent following a complete restoration by Emblem Sports Cars of Poole, Dorset (Clive at Emblem owns a GTE himself). The main challenge was to unseize the engine; the anti-freeze had crystallised and the oil was like Vaseline. The crank and liners had to be replaced – the latter needed to be drilled out. The carbs were sent to Northampton Motorsport, who described them as the worst they'd ever seen but, having been painted black, they were saveable. The gearbox was pretty sound, which is just as well since parts are so difficult to source. The rear axle was damaged so it had to be rebuilt, with some difficulty.

A few bits of trim were missing, meaning they had to be remade. Much of the brightwork on the GTE is bespoke, and the rear lights – unique to the GTE series one – had to be remanufactured locally using brass and chrome. Other items – such as the front grille – were present but beyond being successfully restored to the same standard as the rest of the car. A replacement steering wheel was bought at auction but it proved too small, so Linton has sourced a new Nardi one. The wire

wheels, meanwhile, were restored in Italy by Borrani.

As sold at auction, this GTE was finished in silver with a red leather interior but it's now been redone in Blu Sera (which factory records state was the original colour) with a beige cabin. "The original seats have been reupholstered using six hides. Connolly now produces the correct original leather grain and colour – it even smells like the 1960s!"

Linton concludes: "I'm so glad we bought it. People have come to respect it more now. Ross Brawn, who owns a 250 GTE himself, had a look at ours when it was in the bodyshop." It's undoubtedly now one of the best GTEs in the world, and rightly won a platinum award at its first outing (the 2017 Ferrari National Concours)

We were lucky enough to be present for the GTE's maiden voyage on public roads since it was last roadworthy (in 1976!). The engine still needed to be run in but it ran super-smoothly. "Tim at Emblem is fanatical about carbs," says Linton. "There's no coughing or spluttering and it idles completely level at goorpm. Compared to other members of the 250

family, it's better insulated against noise and more refined because of its overdrive gearbox."

WHAT TO LOOK FOR

Like any Ferrari of the period, a 250 GTE can be an enjoyable and rewarding journey for its new owner. A natural starting point centres on the integrity of the chassis. The 250 GTE has a tubular steel frame along with strengthening, much of which is hidden. The true condition of the chassis is only ever fully exposed when the sills or floors have been removed.

Corrosion inside and out is an omnipresent issue for cars of this vintage. Check for rust in the floorpan and around the rear and front wheelarches, along with the footwells. Inspect the condition of the bulkhead, the windscreen surrounds and A-pillars. Take your time and do not be led by perfect shiny paint.

Replacement body panels are very difficult to find, so be prepared to budget for new items to be handmade. Consistent panel gaps and shut lines are so important and can make or break a restoration. The hardest part



FERRARI 250 GTE COLLECTORS' GUIDE

of the 250 GTE to get right is the point where several panels come together around the square fuel filler panel – if the gaps are wrong then it really shows at this point.

When inspecting any Ferrari with a 250 engine, listen out for tapping noises, which may be due to tappets and rollers which have worn over time or are coming towards the end of their lifecycle. Do not be too worried; seek specialist advice and ask for a compression test. The three Weber carburettor set-up makes for a usable and unstressed engine in keeping with the touring ethos of the car.

The 250 GTE was supplied from the factory with a leaf-sprung solid beam rear axle. This system has proven both reliable over the years but potential corrosion in the leaf springs could mean replacement is necessary. The front suspension is a parallel wishbone set-up with metal bushes. Ensure that everything is regularly lubricated and checked as part of routine servicing.

COST & VALUE ANALYSIS

The feasibility and potential cost of a professional Ferrari 250 GTE restoration is driven by market values but the condition and price paid for a project car is key.

Ferrari 250 GTEs are usually advertised at between £300,000 and £400,000, depending on condition, and prices reflect its rarity now (a great many were rebodied as replica Ferrari race cars). But 250 GTEs have only quite recently attained these values and not all will have received the sort of expenditure, care and attention over the years enjoyed by other 250 Ferrari models. Project cars do appear from time to time and tend to sell somewhere in the upper £200,000 region.

250 GTEs should be bought with matching numbers and as complete cars. Missing parts are very difficult and expensive to locate so bear this in mind when viewing potential purchases. Toolkits, owners' manuals and books are a challenge to replace. Don't let this put you off, just bid accordingly. However, good project cars

TECHNICAL SPECIFICATIONS

FERRARI 250 GTE

ENGINE:	2953cc V12
BORE X STROKE:	73mm x 58.8mm
COMPRESSION RATIO:	8.8:1
CARBURETTORS:	Three Weber 40DCL6
POWER:	240hp at 7000rpm
TORQUE:	193lb ft (262Nm) at 5000rpm
TRANSMISSION:	Four-speed manual with overdrive
BRAKES:	Discs all round
TYRES:	185 VR15
WEIGHT:	1280kg (dry)
DIMENSIONS:	4700mm (L), 1710mm (W), 1340mm (H)
MAX SPEED:	149mph
0-62MPH:	7.8sec

Pininfarina's design is a work of understated elegance. Rear lights are unique to this model





can prove a challenge to acquire and enlisting the help of a Ferrari specialist is imperative. Companies like Emblem Sports Cars and Barkaways offer acquisition and inspection services to source specific vehicles, offer inspections and provide support and guidance throughout the process.

Originality both aesthetically and mechanically is very much on the agenda, and Ferrari Classiche certification is in the minds of many owners (and future potential purchasers).

The 250 GTE really is an interesting proposition: a practical grand tourer which possesses classically elegant lines combined with arguably one of the best engines ever produced. Values have been rising steadily over the past four years. A good time to buy? Just ask yourself one question: for how much longer will you be able to find a Ferrari 250 of any description for under £500,000? 🇮🇹



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Web: www.autofficina.co.uk

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DK Engineering, Little Green Street Farm, Green Street, Chorleywood, Herts WD3 6EA. Tel: 01923 287 687. Web: www.dkeng.co.uk

Emblem Sports Cars, Unit 2c & 2d, Sharp Road, Poole, Dorset BH12 4BG. Tel: 01202 722247. Web: www.emblemsportscars.com

Foskers, Unit 5 Brands Hatch Park, Scratchers Lane, Fawkham, Longfield, Kent DA3 8PU. Tel: 01474 874777. Web: www.foskers.com

Hoyle-Fox Classics, Unit 9, Wycke Hill Business Park, Maldon, Essex CM9 6UZ. Tel: 01621 841444. Web: www.hoylefoxclassics.co.uk

Joe Macari, 249-251 Merton Road, London SW18 5EB. Tel: 020 8870 9007. Web: www.joemacari.com

Rardley Motors, Headley Rd, Grayshott, Hindhead, Surrey GU26 6LB. Tel: 01428 606616. Web: www.rardleymotors.com

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TEAM CARS

REPORTS ON OUR OWN CARS RUNNING ON THE EDITORIAL FLEET

SIMON PARK

ABARTH 595 COMPETIZIONE

After yet another expensive engine rebuild on a classic – read ‘old and unreliable’ – (not Italian this time), I recently had a long overdue Damascene moment: I realised, in a flash, that I’d finally had enough of old and unreliable classic cars. Been there, done it and paid handsomely for the privilege – far too often.

Of course, I might mellow in time – never underestimate the seductive powers of a 40- or 50-something Italian temptress. Meanwhile, consolidating this dazzling shaft of light was my simultaneous discovery of a much younger plaything which replicates, with astonishing precision, the sensations – both physical and mental – that characterised my first, passionate experiences with its forebears when they, too, were in the first flush



of youth.

The various Alfas and Lancias – plus the odd Fiat – which originally kindled the flames of a life-long obsession shared an innate, distinctive character which screamed ‘Italian’ at you. Abhorring the usual clichés, those characteristics are hard to put into words – but if you’re reading this, you’ll know exactly what I mean. And they are alive and kicking in the Abarth 595 Competizione. The world may indeed have ‘moved on’, but the visceral appeal of a rorty-snothy four-pot twin-cam,

complete with a rudely raucous exhaust note, is timeless.

The ‘Comp’ is the *pur sang* descendant of its own illustrious 1950s/60s namesakes, and of my only previous Abarth – a one-off Scorpione *prototipo* semi-racer, which appeared in these pages nine years ago. That, reinforced by several memorable road tests of other scorpion-badged classics, was when I finally ‘got’ Abarth, and the unique appeal of these brawny babies. It sewed a seed, from which the 595 is the perfect bloom.

So – mad, impulsive old thing that I am – I went out and bought one. This was despite reading several reports, by much-respected journos with impeccable credentials, which were critical of its lack of ‘chassis adjustability’ compared to similar offerings from Mini, Ford, etc. Well, it may be true that it doesn’t wag its tail quite as readily as some rivals, but that entirely misses the point. To re-assign the old adage: “I’d rather *push* my Abarth than drive a Mini” (snide replies to which, such as “you may have to”, can nowadays be

summarily dismissed with a disdainful sniff.)

I do agree, though, with the consensus that the optional limited slip diff is of marginal value, having tried examples both with and without. It also comes only as part of the near-£3000 Performance Pack, and includes some woefully uncomfortable Sabelt quasi-racing seats, which I simply couldn’t live with. The standard items, also Sabelt-badged, are just as grippy but superbly comfy too. Far better value, I would suggest, is the tilt/slide glass sunroof, which lights up beautifully the somewhat claustrophobic all-black interior for a lot less cash than the fully-folding soft-top option. It was the principal reason for my allowing a silver-tongued salesman to talk me into a new car, since I couldn’t find a lightly used one thus equipped.

Ending a 500 with 180hp is borderline bonkers, of course (and there are *truly* mad 595s out there with 250 – get thee behind me). But this car rocks as it is, its



character boundless, irresistible – well, just look at it! As an old-school bluesman, I prefer to leave the much over-used epithet ‘funky’ to its original, 1950s musical associations – Ray Charles’s “What’d I Say”, yes; cars and other ephemera, no. But then, d’you know what? For the Competizione, I’m prepared to make an exception. It’s funky. One wag of my acquaintance insists on calling it a Fiat because it doesn’t have its ‘boot lid’ propped open, with the engine hanging out, so it can’t be an Abarth. For some, the world *never* moves on...

But an Abarth it truly is – and a quick one at that. The Garrett 1446 turbo lags a little at low speed but soon makes up for it. With still under 1000 miles on the clock I haven’t really explored the top end yet, but like so many modern turbos it’s strong in the middle, its 250Nm of torque peaking at 3000rpm. Put it into Sport mode and everything gets edgier – this is where it turns into a real hooligan. It turns in like a terrier, and grips like one too. It’s stiff, yes, but the ride really isn’t as spine-jarring as some suggest, and – the ultimate litmus test – the wife hasn’t complained; in fact, she really likes it. And they do details and ambience so well in Turin. The 1960s-style, free-standing turbo boost gauge and the hilarious g-force meter are really playing to the gallery; but who cares. It all contributes to the feel-good quotient.

For anyone in thrall to the magic of Italian cars, it’s culture, character and history that matter, and this car encapsulates the lot. It’s the Giulia GTA, the *fanalone* Fulvia and the wonderful 1000TC reborn. Never mind the chassis,

the only thing I’ve had trouble adjusting is the permanent rictus of delight that transforms my timeworn facial features every time I drive the thing. It may make me look like the proverbial village idiot, but I don’t care. I’m back where I belong.

CHRIS REES

ALFA ROMEO SZ, FIAT PANDA 100HP & MASERATI QUATTROPORTE V

As we speak, the driveway is home to three Italian cars. I had originally bought the 2007 Maserati Quattroporte V to replace the Panda 100HP but I couldn’t bring myself to sell the little Fiat. Since my daughter has stepped in to run it for the last year – without a single hitch or hiccup, it must be said – it remains blissfully in the household.

The QP has racked up 7000 miles so far this year. It had a service at Scuderia Scaglietti in Chiswick, who gave it a check over for me. Apart from somewhat worn brake discs and corroded brake-line protector plates, it’s in pretty fair fettle. It’s just passed its MOT with no complaints. Although, while at the



MOT test station, the QP seemed to be pining for me: the dashboard started beeping uncontrollably and wouldn’t stop. As with most Maserati electrical issues, disconnecting the battery for 20 minutes seemed to solve the problem.

The Alfa SZ, meanwhile, continues to be a dream. We took it to the west coast of Scotland for a

trip this year, which was utterly magnificent: Skye, Glen Coe and a brace of distilleries. The SZ was built for the open, sweeping, deserted roads up here. Indeed, as several fellow scribes have reminded me, this was precisely where Alfa Romeo chose to launch the SZ to the press in 1991.

There are always ‘moments’ on trips like

this and one came when a very odd vibrating noise started emanating from the underside of the SZ. Stopping the car instantly, I had a poke around but couldn’t see anything. I was about to call the AA out but since this was deepest, remotest Skye, there was of course no phone signal. I had no alternative but to press on, at very low speeds, but within 10



minutes the rattle had stopped and never returned. No doubt some vital component fell off the car, but if so, the SZ apparently doesn't miss it.

Speaking of fellow journo's, we seem to be Alfa lovers, so a few of us have formed 'Alfahacks' including *Auto Italia* contributor, Peter Nunn (1972 Bertone GT), Tom Scanlan (Alfetta GTV) and Massimo Pini (another SZ owner). We were (almost) all at the AROC National this summer and are occasional visitors to the Thames Valley AROC regional gatherings. Please come and say hello if you see us!

PETER COLLINS

ALFA ROMEO GIULIETTA TI & ALFA ROMEO 155

Yes, you have read that correctly: I have just added another example of the Milanese marque to my fleet. More of that in a bit but first, the story so far.

Back in 2010, I was alerted to the possibility of an Alfa Romeo Giulietta Sprint being for sale. Without even seeing the car I bought it with lifelong friend Ed McDonough and so began a pocket-emptying love/hate relationship. The love side being the gorgeous shape,



performance and a class-win at Monza when Ed ended up on that podium above the pits alongside hero Arturo Merzario. We drove the car back to London which was another ambition ticked.

The hate side was that it was a 750 and the engine was tuned to within an inch of its life. Now I want a classic, even a racer classic to be a road car as well and in South London traffic this was not it. A sustained period of being off the road for expensive work led me to saying yes once again when Peter Smart of Peter Smart Classic Alfas near Dorchester suggested a blue 1962 Giulietta Ti might be a better bet. With the sale

of the Sprint, the Berlina was comfortably within budget and I took over ownership in 2012.

It had only done 2000 miles in the previous 20 years and every time I took it out something went wrong. Little things like ancient dry oil seals failed and leaks appeared from nowhere, but the car was beguiling and now that Peter has done such a great job of sorting it I just love it and it's a keeper – daughter Kate has told me so. An original UK right-hand drive sale (the only one in existence?), its rarity, performance and handling have made me realise just why these little cars won such great events in the past, such as the Coupe des Alpes and



Geneva Rally. It was superb to see Richard Meaden take the spoils in one at the Goodwood Revival this year.

I bought it to drive and run in historic car rallies, but they have mostly priced themselves out of the market as far as the man in the street is concerned, so now it enjoys a more sedentary life. This year we did the Horsham Easter event, Peter Baker's excellent Cotswold Economy Drive and the recent Motorsport Day at Brooklands. Can anyone suggest other suitable events?

Well, I thought, that's me settled but are you one of those people whom others keep telling you how they found the Le Mans-winning Lancia from 1960 and got it for a hundred quid, or a friend

of a friend of a friend who knew of a Disco Volante in a barn that no one wanted for a grand? Well, I've had my fair share of those and suddenly it happened to me. My wife, Liz, asked me a couple of months ago if I could help a distant friend sell his car due to his illness. Amazingly it was an Alfa and, it turned out, a late-model 155 Twin Spark 16v with black wheels – a car I had always admired.

The price wanted was embarrassingly low and I thought, sight unseen, I had to have it or forever kick myself. So the 155 has joined the fleet but son-in-law Mike will look after it for now. It appears to be a really good one except for the inevitable red-turned-to-pink paintwork. If that's the only problem you will hopefully hear and see it about during 2018.



MICHAEL WARD

FIAT 124 SPECIAL T

Well, it's been a long 10 years, but I am happy to say the Fiat 124 Special T has finally been painted and looks superb. Aidan at CCR Coachworks in Bedfordshire has done a great job, with both the fabrication work and deep paint finish. He also painted and de-chromed the headlight surrounds which now look very aggressive.

Now it's time to get the mechanicals sorted.

Firstly the engine. This has turned into a nightmare with various parties chipping in to get it right. Barkaways are assembling it and have had both the cylinder head and block machined flat ready for the new gaskets. Valves and guides, etc have been reground and refitted.

In order to balance the engine I needed to get a new clutch kit. This is where the dramas started. The fabulous lightened and balanced billet flywheel I bought a few years ago turned out to take 12mm flywheel bolts, not the required 10mm (clearly obvious when you look at the photo below!)

This has resulted in me



having to get a new flywheel manufactured from a DTR-supplied pattern unit, which in turn will fit the Middle Barton Garage supplied clutch. I now have four flywheels, none of which fits!

A new sump pan, oil pump, water pump, distributor, alternator, pulleys and other shiny items have also been purchased.

The Fiat 131 gearbox has been rebuilt and the propshaft shortened and rebuilt using new hanger bearings and UJs.

All four callipers have been either replaced or refurbished and new brake piping and braided hoses supplied.

Much to my surprise, after sending several

hundred euros to Russia, a new Torsen limited slip diff arrived and is now waiting to be fitted.

The shell is finally weatherproof since new front and rear screens, rubbers and chrome trim inserts were all sourced from www.lada.co.uk.

It's a real boon having a Lada-shaped car when a brand new windscreen can be bought for just £55!

Once the engine is together, all will be shipped over to Middle Barton Garage who will make it all fit.

As for the bucket seats, harnesses, foot rests and bonnet pins, they are all being supplied by YB Racing,

stockists of quality OMP goodies and should arrive fairly soon.

After owning the car for such a long time and seeing it transported from lock-up to storage many times, I am now rather impatient to see it completed, especially as I bought the car without an

engine so I've never actually driven it.

There are supposedly only about five of these left in the UK now, so I know when it is finally on the road it will attract a lot of attention.

With any luck, the car will be ready before the Italian Car Day in May!



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www.clubcento.co.uk

Fiat X1/9 Owners' Club

www.x1-9ownersclub.org.uk

Fiat 127 Forum

www.fiat127.com

Fiat 131 Mirafiori Forum

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www.lamborghiniclub.co.uk

Lancia Motor Club GB

Contact: Sarah Heath-Brook

31 Creffield Road, Colchester, CO3 3HY

membership@lanciamc.co.uk

Lancia Montecarlo Consortium

www.montecarlo.org.uk

International Association of Lancia

Clubs www.viva-lancia.com

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Stratos Enthusiasts Club

www.stratosec.com

Maserati Club

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Sports Maserati Club

Contact: Matthew Yates

www.sportsmaserati.com

Northern Ireland Italian Motor Club

www.niimc.net

Italian AutoMoto Club

www.italianAutoMotoClub.co.uk

Scuderia Italian Car Club

South Australia
www.scuderiaitaliancarclub.asn.au

DIARY DATES 2018

January 11-14

Autosport International

NEC Birmingham

www.autosportinternational.com

February 1-4

Automotoretro

Turin - Lingotto Fiera

www.automotoretro.it

February 7-11

Rétromobile

Porte de Versailles, Paris

www.retromobile.com

February 15-18

London Classic Car Show,

ExCeL London

thelondonclassicarshow.co.uk



February 23-25

Race Retro

Stoneleigh

www.raceretro.com

March 17-18

Goodwood 76th Members' Meeting

Goodwood Circuit, Chichester

www.goodwood.com

March 30-April 2

Horsham Piazza Italia

Italian Car & Bike Festival

Horsham, Surrey

www.horshampiazzaitalia.co.uk

April 7

Alton Italian Car Day

Departure Lounge Café, Hampshire

GU34 4BH

April 27-29

Ferrari Racing Days

Silverstone circuit

www.silverstone.co.uk

May 5

Auto Italia Italian Car Day

Brooklands, Surrey

www.auto-italia.net

May 13

Classics at the Villa

Villa Scalabrini

Shenley, WD7 9BB

www.classicsatthevilla.com

May 16-19

Mille Miglia

Brescia-Padova-Rome-Parma-Brescia

www.1000miglia.eu

May 19-20

Beaulieu Spring Autojumble

National Motor Museum, Hampshire

www.beaulieu.co.uk

May 25-27

Concorso d'Eleganza

Villa d'Este

Lake Como, Italy

concorsodeleganzavilladeste.com

May 29

Scottish Italian Car and Bike Day

Cairnie Fruit Farm,

Cupar, Fife

June 2

Alton Italian Car Day

Departure Lounge

Café, Alton, Hampshire

GU34 4BH

June 29-30 & July 1

23rd Vernasca Silver Flag

Classic car hillclimb

Castel'Arquato

www.vernascasilverflag.it

July 12-15

Goodwood Festival of Speed

Chichester, Sussex

www.goodwood.com

July 20-22

Silverstone Classic 2018

www.silverstoneclassic.com



July 29

Supercar Sunday

Brooklands

www.auto-italia.net

August 4-5

Beaulieu Supercar Weekend

National Motor Museum, Hampshire

www.beaulieu.co.uk

September 1-2 (TBC)

Beaulieu International Autojumble

National Motor Museum, Hampshire

www.beaulieu.co.uk

September 7-9

Goodwood Revival

Chichester, Sussex

www.goodwood.com

October 14

Autumn Motorsport Festival

Brooklands, Surrey

www.auto-italia.net

October 25-28

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ALFA ROMEO



1991 Alfa Romeo Spider S4. Immaculate example of this rare model in an amazing bright white with tan seats trimmed in Alcantara. Only 53,502 miles, excellent condition with gleaming paintwork, interior unmarked with the original seats showing no wear. The alloys have no marks at all and the engine bay is also very presentable. Has original hood in excellent condition, the car looks like it has just left the factory. Upgrades include a Momo leather and wood wheel with matching wood gearknob, Koni shock absorbers, code red springs on rear, a Squadra chip for improved mid-range torque and slightly better MPG, Sony radio with iPod compatibility, upgraded front and rear speakers, wind-stop, and Alfa branded mats. Cherished and garaged all year round, only used April to August, serviced by myself or Alfa specialists, regardless of cost, superb mechanical condition, full history file. Complete with the original, unmarked hardtop with all the fixings. It has only one previous owner and is an AROC Concours winner. It was also chosen to feature in a road test in *Auto Italia*, edition 186. Unwanted sale but I have too many Alfas and this one is not used as much as it should be and I need the space. The price reflects the condition of the car and the recent valuation by the AROC 105 registrar. These are becoming rarer in this original condition, with low mileage and it can only continue to go up in value, £15,995. Please call for more details and photos: 07711 732844. A263/034



1987 Alfa Spider. 203,063 miles, black, 2 litre, RHD, gearbox manual. Super fun and pokey to drive, this car handles like a dream! Bodywork is in great shape, soft top also, there is a small split in the driver's seat. We have some history, but not a lot, I think we are the 7th owners. The car is in Somerset, and we are selling because we have lost our storage, £8250 ovno. Email: houseofabulous@gmail.com. A263/015



1977 Alfetta 1.8. Giallo Piper, original 1977/S Alfetta 1.8 Saloon, one owner since new in August 1977. Always been garaged and well looked after, very low genuine mileage, 25,000 miles, with all MOTs as proof. Engine runs like new, totally original bodywork, which is in very good condition with some minor dents and the odd spot of rust, which has been treated, £13,000. Tel: 07880 688069. Email: sales@prestigecarsagent.com. A263/014



1996 Alfa Romeo 155 Twin Spark 1.8. 126,000 miles, red, not cambelt, chain, cloth interior, MOT Oct 2017 £3500. Email: babsymalone@hotmail.com. A263/017



Alfa Romeo 75 3.0 V6 Cloverleaf. '90 H-reg, long MOT with comprehensive history. Genuine Cloverleaf, correctly registered with the DVLA by Mangolets. New cambelt and Eibach rear springs, refurbished rear brake calipers plus Koni shocks all round. Drives great and sounds amazing. Almost a four door SZ - grab a bargain while you still can. For sale by AROC member, this car is on the 75 Register, £9995. Tel: 07872 911678. Email: chris.cousins@hotmail.co.uk. A263/004



1971 Alfa Bertone 1750. 61,450 miles, red. Original rare Alfa, lovely drive, smooth and reliable, excellent condition, original Pioneer radio, original carpets. I have lots of bills and history on the car, 5 speed gearbox, new Koni classic dampers. MOT June 2018 - no advisories. Tyres all good, headlining redone, since I have had the car I have had considerable work done to it to bring it up to a high standard: battery replaced, fuel pipes replaced, handbrake cables replaced, rear anti roll bar replaced, water pump and hoses replaced. There are very few original RHD of these left, they are undervalued at present but will assuredly become collectible due to their rarity and good looks. Original logbook goes back to January 1971, I am I believe the 5th owner, I am a member of the Alfa Romeo Owners Club. £8995 ovno, due to the condition and rarity of this car I think this is a very fair price as there are so few of these cars still around. Email: richarddcruzemail@gmail.com. A263/016

Alfa Romeo GTV 2000 S3. 1985, red, 99,000 miles, renovation/spares/repair, £800. Tel: Martin, 01737 769887. Email: airmart@hotmail.co.uk. A263/036



1975 Alfa Romeo Bertone 1600 GT Junior. One of the last examples of this car to be produced. The owner has enjoyed the car for 17 years but due to age, the driver not the car, it's time to sell. Sprayed Alfa Red with black/red material seats, it has had an engine rebuild at 100,000 miles and a gearbox overhaul last year, paintwork is pristine and it has been maintained by Alfa specialist Intaservices in Leicester, price £21,500 ono. Tel: Richard, 07951 135978. A263/029



1992 Alfa Romeo 75 TS limited edition. 100K, red. Sadly it's time to let go of our lovely Alfa 75 rare ltd edition. This car has been loved and serviced throughout its life, and benefits from Recaro seats and sunroof, very clean inside and out, £6000. Tel: 01279 723189 for viewing. A263/032



Alfa Romeo 147. 13,309 miles, silver. It will need a new exhaust end box and a good service as it was serviced over a year ago, it drives very well and has two sets of keys. It has always been serviced regularly and runs exceptionally well, only having done just over 13,300 miles. For further details please contact stefanol@kobaltlaw.co.uk. A263/031



Alfa Romeo 147 GTA. Gabbiano Blue with black leather. 48,000 miles, 18" alloys, Scorpion GTA exhaust, Autodelta air filter system, fresh MOT and service, £8995 ovno. Tel: Tom, 07850 539117. A263/035



2007 Alfa Romeo 147 1.6 Collezione. 48,000 miles, red, FSH, very good condition, lots of work done including cambelt, next MOT March '18. Full leather interior in good condition, 17" alloys, all work done at Alfa specialist since ownership. Some stone chips on bonnet which have turned into surface rust, £2200. Tel: 07568 373881. Email: ajholvey@msn.com (located in south east London). A263/030



2008 Alfa Romeo 156 2.0 TS Selespeed. 51,000 miles, Capri Blue metallic, very low mileage, excellent condition. Full yearly service history, major service in January with timing belt, water pump changed, and air con serviced. Owned from new, a full spec 156, grey leather upholstery, 10 CD cassette player, rain sensitive wipers, and rear parking sensors, MOT 1/2/2018. This 156 is one of the last to be produced - future classic, £1950 ovno. Tel: David, 07732 192734 or 01582 792363. Email: david@drjhunt.co.uk. A263/033



Alfa Romeo 166. 3 litre, manual, grey and black leather trim, 120,000 with history, recent new alternator and clutch, 2 keys, MOT July '18, £2895. Tel: 07541 310419 (Spalding). A263/011



Alfa Romeo 156 Sportwagon. Registration 'W004 CDX', owned for 12 years, full service history, bodywork in good condition, 204,000 miles, 10 months' MOT. Removable tow bar and roof rack, brake lines recently renewed, new clutch @ 164,000 miles in 2015, £900. Tel: 07557 670036 (Norwich). A263/028



2006 Alfa Romeo 159 Lusso 2.2 JTS. 45,623 miles, Alfa Special Red, 2.2 petrol, owned from new, black leather interior, 18" alloys, multi CD player, new clutch and flywheel, discs and pads recently replaced. MOT until August 2018, excellent condition, £4700. Email: agarnett60@gmail.com (Rochester, Kent). A263/013



1998 Alfa Romeo GTV 3L V6 24v. 105,576 miles, red. Not only is this 3L Alfa extremely fun to drive, with its stunning red exterior and beautifully contrasting tan leather seats, it looks amazing too. It will be sold with service and MOT and it has recently had its engine rebuilt (both cylinder heads skimmed, pressure tested and all new valves in), as well as a new cambelt and water pump, £3599. Tel: Philip or Sarah at Quarmby Garage, 01484 652927. Email: sarah@quarmbygarage.co.uk. A263/019



1999 Alfa Romeo GTV 2.0 TS. 123,600 miles, metallic blue, service history, all MOTs since 2004, cambelt 3500 miles ago, mint grey cloth interior, recent oil service, maintained by Monza Sports Tuning using only genuine parts, good Pirelli tyres, rear spoiler in primer included, second car so little used. Tel: 07512 180323 (Sussex). A263/027



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2008 Alfa Romeo 159 1.9 JTDM. 120,000 miles, Stromboli Grey, 12 months' MOT, full service history, bodywork and interior in excellent condition. Black leather, 17-inch alloys, remapped, all the usual extras, new turbo replaced in August 2017 with 3mth warranty from date of receipt, new fuel filter and DPF sensor, spent £1300 in the last 4 weeks. A wheel bearing does need replacing and does have some age related minor scratches, the towing eye area has a small dent, otherwise perfect, £2495. I've owned her for 7 years, selling a couple of my Alfa 159s due to change in circumstance. Tel: 07423 063852 (Ruislip). A263/044



2009 Alfa Romeo 159 2.4 Ti. 65,500 miles, red. Very pampered 159 2.4 Ti, with full service history, just had service, recent cambelt and water pump, pads front and rear, front end of the car was stripped and repainted to remove stone chips, and refitted with all new parts, has had a fortune spent, receipt for swirl flap removal, erg delete, bottom pulley, power steering reservoir and fluid upgrade, stage 2 remap, heated seats, Apple iPlay stereo, subframe stripped and undersealed, very regrettable sale, Alfa Romeo Owners Club owner. You won't find another like this, £7000 ono. Tel: Derek, 07861 292019. A263/021



1999 Alfa Romeo 916 GTV 2.0 TS Coupe. 117,724 miles, Rosso Red, supple black leather interior. Alfa radio, 6 CD autochanger, two new Pirelli P7 Cinturato, new exhausts, excellent history, all manuals and tax discs, 3 keys, new MOT. In good, clean, totally original condition throughout, one to treasure, runs and drives beautifully, £1600. New belts due. Tel: Steve, 07790 713878 (West Sussex). A263/018



1991 Alfa Romeo 164 3.0L V6 auto. 53,000 miles, metallic green, 2 owners. Virtually concours unmarked condition, Speedline alloys in mint condition with almost new tyres (plus another set of Speedline alloys with almost new tyres), MOT to 27/2/2018 with no advisories, just serviced, all new belts etc. Recent bills for £1200, unmarked velour upholstery, collector's item, faultless, private plate will be removed, £6000. Tel: Alun, 0151 327 2711 or 07836 643237. Email: alun.clayton@hotmail.co.uk. A263/046



1995 Alfa GT JTDM tastefully Cloverleafed Coupe. 74,600 miles, Stromboli Grey, 3 previous owners, 18-in jetfin alloys, FASH, 2 keys, nice, clean reliable GT with sensible mods, new clutch in Jan + new rear discs and pads in July inc service and MOT. Autolusso chip to 180bhp, still good on fuel, big service last year at Autolusso inc belts, pump, air con, hand brake cables and all of the front suspension wishbones. It was also Waxoyled then, other mods were swirl flap delete, EGR blank off, remap, red silicone turbo hoses, stainless steel cat back exhaust. Impeccable service history, all receipts and bills, £3000. Tel: Ifor, 07887 688556. A263/020



1995 Alfa Romeo 164 Cloverleaf QV V6 24V Pininfarina. 91,600 miles, Alfa Red, 5 speed manual, built in 1995, leather heated 6 way electric front seats, electric sunroof, 16-inch alloys, leather gearknob, tinted top front windscreen, 4 new premium brand tyres, full respray, new ECU, engine top end rebuild, long service history with recent service with gearbox oil change, cambelt and tensioners replaced Jun 2017, new hand made radiator to manufacture specification, wheel bearings replaced, electrics checked and part of loom replaced due to corrosion, £11,990, free national delivery. Tel: 01243 641117. A263/047



2009 Alfa Romeo Mito 1.4TB Multi Air Veloce. 63,138 miles, metallic Etna Black, 155bhp. Excellent condition inside and out, much loved companion but company car forces sale. Last full service at 60,426 by Gonnella Brothers, service history, 8 months' MOT, next one due 09/06/2018, electric windows, a/c, MP3 player, CD, Bluetooth, central locking, alarm, immobiliser, £3299. Tel: 07792 246239. A263/023

2012 Alfa Romeo MiTo Distinctive 1.4 TB. Petrol, 135bhp, 29,500 miles, black, 17" Circle alloys. Full service history, last serviced May 2017, MOT to May 2018, all keys, documents and radio code details provided. A looked after car with interior as good as new, sale due to passing of club member, £4750 ono. Tel: Stephen Mead, 07717 721597. Email: stephenmead10@talktalk.net (south Bucks). A263/037



2007 Alfa Romeo Brera SV JTS V6 Q4. Low mileage 57,849 silver car with black/grey leather interior and black/red signed Brera mats. In excellent condition, meticulously maintained with full service history, radio/CD etc, elegant 18-inch alloy wheels, panoramic glass roof with electric blind, MOT to October 2018 (this vehicle has MOT for life provided by Mangoletsi). AROC member sadly selling this powerful 4 wheel drive, beautiful car because going overseas, £6000 ono. Tel: 01353 664588. A263/022



2005 Alfa Romeo 916 GTV 2.0 JTS Lusso. 49,000 miles, silver, black leather interior. Good P7s, belts etc, water pump, variator and spark plugs just replaced, all original keys, £1990 ono. Text or tel: 07543 351060 for more info from AROC member/owner. A263/045



2009 Alfa Romeo Brera S Prodrive 2.2. 72,000 miles, black. Car is in excellent condition with full service history and has had a new timing chain and just passed through our workshop where we completed the 72,000 mile service, £8995. Tel: Mario, 01473 211123. A263/043



2008 (58 plate) Alfa Romeo Brera S Prodrive. Special edition, certificate/car number 50. Alfa Red, clean, mint and 'cared' for. Full Alfa main dealer yearly service history, with stamped book, 23,000 miles to date, one owner from new. Full red stitched black leather (including dashboard) interior, with Prodrive seat badging, garaged kept, Brera S book, current MOT to Sept 2018, £12,500 ono. Tel: Nick, 07747 193175. A263/048



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. A263/024

FERRARI

Ferrari 308 GTB fibreglass. 1977 dry sump fibreglass car converted to race spec many years ago. Very quick car, would be competitive in the club series in the right hands, road registered. Tel: John, 0784 0420283 for more info. A263/026



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FIAT



Fiat Seicento Sporting MPI. 2003, silver, black and grey interior, sunroof, new tyres and exhaust, FSH, long test. Only 11,000 miles from new! Virtually as new underneath and underbonnet, £2195. Tel: 01684 892906. A263/007

LAMBORGHINI



Lamborghini Espada. Rare auto, last RHD delivered, 1978, nice history, superb condition, rust free, perfect paint/interior and under bonnet detailing, s/s exhaust, including manual gearbox, p/x £145K. Tel: 07737 174200. A263/054

LANCIA



Lancia Appia S3 saloon 1963. Recent import from Italy, lovely body and beautiful grey cloth interior, runs beautifully. Nova paid and MOT'd but will need registering, £8000. Tel: 07798 797262. A263/006



1994 Lancia Delta Integrale Evo II. £41,000 ono, Lord Blue with tan/beige Alcantara interior (high back). Mechanically excellent with huge service history, MOT and original documentation. All recent work completed at Auto Integrale and NJS Pershore. Bodywork in fair condition with no rust, and recently detailed, interior in fair condition, air con disconnected but supplied with the car. Stored in a heated, dehumidified garage. Definitely a great value investment opportunity or a car you can just get out and enjoy! All questions answered, please call 07469 145123 for more info. Email: sjffreys@gmail.com (Stratford upon Avon). A263/052

MASERATI



Maserati 3200 GTA. 2002, an excellent example of one of the very last 3200s. This automatic 3200 is finished in Sebring Blu paintwork with Grigio leather interior. First registered in December 2002, it's one of the very last to come off the production line, and so it benefits from all the upgrades made by the factory, including the later steering rack as used in the Aspetto Corsa model, and OBD II diagnostics. *Auto Italia* magazine issue 240 featured this very car saying, "What tends to get overlooked is just how much fun the 3200GT is to drive relative to its period rivals... Even the briefest of sorties in each of these cars is enough to tell you that this generation of Maserati GT still stacks up." A copy of the magazine comes included, along with the *Automobilista* book of the 3200, the Maserati original toolkit and documentation, and the red key. This car has been kept in top condition and driven regularly, as evidenced by the recorded mileage of 92,000 miles from new. Scrupulously maintained and always serviced by Maserati specialists, it comes with a full history file. It even has the original Becker Traffic Pro stereo and sat nav. Both the throttle body and the accelerator potentiometer have been upgraded to modern contactless versions, giving smooth and reliable operation. The engine has had the important cam chain change at the 68,000 mile service. Rear exhaust boxes have been upgraded to stainless steel, and the car rides on the correct specification Michelin Pilot Sport tyres. Very reasonably priced to sell at £15,950. Tel: Wink Hackman, 07768 126866. Email: wink@ntlworld.com (Guildford, Surrey). A263/053

PARTS



Mexico 4.7 litre engine for sale. AM112/1 engine with 42 DCN Webers. Incomplete and in need of a rebuild, available for inspection near Henley-On-Thames, offers invited. Tel: 07887 881478 or 01491 640939. Email: racingnews@maseraticlub.co.uk (Oxon). A261/051



Fiat Coupe 20V Turbo. For sale for £100 is the rear window with green tint, in perfect condition, there are other parts available, please message, for collection only. Tel: 07935 830055 (Carmarthenshire). A260/053
Alfa Romeo GTV 916 speedo and rev counter module, black, vgc, £50 ono. Tel: 01564 772714 (West Midlands). A263/001



Ferrari left hand drive headlights. Only used for couple of months, 599 GTB headlights, LHD, 599 163539, £2750. Tel: 07768 028471. A263/049



Alfa Romeo GT Junior/105 series 14" original alloy wheels in nice condition with classic Dunlop CR65 tyres, size 5.50M, which have barely been used, £550. Tel: 07812 411180. A263/010

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Fiat Tipo star alloys. 1993, £175. Tel: Martin, 01737 769887. Email: airmart@hotmail.co.uk. A263/038
Lancia Flavia parts. Vignale hardtop, beautiful condition in silver with all fitments but needs a headlining, £3000; Vignale bumpers, need rechrome but solid, £350 pair; speedometer/rev counter for 815 Flavia, £25; new old stock 'Lancia' branded mud flaps, £25; 2000 PF coupe boot lid hinges. Open to sensible offers/deals on all of the above, need space. Tel: 07798 797262. Email: martinbuckley130@gmail.com. A263/039

Lamborghini Jarama S. LHD, very rare, metallic Bronze, new tan leather interior, diff/gearbox rebuilt, new chrome, rear lights resprayed, sports exhaust, build paperwork, fascinating history, £145,500. Tel: 07476 552398.

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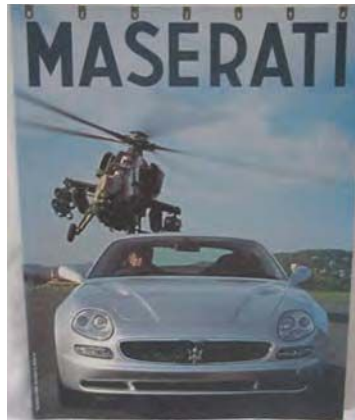
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MISCELLANEOUS



Maserati. Published December 1999, A4 size, Italian and English text. 64 unmarked pages, great photos, great history, great gift, £9.50. Tel: 07399 359072. A263/051



Ferrari puzzle. Jigsaw, complete, featuring cutaway 1962 250 GTO 3757, suitable tabletop or wall hang, 72x51cm £40. Tel: 01635 521474 (Newbury). A263/012

Fiat 130 parts. Mostly for coupe. Some blue and ginger interior trim, dash/instruments, wheels, bright work, some mechanical bits... too much to list. Not splitting, sold as job lot for quick sale and removal. Email me for complete list, £200. Tel: 07798 797262. Email: martinbuckley130@gmail.com. A263/040

Spares: Fiat 1500 cabriolet. Variety of used parts including distributor, starter motor, rhd steering box and many other smaller items, offers. Tel: 01684 892906. A263/009



Hand made retro style Ferrari steering wheel table. Measuring 450mm diameter x 530mm high, chrome centre, polished stainless steel spokes, solid wood rim. The table has been made to give the illusion of a floating steering wheel, price £335 plus shipping, call for details. Tel: 07564 637636. A263/055

Alfa Romeo Alfetta all models 1973-81 Haynes workshop manual, v.clean, £10 ono + postage. Tel: 01564 772714 (West Midlands). A263/002

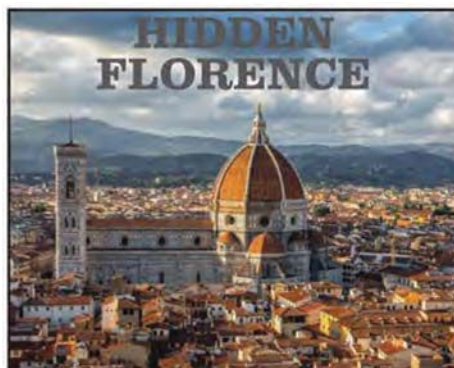
WANTED

Wanted: Espada S3 LHD. Will swap 4 Merc 230TE 1988 estate, low miles, very clean, many new parts inc auto box, exhaust, brakes, batt etc; plus Pro camera items and large collection, also new Snap-On tools and collectables etc, please help. Tel: 01277 200530. Email: dcian@fastemail.us. A263/041

Items wanted: anything Lambo, books, mags etc, any country, swap 4 books, mags etc, USA trucks, classic cars, guns, wildlife etc, lots more items to swap, most collectable. Tel: 01277 200530. Email: dcian@fastemail.us. A263/042



Wanted Fiat Barchetta. Looking to purchase a red (preferably) or silver Fiat Barchetta. Any year but must be in very good condition inside and out, the lower mileage the better. Must have good SH and have MOT, I am looking to spend around £3000, I have cash waiting, I am located in Cheshire. Contact Stuart on: 07766 785639. Email: s.major@chester.ac.uk. A263/003



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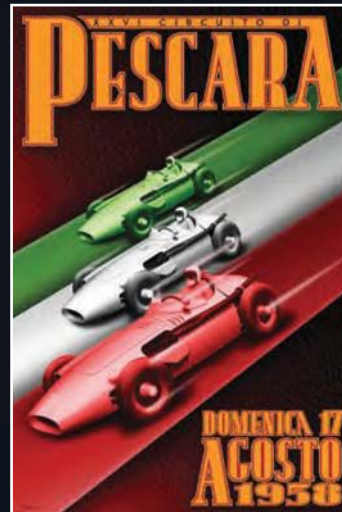
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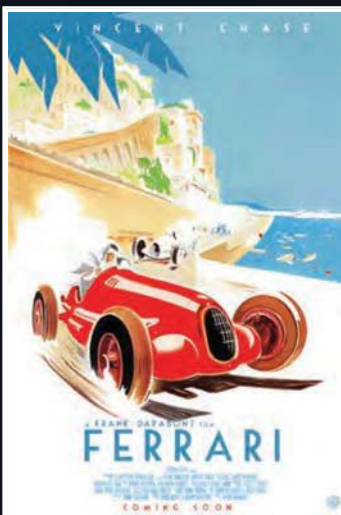
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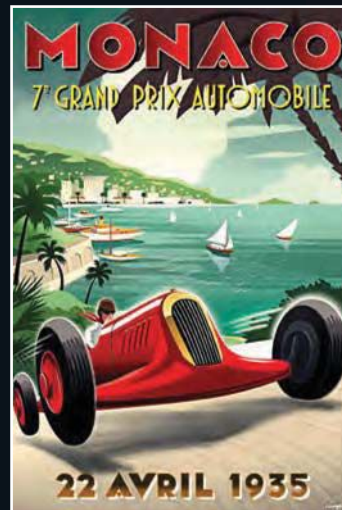
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Ferrari 365 GTB/4 "Daytona"

The Ferrari 365 GTB/4, more commonly known among Ferrari enthusiasts as the "Daytona", was first introduced to the motoring press and public at the 1968 Paris Salon de l'Automobile.

The Daytona is fitted with a front-mounted 4390cc V12 engine, featuring six twin Weber carburetors, making for a top speed of 174mph and 0-60mph in 5.4 seconds.

The two-door sports coupé bodywork was styled by Pininfarina. Early-series models featured fixed headlamps set behind a transparent Plexiglass cover. In 1971, these were replaced by a pop-up twin headlight system, to meet the US new road safety regulations.

Today, the Daytona is prized among collectors worldwide, proudly wearing the prancing horse badge. Nice examples can fetch upwards of £500,000.

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OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

SAVIO FIAT 128 COUPE

Story by Chris Rees

Fiat's 128 revolutionised small cars worldwide, but very few coachbuilders ever attempted special bodywork on it. Indeed Savio's 1969 coupe was one of the few.

Savio was founded in Turin in 1919 by two brothers, Antonio and Giuseppe Savio, who successfully rebodied chassis from the likes of Itala, Ceirano, Lancia, OM, Isotta Fraschini, Ansaldo, Alfa Romeo and Fiat.

The factory was seriously damaged during WW2, leading Antonio Savio to leave the company in the hands of his brother Giuseppe. When Giuseppe died in 1954, the company passed into the hands of his son-in-law, Alfredo Caracciolo, who in 1959 transferred all operations to Moncalieri.

Bodywork for Fiats sustained the business, and by the 1960s, Savio was doing good trade with its jeep-style cars based on the Fiat 600 (called the Jungla) and

the Fiat 500 (Albarella). It also did a lot of ambulance conversions, and even became a genre-buster with its Fiat 125-based Giardiniera Sportiva of 1968, a pioneering sports estate (see *Obscurati*, *Auto Italia* Issue 252).

Coupe conversions of popular Fiat models were also a Savio speciality, and it produced two-door bodywork on the likes of the Fiat 1500, 1600S and 2300, as well as the Fiat 124 and 125.

When Fiat launched its 128 saloon in March 1969, it was a major revolution, being front-wheel drive. Unlike many previous Fiat models, however, coachbuilders didn't leap on the 128 with special-bodied versions. Bertone offered up a shopping car concept based on the 128 in 1969, while Caprera also showed its Merak coupe in 1969. Moretti actually productionised a 128

coupe; first seen at the 1969 Turin Show, it boasted either a fixed or 'Roadster' targa roof. Michelotti would later have a stab with a 128-based coupe called the Pulsar in 1971.

But here we're looking at one of the least-known of all special-bodied coupes – which is what *Obscurati* is all about, after all. Savio's Fiat 128-based coupe was unveiled at the 1969 Turin Show. There were actually two versions, both of them essentially the same basic shape up to the window line. The 1969 Turin Show car had a three-box coupe shape and was painted metallic blue. It looked quite fetching on its alloy wheels, nestling under fat wheelarches. The alternative iteration, shown in 1970 and painted white (pic above), had a different rear end with Opel Manta-esque styling

and different bonnet vents. Inside both cars was seating for 2+2, hand-stitched upholstery in fake leather and Fiat 124 Sport instruments. However, it's believed that no Savio 128-based cars were ever made in series.

Fiat went on to produce its own 128 Coupe from 1971, which effectively scuppered any coachbuilders from doing their own special-bodied coupes. By that time, Savio had completely departed the car-making business, except for the jeep-style Jungla, and diverted itself towards bus body manufacture – an activity which it still pursues today. However, Savio did famously construct the bodywork for the sensational Lancia Delta S4 and also built Italdesign's 1988 Aztec prototype which was manufactured in small series.





Merry Christmas!

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