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As I write this, I've just got back home from this year's Italian Car Day at Brooklands. If you were there, I hope I had the chance to meet you, or at least see your car. If you weren't there, what were you thinking! Make a date in your diary for 2018 – there is no question that it's the biggest, bubbliest and best Italian car event in the UK.

I'll just mention a few of my personal highlights. Arriving to find no fewer than three Lamborghini Miuras – one white, one yellow and one orange – all parked up. Ambling around the banking which was bursting with Fiats and Lancias again this year. Watching the OSCA Maserati V12 (see page 58) blitz around the Mercedes-Benz World track. Driving one of my all-time favourite saloon cars – Alfa's new Giulia Quadrifoglio – as the pace car around the track. Cheering as a Ducati mountain bike finally clawed its way to the top of the 1-in-4 test hill.

As ever, there's simply too much to mention here – better turn to page 16 for our report on all the action from this year's event.

Away from Brooklands, one of the great stories of the year for me has to be the Targa Florio Classica, which we feature this month. The very wonderful Mick Wood took his well campaigned Fiat Abarth 124 Spider Rally from the UK to Sicily and very kindly agreed to let yours truly drive it on the event. But that's not, of course, why it's a great story. A chance encounter with a chap before one of the rally stages led to the discovery that Mick's very car had been there before, 42 years previously – it turns out it had competed in the 1975 Targa Florio. Mick was ecstatic – well, you would be after such a fairytale ending. We were pretty chuffed, too. You can read all about it on page 64.

Chris Rees
Editor

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NEWS & VIEWS

Maserati Launches 430hp Levante



Maserati has added a second model to its Levante SUV range in the UK: a potent new petrol-powered 'S' version.

Joining the 275hp 3.0 V6 diesel model that was launched last year, the new Levante S is powered by a 430hp, 3.0-litre twin-turbo V6 petrol engine that's built by Ferrari.

The claimed top speed for the 'S' is 164mph and 0-62mph takes 5.2 seconds. That compares with 143mph and 0-62 in 6.9 seconds for the Levante Diesel. Unsurprisingly, the petrol model is less fuel-efficient, returning 25.9mpg (compared to the diesel's 39.2mpg) and has CO₂ emissions of 253g/km (versus 189g/km).

Like the Diesel, the 'S' has active air suspension that offers five different ride heights, as well as standard Q4 four-wheel drive.

The Levante S is priced at £70,755 on the road, around £14,500 more than the Diesel. Deliveries are due to start in September 2017.





NOVITEC TUNES LEVANTE

A new tuned wide-body version of the Maserati Levante has been launched by Novitec.

The Novitec Esteso boasts an eight-part body kit that widens the car by 10cm at the front and 12.5cm at the rear. Filling its fatter arches are new 22-inch wheels with offset Y-spokes and 295/30 R22 front and 335/25 R22 rear tyres. Novitec can also tailor the cabin to the owner's preferences.

The engines – both petrol and diesel – have also been tuned. The range-topping upgrade for the petrol engine takes it from 430hp to 494hp and peak torque rises to 660Nm, meaning it will do 0-62mph in 4.8 seconds and reach a top speed of 169mph. The diesel engine jumps from a standard 275hp to 322hp and torque grows to 680Nm.

FIAT 500 MIRROR EDITION

Fiat has launched a new 500 special edition called the 500 Mirror. It marks the introduction of Apple CarPlay and Android Auto in the Fiat 500.

The 500 Mirror is available in a choice of five colours, including Electronica Blue. It can be spotted by its chrome door mirrors, brushed aluminium 'Mirror' badge on the B-pillar and 14-inch steel wheels with chrome wheel covers (15-inch alloys are optional).

Standard equipment includes a speed limiter, leather steering wheel and Uconnect seven-inch touchscreen with Bluetooth and



USB ports. The system also supports Apple CarPlay and Android Auto, so users can 'mirror' their smartphones directly on to the car's touchscreen. That means your phone's maps, music, messages and voice control system can all be used.

The Fiat 500 Mirror is available from £12,515 in both hatchback and convertible forms, exclusively with the 1.2-litre 69hp petrol engine. You can also choose between manual and Dualogic automatic is optional.



ABARTH USED VEHICLE LOCATOR

Abarth has become the first brand in the Fiat Chrysler Automobiles group to adopt a new Used Vehicle Locator (UVL) website.

Buyers can access cars via Abarth's Approved and Used network. Visitors to the website, which is optimised for mobile use, can see listings for a wide range of quality, low-mileage used Abarths.

UVL will be extended to other Fiat Chrysler group marques later this year. The new Abarth UVL can be seen at www.usedabarth.co.uk

ABARTH EXPANDS IN NORTHERN IRELAND

The Donnelly Group has extended the Abarth brand to all of its Fiat dealerships in Northern Ireland. As well as Newtownabbey (near Belfast), it's now represented in Dungannon, Enniskillen and Eglinton (near Londonderry). To mark the official launch, members of the Northern Ireland Italian Motor Club drove a selection of their classic cars the 50 miles from Dungannon to Eglinton.



FASSBENDER RACES FOR FERRARI

The latest movie star to step into a career in race car driving is Michael Fassbender.

The star of *Alien: Covenant*, *Steve Jobs* and *Twelve Years a Slave* has successfully completed the first round of the 2017 North American Ferrari Challenge racing series.

A lifelong fan of Ferrari and Formula 1, Fassbender got tuition with Ferrari's 'Corso Pilota' driving programme last year. "Training with the Ferrari team gave me a great foundation to hone my skills behind the wheel of the 488 Challenge race car," said Fassbender. "From a very early age, I idolised Ferrari and its champion, Michael Schumacher, so now racing in the Ferrari Challenge brings that dream full circle."



FERRARIS FLOW OVER FORTH BRIDGE

The Ferrari Owners Club GB has celebrated its 50th Anniversary with a parade of Ferrari cars over the Forth Road Bridge.

FOC GB's special parade over the Forth Bridge included some exclusive models, such as a LaFerrari and an F12tdf, as well as a number of historic models, including a 330 GT, 246 Dino and 308 GTB.

The Forth Road Bridge was closed especially to mark the club's half-century as the parade passed from Edinburgh to Fife, heading to a track day at Knockhill Circuit.

The event anticipates the official Ferrari 70th Anniversary UK Tour, which takes place from June to September. It kicks off at the Goodwood Festival of Speed (29 June to 2 July) with a parade of the most iconic road and racing Ferraris from the past 70 years. The

new GTC4Lusso will also make its dynamic UK debut at Goodwood.

The 70th Anniversary Tour continues with a LaFerrari Aperta visiting every official UK Ferrari Dealer during July and August. The exact programme is as follows:

- 5 July - Lyndhurst
- 9 July - Exeter
- 12 July - Swindon
- 15 July - Egham
- 20 July - London
- 22 July - Colchester
- 25 July - Nottingham
- 28 July - Birmingham
- 1 August - Manchester
- 4 August - Leeds
- 8 August - Edinburgh
- 12 August - Belfast

The final event on the UK Tour is 'Ferrari Racing Days' at Silverstone (22-24 September), where the LaFerrari Aperta will again lead a parade of Ferraris. This is also the UK round of the Ferrari Challenge European Series, where the 458 Challenge will make its final appearance alongside the 488 Challenge, which will run solus in 2018.



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DATE CHANGE FOR GOODING PEBBLE BEACH

The 2017 Gooding Pebble Beach auctions are moving forwards by one day from their traditional dates on the Saturday and Sunday of the Concours Week in the USA. This year's auctions will now be held on Friday 18 August and Saturday 19 August, with the preview days starting on Wednesday 16 August.

Among the cars at the Pebble Beach auction is a 1931 Alfa Romeo 6C 1750 Series V Gran Sport (pic right) that has been with the same owner since 1966. It's a previous Pebble Beach Concours winner (1996) and won Best of Show at the 1997 Louis Vuitton Classic. The Zagato-bodied Alfa is estimated to fetch up to £2 million.



LANCIA EXITS MARKETS

The Lancia brand has withdrawn from all world markets except the home Italian one.

All Lancia websites in foreign markets have been closed, leaving only a message of thanks.

The sole remaining Lancia model is the Ypsilon. While it remains a strong seller in Italy (with 65,655 sales in 2016, it was the number two best-seller there), declining sales elsewhere have made it untenable. For instance, in the first four months of 2017, only 37 cars were sold in Spain.

Despite the news, there is no indication that FCA is planning to axe the Lancia brand, although industry commentators are questioning how such a low-selling brand can survive.

ALFASUD - READ ALL ABOUT IT

Want to know more about buying and owning an Alfasud? A new book, *Alfa Romeo Alfasud* by Colin Metcalfe, aims to do just that.

It covers all saloon models from 1971 to 1983 and all Sprint models from 1976 to 1989. The Essential Buyer's Guide aims to lead you through the process of buying an Alfasud, what it's like to live with and what it will cost you to run.

Advice comes from a marque expert: Colin Metcalfe is the Yorkshire Section Secretary of the Alfa Romeo Owners Club and runs the Alfasud Register.

Alfa Romeo Alfasud by Colin Metcalfe is published by Veloce in paperback and has 64 pages and 81 pictures. The RRP is £12.99.

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ALFASUD

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Your marque expert: Colin Metcalfe

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NEW FERRARI 70TH ANNIVERSARY BOOK

A new book has been published to mark the 70th anniversary of Ferrari – Ferrari: the Golden Years.

It's described as "a tribute to the Prancing Horse and its golden years, when it was led by just one man: Enzo Ferrari." The publisher, Giorgio Nada Editore, highlights the quantity of new photographic material that it has recently acquired, and the book is illustrated by Franco Villani. Written by Leonardo Acerbi, the text is in both Italian and English, and the RRP is 60 euros.

A PART OF THE DREAM



WHEEL BOLT CLUTCH FLYWHEEL BEARING O RING CRANKSHAFT REAR SPIGOT BEARING CLUTCH MASTER CYLINDER CLUTCH SLAVE CYLINDER MASTER CYLINDER RUBBER SEALING RING
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SELECTOR/DETENT RETAINING BALL BEARING SELECTOR SHAFT BOLT FRONT MAINSHAFT RING NUT REAR LAYSHAFT RING NUT GEARBOX LOCK NUT GEAR LEVER BALL JOINT SEAT BUSH
RIGHT SWITCH GEARBOX CIRCLIP GEARBOX MOUNTING BUSH GEARBOX CONTROL O RING AUTO TRANSMISSION SUMP GASKET SIDE PLATE GASKET UPPER COVER GASKET SEALING RING
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AIN PLUG DROP GEARS OIL BREATHER CAP ALUMINIUM COVER PLUG WASHER OIL PICK UP FILTER CLIP STANDARD BORE STANDARD COMPRESSION PISTON SET 1ST OVERSIZE STANDARD
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RALLY ERA AT ASTI

Integrales took centre stage at the recent Rally Era event

Story & images by Peter Collins



The town of Asti, near Turin, has not one but two sizeable piazzas. One is big enough for the annual Palio, similar to that in Siena; the other is big enough to lay a rally special stage around, and in early May the Rally Era group did just that, alongside a day-long rally drive, the 'Cavalcata Aleramica' that included regularity stages through the picturesque

Monferrato region to the north of Asti. Sadly torrential rain fell for the most of that day, turning the roads into rivers.

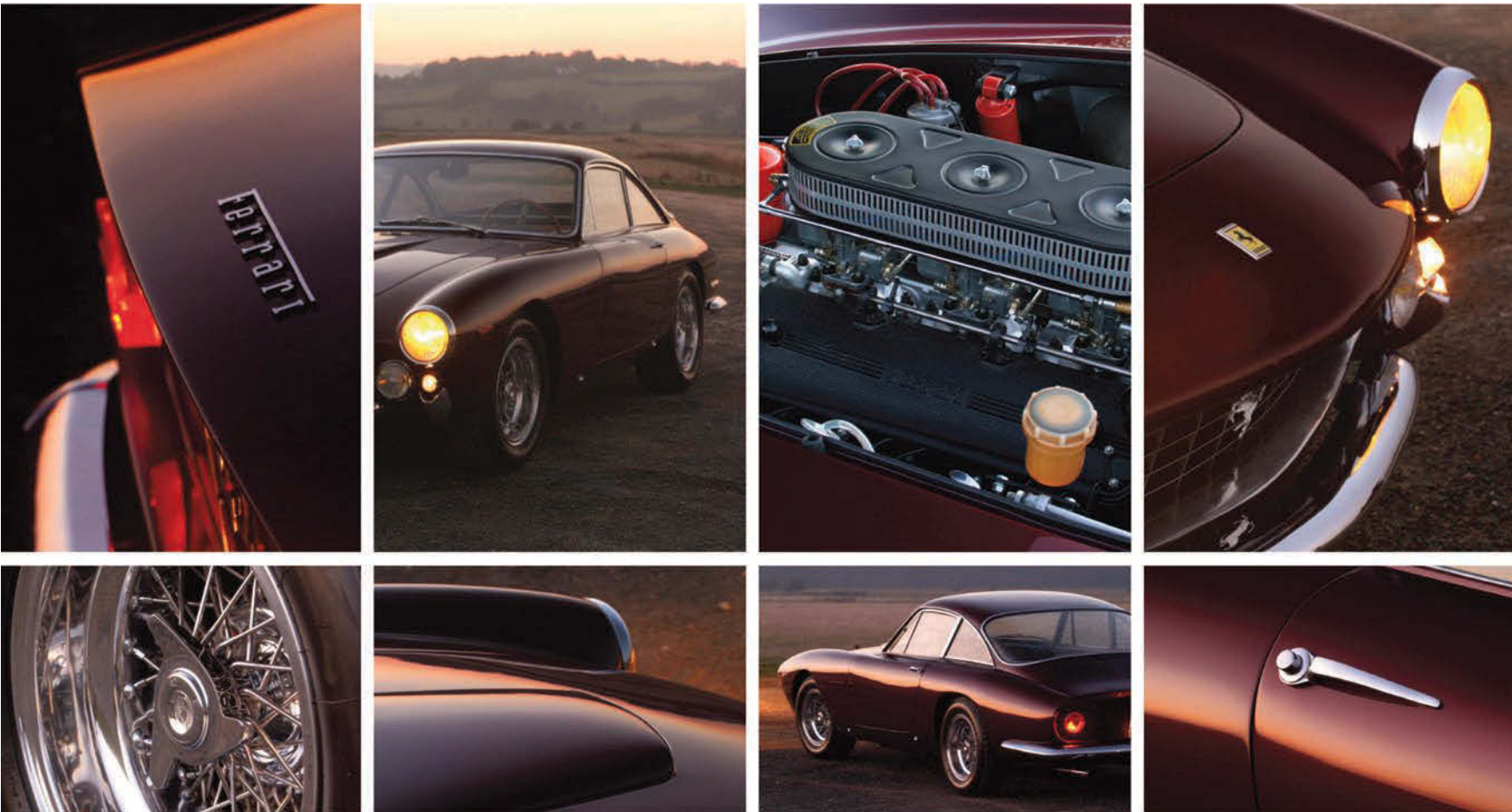
One of the features of this Rally Era weekend was a celebration of the 30th anniversary of the first works Martini integrales, which were Group A HF 4WDs in the wake of the kneejerk FISA reaction to Toivonen's Corsica accident. An S4 and a

sublime 037 added extra sparkle to the sheen of the integrale's fame. Many other evocative classics took part, including an Olio Fiat 124 Abarth Spider, 131 Abarth, Ritmo 130 TC, Fulvia HF 1600 and an Opel Ascona 400 and Kadett GT/E prepared in period by Turin's Conrero outfit.

Sunday consisted of demonstrations by Markku Alen and Miki Biasion of how to approach the tight little circuit in 500 Abarths. Then participants covered several laps of the Asti piazza stage in front of a large crowd before Monday opened with the rain which, of course, cleared up just as the cars were finishing.

It was good to see examples of famous integrales that weren't Martini cars, too, such as the Piero Longhi Grifone Esso and Brambilla/Fiorio San Remo Astra Giesse cars, both of which ran alongside the works team in international rallies in period. And one of the Sainz/Repsol 1993 examples, which had such a disappointing final year, looked as impressive as a full rally Evo can.





Ferrari 250 Lusso Berlinetta

PRODUCTION 1962-64

The 250 Lusso Berlinetta could be judged as one of the most beautiful Ferrari models ever to come out of the factory in Modena.

Styled by Pininfarina. Introduced at the Paris Salon in 1962, named "Lusso", Italian for luxury. Built on a short wheel chassis similar to the 250 short wheel base and GTO models, powered by a V12 3.0 litre engine with a three-Weber twin-choke carburettor set-up, giving a maximum top speed of 150 mph.

Production ceased in 1964 and was the last of the Ferrari 250 series road cars.

Today Maranello Classic Parts Division has in excess of 33,000 lines with a retail price of over £30 million. Our database holds detailed information on over 385,000 parts.

We have a unique and extensive knowledge of working with Ferrari and process more than 1000 consignments each month. Our unrivalled knowledge, along with the full support of Ferrari S.p.A, means we are totally committed to providing the best help and advice to our customers.



Images courtesy of John Mayston-Taylor collection

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FISH THAT GOT AWAY

I noted with interest in Issue 255 a Ferrari 250 GTE selling for 470,000 euros in Paris. When I was in college in New Orleans in the 1960s, there was one on a used car lot for \$1500. I should have bought it. New Orleans in those days was surprisingly full of noteworthy cars. The local sports car dealer had the 1964 Ferrari GTO driven to a win in the Daytona 2000km by Pedro Rodriguez and Phil Hill. They wanted \$16,000. That would have been an even better return on investment. Instead I settled on a Euro-spec Fiat 600 for \$200. **Michael Cosgrove**
Kerrville, Texas

ALFA 4X4S

Having read your article in the latest issue on 4x4 Alfas, I agree with your comments on the 164, and although mine is not a Q4, it still attracts attention wherever I go. It is one of the last 3.0 24V to come off the production line, according to Fiat at Slough, registered as it was in May 1997. Ironically it was

initially a press car given to a magazine in Bristol along with a Twin Spark and a Cloverleaf for an article on the outgoing model prior to the 166 launch.

Bob Woodward

FORGOTTEN INTEGRALE

In 2015 I saw a 1994 Dedra integrale advertised on Gumtree. I could not resist it. It's a delight to drive and makes a great everyday classic, ideal for long journeys as long as your passenger does not mind being on the wrong side – they were only made in LHD form and never imported into the UK. I have not heard of another in the UK and only one in Ireland.

The Dedra integrale used the 8v Turbo 180bhp engine, so is not quite so startling in its acceleration as the Delta integrale, but has very useful mid-range power. I always loved the 'over boost' when I owned a 16v Thema Turbo, as it surprised so many coming from such a modest looking car. The Dedra's 'boost-drive' is, however, different as it is not



designed to provide the short burst of very high power but a more modulated increase over a longer period. Maybe less fun, but also less frenetic! It also acts as a safeguard against over-revving which could occur on downhill slopes, because it is set to cut off power above the maximum permissible rev speed.

Chris Hopkins
Lancia Motor Club

PANDA 100HP

We understand how the editor must feel about the prospect of letting his Fiat Panda 100HP go – a

great little car, quite the best small car we have ever experienced.

Our 100HP was traded in for an Alfa Romeo MiTo last August – not a good move, as there are some cost and performance issues to be corrected. For instance, if you let the revs die to 750rpm, the MiTo will die on you completely. The Panda 100HP would tick over quite happily at this speed, then raise the idle to around 1000rpm once warm. It had covered around 70,000 miles with very little trouble when we traded

it in, and cost very little money to keep going.

It may seem a little bit of a backward step but we have entered into a preliminary discussion with Huttons (just outside Weston-super-Mare) and have selected a good-looking current-shape Panda in silver for an initial return to Panda territory.

As you can gather, we sympathise with your position entirely – the 100HP is very difficult to cast off and replace with anything of its type. It's a very difficult act to follow.

Ian & Jennie Bateman





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Official fuel consumption figures for the Abarth 595 Trofeo with Abarth Red Pastel Paint: mpg (l/100km): Combined 47.1 (6.0), Urban 35.8 (7.9), Extra urban 57.7 (4.9), CO₂ Emissions: 139 g/km. Fuel consumption and CO₂ figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. Factors such as driving style, weather and road conditions may also have a significant effect on fuel consumption. *Personal Contract Hire, Abarth 595 Trofeo with Abarth Red Pastel Paint. Initial rental of £1,990, followed by 47 monthly rentals of £199, incl. VAT & excl. maintenance. Based on 6,000 miles p.a. Excess mileage charges apply. Vehicles must be registered between 01/04/17 and 30/06/17. Subject to status. Guarantees may be required. Ts&Cs apply. Abarth Contract Hire, SL1 0WU. We work with a number of creditors including Abarth Contract Hire. Abarth UK is a trading style of Fiat Chrysler Automobiles UK Ltd.



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Official fuel consumption figures for the Abarth 124 spider 1.4 MultiAir 170 hp – range mpg (l/100km): Combined 42.8 (6.6) – 44.1 (6.4), Urban 31.0 (9.1) – 33.2 (8.5), Extra urban 54.3 (5.2) – 55.4 (5.1), CO₂ Emissions: 153 – 148 g/km. Fuel consumption and CO₂ figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. Factors such as driving style, weather and road conditions may also have a significant effect on fuel consumption. Abarth UK is a trading style of Fiat Chrysler Automobiles UK Ltd.

Auto Italia Italian Car Day

A renovated venue at Brooklands and record-breaking crowds made 2017 a special year

Story by Mike Rysiecki
Photography by Michael Ward



For the 32nd Italian Car Day at Brooklands, the postcode may have been the same but almost everything else improved to provide perhaps the best-ever event.

The Brooklands venue itself has evolved with a newly opened pavilion in which the Vickers 'Brooklands' Vimy replica holds pride of place. Construction work is ongoing, meaning that exhibits were compressed into a slightly tighter space than normal, but it will all be worth it once the old Finishing Straight is restored to its pre-war glory later this year.

The annual gathering of 1400-plus Italian vehicles owes its success to the dedication of the core community and a big thank you must go out to the regulars. The familiar zones for make and model clubs thrive on the enthusiasm of the participants who make their annual pilgrimage to Brooklands. Just one example: Robert Denton travelled by train and taxi from Dorset hoping to see suicide door Fiat 500s and Lancia Delta integrales; his

journey was definitely not in vain.

We had a number of exciting first-time exhibits in the Clubhouse Paddock. Brooklands regular and Abarth addict, Tim Milnes, presented his recently acquired Francis Lombardi 850 Gran Prix coupe (pic opposite page, top right). It's a 1970 example with steel body and aluminium-clad opening panels which was recently released from the Maranello Rosso Collection via UK Abarth specialist, Middle Barton Garage. Also new to Paddock viewers was a 1974 Frua Maserati Quattroporte brought by Andy Heywood along with a Bora, both from Stephen Dowling's collection. The Frua QP was a special commission for the Aga Khan who saw the original concept at the 1972 Geneva Motor Show. This behemoth of a car needed the full torque of Maserati's 4.9-litre Indy engine for swift progress and the stopping power of Citroën's LHM brakes. Celebrity vehicle presence was enhanced by the ex-John Lennon Iso Fidias S4 which he ordered from the 1967 Earls Court Motor Show.

Mick Wood's 1974 Group 4 Fiat Abarth 124 Rally was another first showing in the paddock. His car probably has one of the best competition records of any classic 124 Abarth, with two second places at WRC level (Monte Carlo and Portugal) with Hannu Mikkola/Jean Todt, as well as taking the 1975 Italian Rally Championship.

When it comes to 'obscurati', *Auto Italia's* annual event always seems to pull something special out of the bag and this year it was the cute Ferves Ranger off-roader. Built from 1966 and based on Fiat 500 and 600 mechanical components, it seats four, has a folding windscreen and removable doors and found favour in period with Italian farmers and fire services.

As usual, the banking hosted Lancia and Fiat clubs. A couple of well-presented sporting 128 Fiats caught the eye amongst the Montecarlos, Betas, Uno Turbos, Puntos, Barchettas, Cinquecentos and even a pair of Lancia Y10s to tick off on your rarely-seen list. Standing out were Louise and Jason



Kennedy's Lancias. Their 1965 Lancia Falvia Superjolly is delightful nine-seater 'Promiscuo Rapido' derivative, configured to carry campers and their equipment to their pitches by the Settobello Camping Club. The Kennedys also brought their '53 Aurelia B20GT racer which has form from the Modena Cento Ore – Index of Performance, which they won, without a support crew, in 2010 and 2014, the 2016 Le Mans Classic and a very creditable 11th place in the 2015 Goodwood Fordwater Trophy. Look out for more on Louise and Jason's broader Italian car collection in a future issue.

Vernon Hibberd's 1988 Panda 4x4 special looked very purposeful and fully prepared for its first off-road outing in the Brecon Beacons with the Panda Classic Owners Group. The suspension has been stiffened and raised for additional ground clearance. Vernon is a

specialist when it comes to shoehorning bigger motors into small Fiats so we can probably expect a power hike sometime soon.

Italian Car Day has long enjoyed the privilege of using the Mercedes-Benz World track to show modern and classic Italian cars as they are meant to be used. Star of the demo laps was Prince Bira's 1951 OSCA V12, resplendent in Siamese racing colours and Bira's white mouse personal logo. Driven by Simon Ayliss on behalf of its German owner, you can read more about this spectacular car on page 58 of this issue. We love the story that Bira allegedly took up racing at Brooklands to get the attention of the beautiful Canadian-born Kay Petre, who was then a star of the legendary track.

AMG fans won't have failed to notice just how well the 2017 Alfa Romeo Giulia Quadrifoglio circumvented their home track,

driven by Auto Italia Editor, Chris Rees. Phil Ward pedalled the second safety car, a Ferrari 488 GTB – someone has to keep those Lamborghinis and Maseratis under control when visiting the neighbours! The Lamborghini contingent, some blending in to the landscape with footballer-camo wraps, covered many of the crowd-pleasing models: Aventador, Huracán, Gallardo, Murciélago and Diablo. Sadly, Mike Kason's Abarth 1000TC was a DNS but he played to the grandstand when his baby Fiat eventually started right at the end of the session.

The London-based Classic Car Company was present, showcasing its concierge offerings for classic owners looking for a bespoke service. Now two-and-a-half years old and with more than half of his business focused on Italian cars, David Peters has developed a new collaboration with Stef





Nigel Allen and the Barkaways boys (above and right) go four up in the Ferrari GTC4 Lusso. Lots of great action on test hill and circuit



Proietti, who provides Italian mechanical and body expertise.
Over in The Heights showground extension, the growth of the Abarth brand was clearly visible with Abarthisti leader, Berti Bryant, claiming over 200 examples on show. Abarth owner, Thomas Berry of Harlow, captured the spirit of Italian Car Day by saying the best part, for him, is catching up with people he hasn't seen since last year while enjoying and engaging in the whole Italian car ownership scene.
The Alfa Romeo zone showed early signs of being refreshed and renewed with the presence of the new Giulia. Next year, no doubt we'll see the first Stelvios, too. Roll on 2018! 🇮🇹



695 XSR

LIMITED NUMBERED EDITION



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Official fuel consumption figures for the Abarth 695 XSR Yamaha Limited Edition: mpg (l/100km): Combined 47.1 (6.0), Urban 35.8 (7.9), Extra urban 57.7 (4.9), CO₂ Emissions: 139 g/km. Fuel consumption and CO₂ figures are obtained for comparative purposes in accordance with EC directives/regulations and may not be representative of real-life driving conditions. Factors such as driving style, weather and road conditions may also have a significant effect on fuel consumption. Abarth UK is a trading style of Fiat Chrysler Automobiles UK Ltd.

Scorpion Triplets

We test the latest Abarths in the form of the 595 Trofeo and 695 XSR Yamaha, as well as the new 124 Spider Scorpione special edition

Words: Richard Bremner
Images: Abarth



You could argue that modern Abarths might be imposters at a classic car event, but no one seemed to think that. At the recent 'Drive It Day' – an annual Sunday event at the start of the classic car season at Bicester Heritage in Oxfordshire – there was an impressive cluster of Abarths.

Almost all of the cars converging on the former aerodrome were older classics. Several were dinky and delicate Abarths but most of the scorpion-bearers were pretty new, and some very new indeed. Yet they didn't look out of place – Abarths are enthusiasts' cars, and it's clear that their owners, and most of the visiting throngs, thought that way too.

There was another difference with the 'moderns' group: while most drivers and passengers at this event would have been around when Margaret Thatcher busied herself running the country, many Abarth drivers looked like they were born long after her departure. That's good news, if we want this hobby to be handed down to the next generation.

Most of the 21st century Abarths were 595s, but there were several 124s too. Almost every one was different, distinguished not so much by colour but by the minor variations that car nuts love. The modern, reborn Abarth marque might only have had three model lines to play with to date – Punto, 500 and 124 Spider – but it has produced variations on each at a relentless



pace. There's no room to list them here but to get an idea, today's Abarth website lists no fewer than 10 models in the range, although that may have changed by the time you read this.

We've got to try three of the latest variations, two based on the 595, the third being the new 124 Scorpione. The 595 Trofeo is priced at £17,360, so it slots in between the base 595 (£15,260) and the Turismo (£18,360). While the Trofeo is a permanent addition to the range, the 695 XSR Yamaha is a limited edition inspired by the brand's sponsorship of Yamaha's MotoGP team, priced at £20,360 (oof). Both of these new models are available either as saloons or convertibles. By the way, the Trofeo is known as the

Pista in mainland Europe, and you'll score no points for working out why the name was changed for the UK...

What you get with the 595 Trofeo is a 160hp, 169lb ft version of the 1.4 T-Jet turbo engine, compared to 145hp for the standard 595 and the Turismo's 165hp. The 5hp power difference between the Trofeo and the 165hp versions (including the 165hp XSR Yamaha) is trivial enough that the two powertrains deliver the same torque and the same 7.3sec 0-62mph time, says Abarth, although you'll go just over one mph faster with the 165hp engine. The Trofeo package is more about hardware: inch-bigger 17in alloys, a dual-mode, quad-pipe exhaust, perforated discs and Koni rear dampers featuring frequency selective damping (FSD).



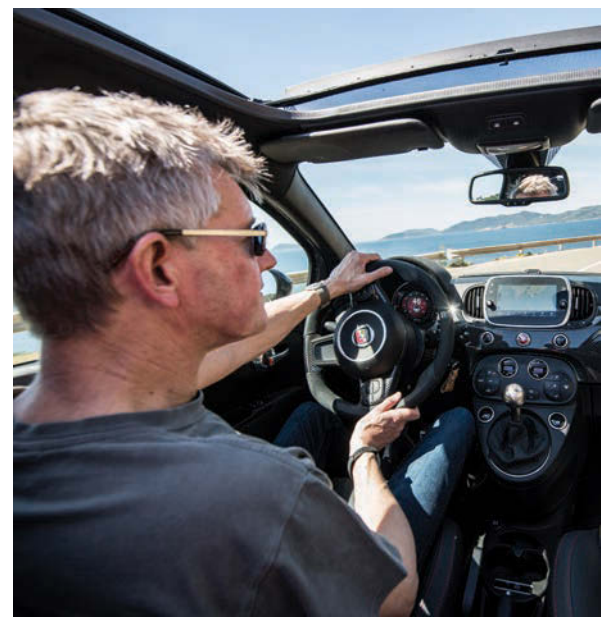
Here each damper is provided with an extra internal oil-way allowing it to handle the high-frequency bumps affecting ride quality better, without compromising the suspension's ability to deal with the low-frequency wheel inputs necessary to optimise roadholding. Inside you get perforated fabric seats and U-Connect infotainment that includes a basic telemetry system.

The XSR Yamaha Limited Edition is the result of Abarth's sponsorship of Yamaha's factory MotoGP team. They're all painted Pista grey (not Trofeo grey for the UK, it seems...) and complement an Abarth-branded Yamaha XSR900 motorbike. Both car and bike get Akrapovic exhausts, the 695's being carbonfibre-tipped. Koni FSD rear shocks and Eibach springs, a dual mode exhaust, drilled discs, black 17in alloys, side stripes, leather upholstery, U-Connect infotainment and assorted trim details complete the package. Several of these duplicate the cheaper Trofeo's features, making the £3000 extra required to snare this Yamaha limited edition look steep, especially as the pair drive near-identically.




On the smooth, extraordinarily twisty Sardinian test route, these Abarths are riotous. Both cars have amazing front-end bite, decently precise steering, grippy seats and an aura of robustness that encourages hard driving. As does the fact that you can bung them into tight corners and enjoy exits bordering on four-wheel drifts when you switch off the ESP. You soon find yourself travelling with increasing zeal, these Abarths' enthusiasm entertainingly fuelling your own. It's a bit frenetic, but not madly so, at least on this decently surfaced road.

These Abarths might wear the war-paint of redline driving, but they don't feel like sports cars when you get in them. Your seat is mounted high within a narrow cockpit, but your mild confinement doesn't obstruct busy arms and legs, and you soon get used to a vantage point that provides a good view of the road. The leather-edged steering wheel could deliver more feel, but it's a lot better than it used to be, offering weight, accuracy and more consistency than early versions of the car. The lock is still laughable, though, and the Abarth's ride will sometimes have you airborne in your seat.





So to the 124 Scorpione. If you depart your seat in the this, you're probably doing something much riskier. Abarth may specialise in minor model variations, but between 595 and 124 the driving experience could hardly be more different. You sit far lower in the Scorpione, almost louchely semi-reclined in a cockpit much wider and more classily finished. If the roof's down, you'll hear a key difference between this car and the Fiat 124 Spider from which it's derived, the Record Monza exhaust loudly serenading you with a choice of two, switchable scales via its tail-pipe quartet.

They make the Abarth a meatier performer than the Fiat 124 or Mazda MX-5, especially with that surge of turbo power. This is a delightfully easy car to balance with the throttle if you're in the torque zone, this highly satisfying activity considerably enhanced by the car's fine manners. The 124 is much more of a precision tool than its 500 family brothers. The Scorpione is mechanically identical to the standard 124, but comes only in black or white and has black microfibre-and-leather seats. It'll cost around £27,500 in the UK, usefully less than the £29,620 standard car. A very minor variation, then, but undoubtedly the first of many. 



695 XSR Yamaha edition (right) is very chuckable but wonderful 595 Trofeo (above right) is just as much fun for a lot less cash



Fighting Fullback

We test Fiat's new pick-up on and off road

Story by Chris Rees
Photography by FCA

The badge across the generous rump says 'Professional Fullback'. Far be it from me to launch into a barrage of jokes about Italian soccer stars – mainly because my working knowledge of football, Italian or otherwise, doesn't even get into the stadium. So let's tackle (geddit?) the Fullback in question: Fiat Professional's new pick-up.

Now, Her Majesty's Press has widely

reported that the new Fiat 124 Spider is the first Fiat with Japanese heritage. Not so: the Fiat Fullback beat it – even though it's not made (as the Spider is) in Japan, but in Thailand. The reason is that the Fullback shares almost everything with the Mitsubishi L200, historically one of Britain's best-selling pick-ups. Indeed, the only changes of any significance are the front grille and some interior trim.

The UK range is three-fold: 150hp SX,

180hp LX and 180hp LX automatic. All versions are double cab and have all-wheel drive as standard. Prices start from £21,345 excluding VAT – so that's £26,683 with tax added. The version we've been driving – the 180hp manual – costs over £29,000 before options. That's not cheap, so it'll have to be good to justify its price tag.

Luckily, after testing it, I can happily say it is – at least, judged by the standards of pick-up trucks. The aluminium 2.4-litre diesel





engine is one of the Fullback's best attributes. In 180hp guise, as tested, it's pretty lively (0-62mph in 10.4 secs), and even if the torque band is narrow, there's a hell of a lot of said torque (430Nm, or 317lb ft) so it has the legs of a rugby fullback. Refined, though? Not very.

You can select from four drive settings, all controlled by a knob. 2H is rear-drive only and easily best for everyday driving. The three four-wheel drive settings – 4H, 4HLc and 4LLc – include a locking central differential selection, so it really can tackle the rough stuff, helped by a ground clearance of 205mm.

Let's assume that you're a butch builder type. You'll want to know it can carry a one-tonne payload (it can) and fit lengthy loads on its rear bed (which at 1.52m, it can, too). Towing? It'll happily pull up to a mighty 3100kg unbraked and has standard Trailer Stability Assist.

On the open road, the Fullback is better to drive than most rival pick-ups, with pleasingly little body roll, chunky-feeling and fairly fast-acting steering and good levels of grip. A best-in-class turning circle makes it better in traffic than its huge bulk might suggest. The leaf-sprung solid axle makes the ride feel pretty agricultural, though, and over bumpy terrain it can all start feeling like a pogo stick.

Inside, the dashboard is functional, if a little outdated in feel (especially the

TECHNICAL SPECIFICATIONS

FIAT FULLBACK 2.4 180HP LX

ENGINE:	2442cc 4-cyl diesel
POWER:	180hp at 3500rpm
TORQUE:	430Nm (317lb ft) at 2500rpm
TRANSMISSION:	6-speed manual
BRAKES:	Vented discs (f), drums (r)
TYRES:	245/65 R17
SUSPENSION:	Double wishbones (f), rigid axle with leaf springs (r)
DIMENSIONS:	5285mm (L), 1815mm (W), 1780mm (H)
KERB WEIGHT:	1875kg
MAX SPEED:	111mph
0-62MPH:	10.4 secs
FUEL CONSUMPTION:	42.8mpg (claimed)
CO ₂ :	173g/km




FULLBACK CROSS

Fancy a Fullback with more front? Try the new Fullback Cross (on sale later this summer). It's got a different grille with matt black highlights, a satin silver skid plate, black detailing, larger side steps, a black 'sport bar' and an all-black cargo space. Prices are yet to be announced.



infotainment set-up) but it's all comfortable enough up front. Rear seat passengers in the double-cab have lots of space but they'd better have had a long day at work – they'll prefer to be asleep than be comfortable. There's tons of standard gear on the LX we tested, including leather trim, Bluetooth, DAB radio, cruise control, reversing camera, heated front seats, dual-zone climate control and sat nav.

The Fullback is great as a pick-up truck. Even as a leftfield alternative to an SUV, it's got solid ruggedness to attract you. But as a car to live with every day, you're probably better off in a conventional SUV. 





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Myth Busting

Alfa's MiTo has never been a 'me too' car – it's one for the individualist. Four owners reflect on the MiTo's appeal and meet up with the latest restyled car

Story by Chris Rees
Images by Michael Ward

What a refreshing experience it is to spend time with enthusiasts who really have a passion for their cars. And this collection of five Alfa Romeo MiTos is getting a lot of love. Yet... not everyone I know has always viewed the MiTo with unbridled passion.

To some eyes, a small hatchback was

never in keeping with wearing an Alfa badge, and that to base an Alfa Romeo on a Fiat Punto platform – itself dating from 2005 – was blasphemy. But that's not only to decry how fundamentally sound the Punto is, but also what Alfa did to make the MiTo its own, particularly in terms of exterior styling and interior ambience.

So we're here to set the record straight

and reassess the MiTo, by bringing together the latest facelifted 2017 model with four pre-facelift favourites.

Can it really be nine years since Alfa Romeo first launched the MiTo? Yup: it was way back in 2008 that the baby Alfa was unveiled. At the time – and ever since, in fact – its 8C-inspired lines attracted favourable comment. 'Mito' means 'myth' in Italian, but





the MiTo badge is in fact a contracted mash-up of Milan (Alfa's original home) and Torino (where the car is built).

It's easier to trace the evolution of the cretaceous period than it is the MiTo's, so complex is it. At its UK launch in 2009, there were two 1.4 petrol engines (95hp and 120hp TB) and two JTDM-2 diesels: 1.3-litre 85hp and 1.6-litre 120hp. Very soon after came a 78hp 1.4-litre petrol 'Junior' model and a 155hp TB. However, the big news in 2010 was the arrival of Alfa's acclaimed 1.4 MultiAir turbocharged engines with 135hp and 170hp (a non-turbo 105hp MultiAir followed in 2011). The top-spec 170hp Cloverleaf (soon rebadged Quadrifoglio Verde) very quickly established itself as the MiTo to have.

Then in 2013 came revised interiors, light styling retouches and a 105hp TwinAir engine option. The latest 2016 facelift introduced a new Giulia-style front end, fresh alloy wheel designs, enhanced detailing, new upholsteries and a name

change for the QV – now simply called Veloce. Despite announcing plans to build a five-door version, Alfa Romeo has only ever offered the MiTo with three doors.

There's nothing terribly unconventional about the MiTo's underpinnings: transverse engine, front-wheel drive, MacPherson front suspension, torsion-beam rear end, electric steering and disc brakes all round. The chassis electronics were always sophisticated, though, including a Q2 electronic diff, VDC (Vehicle Dynamic Control), ASR (Anti-Slip Regulation) traction control, CBC (Cornering Brake Control) and DST (Dynamic Steering Torque). And then there's Alfa's DNA toggle switch (Dynamic, Normal, All-weather) that can alter the settings for the engine, brakes, steering and gearbox.

The cabin in all MiTos is a cut above usual supermini fare. The dashboard looks superb – especially in QV models with their carbon look – and the large twin dials in front of the driver evoke past Alfa greats. The seats are firm,

supportive and attractively styled.

So what do MiTo owners make of their cars? Which is the best version to drive and own? And are there any easy modifications that can improve the car? Let's find out...

FIRST CAR:

1.4 MULTIAIR TB VELOCE (2011)

When Alex Littlewood first saw a MiTo, he was smitten by the look of its lights and determined, then and there, that one day he'd have one.

Now, his first ever car is a red 2011 1.4 MultiAir Veloce. "It's rare to own a MiTo as your first car," he says, "but I love it. It's different, it's Italian and the value you get for the performance and quality is excellent. For the £5000 I paid, I could only have had a 1.2-litre 70hp VW Polo – yuck! The MiTo is surprisingly cheap to insure, too."

He ideally wanted leather upholstery and Bose but MiTos aren't that common; in any event, he's very happy with his choice. It's





his everyday car but he's got plans for some subtle mods: a Wizard twin-pipe centre exhaust, and Monza Sport/Gazella Racing carbon-look light surrounds and diffuser. He'd like to add a hybrid turbo which, together with an Autolusso remap and induction kit, should liberate as much as 210hp. Eibach springs to lower the ride by 30mm are also on the wish list.

Interestingly, this 2011 car is the only one of our gathered MiTos whose DNA controller defaults to 'N' when you start it up again; the others stay in 'D' if that's where you leave it.

TEXTURAL: QUADRIFOGLIO VERDE 2015

Mandana Ghajar is a serial Alfa Romeo owner: this 2015 Quadrifoglio Verde is her second MiTo, one of the last pre-facelift cars. "I was very happy with my previous MiTo, a black QV, so I decided to buy another. As an architect, I love its design and attention to detail. I went for Anthracite grey this time as the colour reminds me of concrete, one of my preferred building materials, with grey headlamp surrounds. I'd have liked the matt paint option but the dealer advised me against it. The optional 18-inch double-spoke wheels look great, too.

"The Italians have a design edge, inside and out – that's important to me. The feel of the MiTo is very high quality for the price. I love the green-and-white stitching inside, for instance, and the carbon weave dash.

"It's very nippy and responsive, which is how I like my cars. MiTos are not very commonplace and it's one of the best cars all round I've owned. Apart from failing electric windows on one occasion, I've never had any problems with it. I'd definitely recommend the TCT paddle-shift, which suits me better than my previous MiTo manual."





**UPDATED:
QUADRIFOGLIO VERDE TCT 2015**

Phil Davies's Tornado Blue QV is an August 2015 example that he purchased "accidentally" to replace his 156 (he also owns a 3.2 Spider 916, a 147 GTA and a 4C Spider – lucky chap!). "This is my car for commuting and fun," he says. "I love it to bits: it's so responsive and fun to drive."

Although it looks almost standard, it's been lightly modified. Its power is up from 170hp to over 200hp, courtesy of a full Supersprint exhaust with sports cat, custom ECU remap and K&N panel filter. "I didn't fancy an induction kit," says Phil, "and it makes a nice noise without being too loud." We can also report that the torque curve is pleasingly full.

Eibach springs lower the ride height by

35mm up front and 30mm at the rear, requiring a geometry reset. On adaptive dampers, the set-up works better than Konis, reckons Phil, while not affecting the ride quality too badly. The lowering springs do make a big difference to the handling, decreasing body roll, minimising understeer and sharpening turn-in.

The wheels are factory originals but have been repainted grey, and look great in my book. Phil also plans to add Tar.Ox 305mm discs and DS2500 pads so that brake fade will never be an issue.

The TCT gearbox is great for urban traffic but perhaps not so good for keen driving as it shifts itself in manual mode, sometimes when you're not expecting it – but you do get a wonderful growl on downchanges.

**EL DIABLO:
QUADRIFOGLIO VERDE 2013**

David Faithful's 2013 QV in Graphite grey with diamond-cut 18in alloys was bought after a flurry of modern Alfas. "I wanted something to take me back to my days of Alfasuds – this is very much a modern-day Sud Sprint in feel. It gives me more smiles than my 147 GTA, and fewer parts fall off it! It's also very roomy inside for someone who's 6ft 1in tall."

It's been lightly modified with 30mm lower Eibach springs, Performance Friction pads and a K&N cold-air induction to improve the noise – there's notably more wastegate flutter in David's car than the others. A very subtle difference is the new Giulia QV badges on the front wings, while a rare option is the Fiat 500-style plug-in mount for the TomTom

This modded Tornado Blue MiTo has 200hp and superbly chuckable handling thanks to Eibach lowering springs





removable sat nav – this was only offered for two years. Still to be fitted is an SBK diff.

Shifting quickly and precisely, the manual six-speed manual transmission makes a good contrast with the TCT auto (incidentally, TCT is now the only transmission available with the 170hp engine). “The car lives in ‘D’ mode, or ‘Diablo’ as we call it,” says David. “It stiffens the dampers up beautifully – the only time I ever use ‘N’ mode is on the motorway.”

NEW: 1.3 JTDM-2 2017

The 2017 facelift MiTo we have here is a 95hp 1.3 diesel (10hp more than the earlier diesel) with ultra-low CO₂ emissions of just 89g/km. It's a torquey powerplant, if a little peaky in its power delivery. Nor is it the most refined choice out there, compounded by some significant wind and road noise.

I don't want to be 'down' on the lightly restyled MiTo but it isn't universally liked by our gathering. One called it “fussy” and





MITO: THE KNOWLEDGE

We asked Julian Milne at Alfa Aid (www.alfaaid.co.uk) about his thoughts on MiTos. “The range can be confusing as there are so many variants but easily the most popular are Veloce and Cloverleaf models, which have sharper suspension. My personal favourites are the QV with the TCT gearbox and the rare 155hp Veloce.

“Engine-wise, the old 1.4 TB engines are great: the 155hp version is phenomenal but don’t discount the 120hp, either. Later MultiAir engines are superb to drive but we’ve seen a lot with oil-fed actuator problems because the oilways are so small that they often get blocked if they haven’t been serviced properly or have the wrong oil. It can cost £900-£1000 to fix. Ignore the two-year servicing schedule and get it done every year with Selenia oil. And change the cambelt at least every five years, ideally four, at around £300-£400.

“The MiTo is a tough, safe car with very few problems. A full history is the most important thing but check for broken front drop links, front coils and front top mounts (listen for creaking sounds when parking). Rear brake callipers can seize up, too.

“We see a lot of cars whose front grilles have lost chrome pieces, usually the result of a parking ding, so check that the bumper aligns – if not, it’ll need a new bracket. As with the Fiat 500, the wiring in the tailgate can go brittle and cause the rear lights and wiper to malfunction.”

another didn’t like the design ‘crease’ on the front end, although the Giulia-inspired grille is good-looking, I reckon. One interesting observation: the Uconnect infotainment system looks identical to the removable one in David’s 2013 car, just that it’s built-in.

Overall, the current MiTo doesn’t want for character and is actually a much better road car than I remember from my last drive in one, with decent steering feel and surefooted handling.

VERDICT

I recall my last MiTo encounter with mixed feelings: fine-looking but flawed. But on reacquainting myself with the car, I’m reminded how fundamentally decent it is, albeit sensitive to engine and trim spec.

Adding a few mods certainly enhances its

fun factor. The cars I drove with lowering springs have far less of a ‘top heavy’ cornering feel and are superbly chuckable. And the prospect of 200hp or more in a car this small is irresistibly giggle-inducing.

The enthusiasm of MiTo owners is infectious, too. Like ‘em? Me too. But the MiTo is as far from being a ‘me too’ supermini as you can get – it has more style, quality and sharpness in its tyre valves than almost any rival can muster in its entirety.

One final thought. Remember our saying that a small hatchback seemed not to be in keeping with the Alfa badge when the MiTo was launched? Well, Alfa seems to be coming round to that way of thinking itself: we’ve been told that the MiTo has probably two years left and won’t be replaced. Time to buy yours now? 🇮🇹





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Sweet Sixty

Launched on 4th July 1957, Fiat's baby 500 has just turned 60 years old. It's almost impossible not to fall in love with the Cinquecento – shouldn't you have one in your life?

Story by Richard Heseltine & Chris Rees
Images by Michael Ward

Think of a symbol of Italy's motoring heritage, and some sort of vowel-laden supercar will probably leap to mind. The Lamborghini Miura perhaps; maybe the Ferrari 250 GTO. By contrast, we would argue that the quintessential post-war Latin classic is not a mega-horsepower, multi-cylinder exotic. No, our candidate would be the humble Fiat Nuova 500.

60 years may have elapsed since this tiddler first emerged, but it has never really gone away. There was a time when it represented semi-derelict street furniture in its homeland and, while that might not still be the case today, you still see them in regular use in Italy.

Closer to home, the 500 in all of its many flavours remains the darling of a whole generation of style lovers. London appears to have been carpet-bombed with 500s, but they make perfect sense in a city environment. Its off-the-line nippiness and



FIAT 500





compact dimensions ensure that gaps in traffic can always be exploited, and meagre parking spaces employed. What's more, other road users will invariably let you into traffic, and do so with a smile. There is, quite simply, no cuter commuter.

The 500 isn't just a car, though, it's a pop culture icon. It's been employed in TV shows, films, music videos and heaven knows what else as visual shorthand for all things Italian. But while the 500 may nowadays be considered more of a fun classic – a fashion accessory, even – this was decidedly not the case in period. Fiat's bambino was an earnestly serious project, and one which aimed to motorise Italy in a way that no car ever had before. Fiat certainly wasn't the first manufacturer to satiate demand for such a car. Iso rather beat it to the punch with the Isetta in 1953. This tiny machine, with its 236cc two-stroke engine, was arguably the first truly new post-war Italian car (as opposed to a reheated pre-war offering). It was

relatively cheap and easy to operate, but sales never reached the numbers envisaged, or even close. Some historians have suggested that this was due to the lack of a proper dealer network, while others claim that Fiat did its best to foil a rival to the forthcoming 500.

Fiat, you see, was thinking big by thinking small. The 500 mattered to its future prosperity. Designed by the brilliant Dante Giacosa, and following on from the larger 600 which broke cover in 1955, the Nuova (so-called to distinguish it from the previous 500 Topolino) was an instant hit when unveiled at the 1957 Turin Motor Show, even if had been rushed to market. Its rear-slung 479cc air-cooled 'twin' produced only 13hp. It had trouble getting out of its own way, so a change of carb, camshaft and compression ratio subsequently boosted power to 15hp – a small but significant boost.

Unfortunately, build quality wasn't too hot to begin with, and some punters found the 500 just a bit too basic. As such, the regular model soon became the



500 is a miracle of packaging; negative rear camber makes for fun handling; just 499cc

'Economica' edition, while a new 'Normale' model above it featured such luxuries as hubcaps, a bonnet badge, an upholstered rear seat and drop-down window glass. Not long after, the range was further augmented by the 499cc 500 Sport in white with red go-quicker stripes, which produced a giddy 21.5hp. It also did away with the fabric roof (although a shorter cloth sunroof was available as an option). This same half-convertible top and 499cc unit producing 18hp became standard equipment on the 500D from 1960, although, just to confuse matters, it reverted to a full-length fold-back roof two years later. The suicide doors remained, but the tail-light clusters were now larger.

1960 also saw the arrival of the longest-serving of all 500 models: the Giardiniera. This tiny estate car featured a 4in longer wheelbase, the engine being laid under the floor to create a flat loading surface. The loading bay was surprisingly large for a car that measured only 10ft 5in from tip to tail, and accessed by a wide-opening side-hinged tailgate. This model would remain in production as late as 1977, always with suicide doors, with post-1968 cars being built by Autobianchi and badged accordingly. Cute Furgoncino van versions were also based on this body style.

The 500 received very few changes during its lifetime. Instead, it evolved gradually. The 1965-1972 500F featured front-hinged doors, shallower sills and a deeper windscreen. It was also 10mm taller, while a carb change resulted in a power hike of 1hp, which equated to a top end of around 60mph. The 1968-1972 'L', or Lusso, boasted a different badge, nudge bars, squarer rear lights, reclining seats, carpets rather than rubber mats, and even a fuel gauge. The roll-out 500R (1972-1975) featured a 126-derived 594cc two-banger and a synchro 'box. Total production of all 'saloons' amounted to around 3,500,000 units and roughly 327,000 Giardinieras, not forgetting the closely-related Furgoncino van.

Unlike so many other classic cars, originality isn't essential to desirability. Many survivors have received upgrades, not least to 126-spec running gear. The beauty of the 500 is that it looks good regardless of whether it's a bit shabby or concours clean. Most of the cars you see have received some trinkets along the way, often with Abarth-style mods, but regardless of model, you're going to be charmed into submission.

Of course, you shouldn't approach a 500 expecting it to be a ball of fire. In an urban cityscape, that isn't really an issue but, once out on the open road, it's all about maintaining forward momentum. What's more, you also need to be a dab hand at double-declutching which these days is something of a dying art; cars with 126 synchro 'boxes are a different story, mind. The steering is light and responsive, the turning circle is such that three-point turns are rendered redundant, and the tiny drum brakes only fade if you really abuse them.

Corners, meanwhile, are best negotiated when you're travelling as close to full tilt as possible: the negative camber on the rear wheels means that the swing axles are already part way to tucking under, resulting in the whole world turning on its axis, but you soon acclimatise. Actually, it's great fun. This is a car in which you never slow down unless you really have to.

As such, the Fiat 500 is the antithesis of the modern-day ethos. It's a car which you can drive flat chat and





Abarth 595 is loads more fun than a car of this power has any right to be. Fakes do abound, though

still not worry about collecting points on your licence, all the while giggling like a loon. It's also wonderfully practical and a conversation starter like you wouldn't believe. It may have reached its Big 6-0, but the 500 remains immortal in our eyes. We don't see that changing any time soon.

ABARTH

A-ring-a-ding-ding-ding, ring-a-ding-ding... And repeat. The original Abarth 595 has to be one of the most fun cars to drive ever made and, by extension, it's easily the most desirable 500 variant. It isn't quick – not even close – but it is a fair bit faster than a regular Fiat 500. It's all relative. The model was launched in September 1964, with the donor car's displacement being raised from 499.5cc to 595cc by means of a larger bore (67.4mm to 73.5mm) but with an unchanged stroke. Packing a single Solex C28PJB carb in place of the Fiat's Weber item, a raised compression ratio and all manner of cylinder head sorcery, the 595 produced a heady 27hp at 5000rpm. That was enough for a top speed of 75mph.

Five months later, Abarth followed through with the 595SS, which produced 32hp at 5000rpm, thanks in part to a new light-alloy inlet manifold and a 34mm Solex carb. The SS was aimed directly at the competition fraternity, with optional extras including a bizarre-looking glassfibre roof moulding which blanked over the donor 500's canvas sunroof and ostensibly acted as a spoiler. 1964 also saw the arrival of the 81mph 695 edition with a 690cc 'twin' which, just as night follows day, served as the basis for the 695SS race variant. Precisely how many 595/695s left the Corso Marche factory in period is unclear. Abarth production numbers are vague at best, regardless of model, and there are a fair few fakes out there. Then there are the officially-sanctioned cars that never left Abarth as 595s... You have every reason to be confused.

London's Radbourne Racing acquired the Abarth concession in the mid '60s (it had previously been the preserve of racing driver, Fiat importer and Bristol Motors man, Tony Crook).



Many thanks McGrath Italian and Italian Sports and Classics for their help with this feature



FAMILY FAVOURITES

BEST TO OWN

500R – the late-model 500 with its 126 engine is a great all-rounder

MOST CHARMING

Pre-1960 – it's earlier the better as far as charm is concerned: suicide doors and full 'Trasformabile' roof

RAREST

500 Sport – the oh-so-cool early 'hot' 500 is like hen's teeth

FASTEST

Abarth 695SS – it's a relative term but the 38hp 'SS' is the zingiest 500 of all



BEST COACHBUILT

Zagato Zanzara – Ercole Spada's tiny spider (pic below) is glorious but ultra-rare



BEST VALUE

Giardiniera – estates are less favoured than saloons but have every bit as much charm and fun



THE KNOWLEDGE

Feeling the love for the baby Fiat? You know you want one. So here's our 10-point checklist for what to look out for when buying.

1 Check the top of the front panel where it meets the luggage compartment lid, the seams where the front wings join, and the front wheelarches – they are all vulnerable to corrosion.

2 Inspect the engine bay for signs of rust and repair damage. Has the car suffered a rear impact and been poorly repaired?

3 Fuel tanks are prone to rusting. Also check the inner wheelarches, the area beneath the battery and around the brake master cylinder.

4 Don't be surprised is the 500 you're inspecting has received a replacement floor at some point as it's an area that commonly rots badly. These are readily available and relatively affordable to replace. Buying a car with a patchwork of plates underneath will prove a false economy in the long run.

5 Inspect the front transverse leaf spring for rust and check the suspension and steering while you're at it. Is there any play?

6 The air-cooled 'twin' is pretty bulletproof, but can leak oil around the rocker cover gasket. Be sure to look for signs of fluid where fluid shouldn't be.

7 500s are easy to start. If not, check the valve clearance as tappets tend to close, thus reducing tolerances.

8 Checking an Abarth 595's provenance is a bit of a minefield, but it won't hurt to speak to a specialist beforehand. No two cars ever seem to be alike, but that shouldn't necessarily put you off. Buy a fake and it will be a bitter pill to swallow, mind.

9 If you're not used to double-declutching, changing gear efficiently may take a while to perfect. If it keeps hopping out of gear, that's probably down to the gearbox being worn out rather than ineptitude on the driver's part.

10 Fuel pumps are known to fail but luckily replacement items are readily available cheaply. Ask when it was last replaced.





PETER STEVENS, CAR DESIGNER AND 500 FANATIC

“The 500 is still a great little car and its designer Dante Giacosa was a truly great engineer and visionary. My first 500 was in the late 1970s – a 500L bought from a double bass-playing jazz musician in Hampstead, who always drove with the roof open and his double bass sticking out.

“My current white Fiat 500R was the very car used in Fiat’s publicity photographs. Typically of Fiat at that time, it had been lowered by the factory and had slightly wider versions of the 126-style wheels. I picked it up in Brescia in 1992 and drove straight to Monte Carlo for the McLaren F1 launch in May 1992. It made a fine contrast, something about keeping oneself grounded; I drove it back home afterwards too.

“The very first 500 with the simple little round speedometer, suicide doors and lovely pastel colours is probably my favourite model, but just as good is the 500R. Its uses a 126 engine, but to prevent it from being faster than the 126, Fiat strangled it with a tiny 17mm carburettor – fit a 23mm carb and the car is properly speedy, the handling is lovely with the wider wheels, the interior is back to the simple first version and the bumpers are the first thin ones. As an aside, we also made a little open two-seat version of the 500 called the Barchetta 595 (pic above); around 20 were produced.”



ROBERTO GIOLITO, DESIGNER OF THE NEW 500

“The Fiat 500 was conceived in the 1950s as a sort of four-wheeled motorbike. It was seen by some as too tiny, too light, too underpowered to work. But in fact it was perfect from the beginning.

“The secret with the 500 was to let it evolve without destroying its character. That’s what we’ve done with the current 500, which was a revolution itself in 2007. It will continue to be at the forefront

of the new mobility: for example, I’m proud that the 500 is one of the most popular cars today in car sharing schemes.

“My favourite 500 of all? The Fiat-Abarth 595SS, which by the magic of Carlo Abarth was able to develop a lot of power from a very small engine.”



However, importation tax proved crippling, to the point that bringing in Abarth racing cars wasn’t exactly a revenue-earner. Nor, for that matter, was bringing in tiddlers such as the 595. “From our point of view, racing cars didn’t make a profit but motor sport gave us lots of publicity, which we needed,” Radbourne’s co-founder Lincoln Small recalled. “Ultimately, we reached an agreement whereby we would build Abarths under licence in the UK: 595s, 695s, the SS version, 850OTs, 1000OT coupés and the rest. We priced them at £1 per cc – £595 for a 595 and so on.” Small estimates that Radbourne converted as many as 200 cars from 1965-1970, while also importing a few Giannini-tuned examples. 🇮🇹





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Turbo Twins

Ferrari discovered turbos in the 1980s with the sublimely focused 288 GTO. Has it regained that focus three decades later with the turbocharged 488 GTB?

Story by Chris Rees
Images by Michael Ward





Standing at Dingle Dell on Brands Hatch circuit, I have an earworm I just can't get rid of. It's Sinitta's 1987 hit 'GTO' – you know, the crassly iconic '80s Stock, Aitken & Waterman tune. The reason is that passing in front of me is another '80s icon: the Ferrari 288 GTO.

But there's nothing remotely crass about this icon, despite the fact this very example was once owned by Matt Aitken – yes, the Aitken who formed one third of the pop production juggernaut that was Stock, Aitken & Waterman. In fact, I'd bet my collection of 1980s music cassettes that the 'GTO'-monikered speakers in this car's cockpit must once pumped out Sinitta's immortal lyrics: "Everywhere we go, the GTO must go."

Well, we needed no persuading to come where the GTO is today – Brands Hatch. The 288 GTO is, to many eyes, the pinnacle of Ferrari's achievement in V8 mid-engined road cars. The F40 that followed in its footsteps may enjoy the popular vote, but arguably the 288 is where Ferrari's turbo era was at its most magical.

Turbocharging is why we've brought together the 288 GTO and its modern counterpart, a car with only two digits of difference in its badging: the 488 GTB. Both are mid-engined V8 turbos but they're separated by fully 34 years. It all goes to show that, far from being consigned to the past, turbocharging is once again where it's at for Ferrari.

The 1984 288 GTO wasn't in fact the first forced-induction Ferrari – that honour goes to the Italian-market 208 GTB Turbo tax-break special of 1982 – but it is arguably Ferrari's most brilliant turbo machine. In its day, the 288 GTO was not only the fastest car in the world but also perhaps the most beautiful, courtesy of achingly perfect aesthetics by Leonardo Fioravanti.

The reasons for the 288's greatness lie in the 'O' of its GTO badge. That's the 'Omologato' bit added to 'Gran Turismo' and attests to this car's origins as a racing homologation special. The GTO was intended to compete in Group B rallying but the tragic events of the 1986 season ended Group B and so it never raced. Manufactured between 1984 and 1987, some 284 chassis numbers exist, but these include prototypes and cars reassigned to later 'Evolution' spec, so the exact figure is more like 272. That makes the 288 GTO an exceedingly rare beast compared to, say, the F40, over 1,300 of which were made; examples are very rare to find for sale today.





We're lucky enough to be driving an exceptional 1984 example with a full history and only 16,500km on the clock on track at Brands. This is in many ways the ultimate 'Q' car. Most casual observers assume it's a Ferrari 328 and don't have any clue of its real value (which, incidentally, is north of £2 million). Yet don't assume this GTO is mollycoddled: its owner is not of the view that cars are too valuable to be driven; indeed, a car as valuable as this can always be repaired for a mere fraction of its value. Delightfully, therefore, he regularly uses it to travel the 50-odd mile commute to his office. He tells us there's a jump en route over which he's seen air on occasion, once knocking a fuse loose in the process. We approve...

The 288 GTO does share some elements of Ferrari's 328 chassis, but not its transverse engine arrangement. The GTO's 2.9-litre V8 – an evolution of the Lancia LC2 rally car's – was mounted longitudinally

in a stretched chassis that accommodated the gearbox behind it, not under it as in the 328. With its wide wheelarches and extra ducts – including odd-looking intakes below the doors to cool the brakes and engine – it always had a subtly more brooding presence than the 328, too.

So how does it drive? Lightness is the key to its brilliance – that and the extraordinary power for the day. The figures speak for themselves: 1160kg and 400hp were sensational for 1984, and remain so today. Part of the secret lies in the materials used: this was one of the first cars to use Kevlar in its construction (the engine cover) while it glassfibre was used for most of the rest of the body (though the doors are steel). The lightness means that not only does it accelerate with astonishing pace, it brakes and handles better too.

1980s turbos are notorious for being on/off and





laggy so the prospect of handling 400hp worth in a lightweight mid-engined car worth £2m is somewhat intimidating. The two IHI turbos (cooled by Behr intercoolers and managed by Weber Marelli electronics) are small so they spin up far more quickly than those on some contemporary turbo cars (did anyone say Porsche?). The torque curve is pleasingly linear and while there is turbo lag, it's not of the kill-you-quick variety. Change down a gear and you're almost immediately in the zone where you have all the torque you need; third gear is especially punchy. Overall, the GTO's relatively soft power delivery feels far more relaxed than the more aggressive F40. There's a fair bit of whistle from the turbos, which helpfully gives you plenty of warning what's happening; so while the turbo spool may be brutal, it's progressive and if you get in trouble, it's your own silly fault for not being sensitive enough. And sensitive you

need to be: the car's low weight means it can skip over bumps such as the kerbs at Brands. On a smooth surface, though, it's a pure delight.

The GTO has to be one of easiest cars of ilk to drive. The hydraulic clutch is much lighter than a Berlinetta Boxer's, for instance, and the gearchange is hyper-mechanical but oh-so-positive. While it might not be as easy to pootle around at low speed as a 308 is, it's not far off. It's easy to see out of, too. There's no power steering, which translates into a superbly feelsome helm, unless you're trying to do a three-point turn, when you need the sort of muscles Arnold Schwarzenegger was sporting in the 1980s.

The Michelin Pilot Sport 225/50 ZR16 front and 255/50 ZR1 rear tyres give it surprisingly modern-feeling traction and grip. The brakes are sensationally powerful and wonderfully progressive – after you've learnt that, because the car is so light, you need to





TECHNICAL SPECIFICATIONS

FERRARI 288 GTO

ENGINE:	2855cc V8 twin-turbo
POWER:	400hp at 7000rpm
TORQUE:	496Nm (366lb ft) at 3800rpm
TRANSMISSION:	5-speed manual, rear-wheel drive
SUSPENSION:	Double wishbones all round
BRAKES:	Vented discs
TYRES:	Tyres: 225/50 ZR16 (f), 255/50 ZR16 (r)
DIMENSIONS:	4225mm (L), 1850mm (W), 1150mm (H)
KERB WEIGHT:	1160kg
0-62MPH:	4.9sec
TOP SPEED:	190mph
PRICE:	£2 million +

FERRARI 488 GTB

ENGINE:	3902cc V8 twin-turbo
POWER:	670hp@8000rpm
TORQUE:	760Nm (561lb ft) at 3000rpm
TRANSMISSION:	7-speed dual-clutch semi-auto, rear-wheel drive
SUSPENSION:	Double wishbones (f), multilink (r), adjustable damping
BRAKES:	Vented discs
TYRES:	245/35 ZR20 (f), 305/30 ZR20 (r)
DIMENSIONS:	4568mm (L), 1952mm (W), 1213mm (H)
KERB WEIGHT:	1475kg
0-62MPH:	3.0sec
TOP SPEED:	205mph
PRICE:	£183,98





exercise care not to overbrake.

The 288's simmering presence is all-pervading. Those twin 'megaphone' exhausts – a factory option in place of regular Ansa pipes – look amazing and enhance the wailing, whooshing soundtrack. Underneath the exhausts, the transmission casing lurks, looking all the world like a racing car's. And a racing car isn't too far off what this beast is: everything is designed to be easily removed for major maintenance, including the engine and gearbox. There's even a panel behind the seats that can be removed to gain access to the cams.

Speaking of the seats, they're very special, and not just because of their Kevlar frames. No, these are special-order items: this is believed to be the only GTO to have, from the factory, bright red inserts in continental-spec leather bucket seats. The dashboard is covered in velour to minimise reflections – all very 'rally'. And who can fail to adore the plethora of orange-marked dials: four ahead of the driver and a further three in the centre console.

Of the interior factory options that were available at the time, air conditioning is fitted to this car (fully functioning) but not electric windows; this car has manual winders. The stereo system works, too, but is never switched on because the owner likes the other sounds the 288 GTO makes. Understandable...





So what's it like to run a 288 GTO? Ferrari specialist Barkways services and looks after this car, and has plenty of experience rebuilding GTOs, which it always does working closely with Ferrari Classiche. Ian Barkaway comments: "The use of Kevlar means that repairs can be tricky. The panel fit is a bit iffy, but that's as it came out of the factory, and modern repaints are actually too good by the standards of period paint. The Speedline knock-on split rim wheels are no longer available, but the V8 is relatively easy to maintain. This is a car that's built to be driven, and it definitely benefits from being exercised."

COMPARE AND CONTRAST

By a stroke of good fortune, we have a 488 GTB on hand to contrast with the GTO. The first thing to say is that, perhaps surprisingly, the 488 GTB feels closer in spirit and feel to the 288 GTO than the other modern Ferrari that shares the 288's moniker – the 599 GTO. There's something about mid-engined Ferraris...


Yet the difference that 34 years makes is enormous. Alongside the GTO, the 488 looks gigantic – it's much longer, wider and taller – which translates into 315kg of additional ballast. But since the 488 boasts over two-thirds more power (peaking at 670hp), it's no surprise that straight-line performance is in another league entirely.

The contrast in power delivery is stark, too. Despite also having two IHI turbochargers, you hardly notice them: there's no discernable lag and nor is there a

'whooshing' sound either. In fact, the 488's soundtrack is muted next to the GTO's: profound and intense rather than, as with the 288, raw and searing. Another big difference is tractability. The 488's mighty 561lb ft of torque is available at just 3000rpm; at those revs in the GTO, the turbos are barely being tickled.

No question, the 488 is effortlessly fast. No matter what the situation, or what gear you're in, the 488 just deals with it. You seldom need to change gear but it's still nice to – even if the days of manual-'box Ferraris are now over. The dual-clutch gearbox changes cracklingly quickly in both auto and paddle-shift modes, although in the latter you often find yourself bouncing off the 7800rpm limiter. And when you switch the steering wheel manettino from Sport to Race, and from Race to ESC Off, the scintillation dials spin up to, and then beyond, 11.

The speed you can carry through corners, and the style in which you can do it, are also utterly different. With 21st century rubber, grip levels are way higher. You can apply power mid-bend in a way that would send the GTO into pirouettes. Yet the 488's super-sophisticated dampers, combined with oversteer-indulging SSC side-slip control, give you tail-out action on demand.

You could buy a dozen 488s for the price of a single 288. Of course, normal rules of economics don't really apply in this case but the maths shows you just how highly the GTO is regarded among collectors. And, it can't be denied, by us. 

Two generations of twin-turbo talent: modern 488 is effortlessly fast but 288 GTO has our hearts beating faster

Many thanks to owner and the team at Barkaways for their help with this feature



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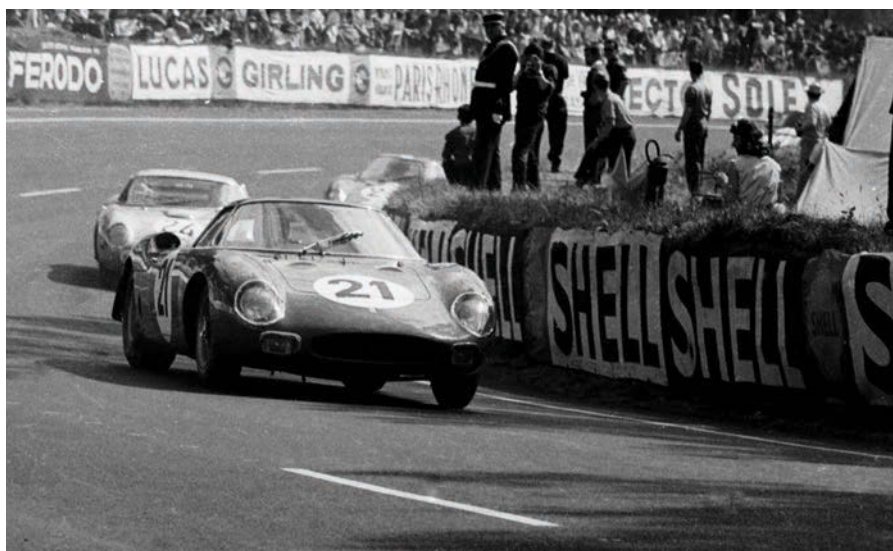
Part Two of our A to Z of Ferrari's 70-year history sees yet more significant milestones, personalities and icons – from sublime coachbuilders to bizarre racers



Story: Richard Heseltine



N is for NART. Formed in 1958 by three-time Le Mans winner Luigi Chinetti, the North American Racing Team raced Ferraris at the highest level (including F1, if only briefly). The squad was partially bankrolled at its inception by George Arents and Jan de Vroom (who was later found dead, having been hacked to pieces in a room which was locked on the inside...). More than 100 different wheelmen took to the tracks in NART cars over the next two-and-a-bit decades. While often fielding less than frontline equipment, the equipe claimed six victories in the World Championship for Sports Cars during the 1960s, most famously the 1965 Le Mans 24 Hours (pic right). Second-generation principal Luigi Chinetti also drove on occasion, accruing speed records on the Bonneville Salt Flats in the 1970s. 'Coco' Chinetti also worked with a variety of coachbuilders on unique or small-series road car projects.



O is for 'Omologato'. In motor racing, you're never a cheat until you get caught. Or, as some (mostly British) rivals routinely put it, you're Ferrari. For 1962, the CSI (Commission Sportive Internationale) decreed that the World Championship for Sports Cars would be replaced by a series for GT cars. In one of the most audacious acts perpetuated in top-flight competition, Ferrari took a more lateral approach to rule interpretation and built an out-and-out racer instead: the fabulous 250 GTO (pic top right, opposite page). The rules stipulated that 100 cars needed to be constructed to appease homologation regs. Ferrari made 39 GTOs ('O' preposterously standing for 'Omologato') from December 1961 to May 1964, the Scuderia claiming that it was merely an evolution of the 250 GT SWB of which the requisite number had already been built. Aided and abetted by race organisers wanting Ferraris on their grids, this scheme worked.



P is for Pininfarina. Battista 'Pinin' Farina was as astute in business as he was artistically gifted. 'Pinin' left his brother Giovanni's Stabilimenti Farina concern in 1930 to set up shop in Turin under his own name. By the early 1950s, as the Italian economy entered a boom period, Farina's delectable outlines were finding a ready and affluent clientele. Having known Enzo Ferrari since the 1920s, it was only natural that the two would join forces. After a hesitant start, Farina bodied a trio of 212 Inters in 1952 (one for movie auteur Roberto Rossellini), followed by a batch of 342s, 375 Americas and 250 Europas, along with several competition cars. It marked the birth of an enduring relationship, with Pininfarina (one word from 1961) shaping most production Ferraris over the ensuing six decades, with third-generation principal Paolo Pininfarina (pic above) currently at the helm.

Q is for Quattrovalvole. Introduced at the October 1975 Paris Salon, the achingly pretty 308 GTB (and later GTS, pictured below) more than made amends for the lacklustre 308 GT4 that had supposedly replaced the much-loved 246 Dino a year earlier. Fuel injection from late 1980 appeased increasingly stringent US emissions regulations but with a corresponding drop-off in performance. This was alleviated from late 1982 with the arrival of the four-valve-per-cylinder Quattrovalvole edition that boosted power to a healthy 240bhp. Such was the commercial success of the QV that the 308 outlived its natural lifespan, morphing into the 328 in early 1985. With lightly revised styling and a technical makeover (the most obvious revision being the adoption of anti-lock brakes in its final year), it remained in production until 1989 before making way for the less pretty 348.



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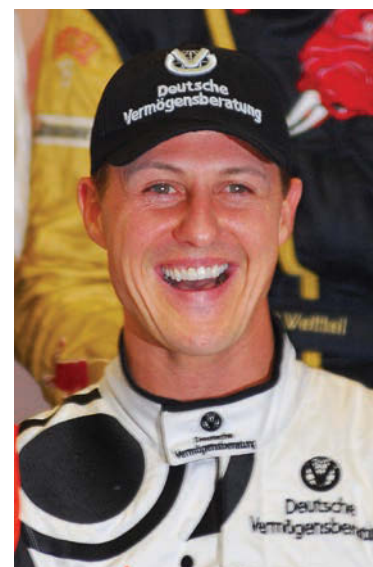


is for rallying. Ferraris have vanquished all-comers in just about every category of motor sport, but rallying is perhaps the most improbable. It wasn't uncommon for gentleman drivers to enter continental events in Maranello products back in the 1950s, Kurt Zeller and Alois Willberger's class win on the 1954 Tulip Rally aboard their Pinin 166 being perhaps the best result of the period. However, scroll forward three decades and Ferrari's rallying exploits took a turn for the hardcore.

French dealer/entrant Charles Pozzi and Michelotto set about building the first Gp4 308 GTB rally car (GpB iterations followed) – pic above right. Brilliant all-rounder and Pozzi team regular Jean-Claude Andruet steered it into a commanding two-minute lead during the 1981 Tour de Corse, only to retire with a broken fuel pump. A year later, Andruet finished second overall, which remains Ferrari's best ever result on a round of the World Rally Championship.



is for Schumacher. Arguably the greatest racing driver of all time, if only statistically, this controversial – and tragic – German was responsible for transforming Ferrari from pit-lane joke to unbeatable juggernaut during his tenure. Having shown impressive form in junior formulae, Schumacher made his Formula 1 debut at Spa in 1991 with the Jordan team. He was immediately poached by Benetton with whom he took back-to-back F1 drivers' titles in 1994 and 1995. He joined Ferrari in 1996 when the Scuderia was at a low ebb and built up the team around him. He took five consecutive championship wins from 2000 to 2004. In total, Schumacher started 306 Grands Prix and won an astounding 91 of them, also taking 68 pole positions and 77 fastest laps. Incredibly, he won 77 races with Ferrari, with 2004 alone accounting for 13 of them.





T is for Testa Rossa. The story starts with a disaster of epic proportions, which in a roundabout way resulted in another period of Ferrari dominance. Following the 1955 tragedy at Le Mans, where 82 race-goers died after a car launched into the crowd, regulations were gradually implemented to curb speeds. For 1958, the World Sportscar Championship would cap engine capacity at 3.0 litres. Ferrari was ready for just such an eventuality.

The Scuderia had already produced a four-cylinder Testa Rossa ('Red Head', so named after the engine's scarlet cam covers) that raced in 1956 and 1957. A 3.0-litre V12 prototype was then entered in the '57 Nürburgring 1000km race, a second car being readied for that year's Le Mans 24 Hours: the public debut for the new – and wild – 'Pontoon Fender' body style (pic right). The model would dominate the 1958 season, with Testarossa (one word) famously becoming the official name of the most popular pin-up supercar of the 1980s.



U is for USA. Enzo Ferrari had a famously belligerent attitude toward North America, yet it was – and remains – a hugely important market. As such, it influenced one of the most desirable road cars ever made. The 250 GT California (pic right) was the brainchild of Jonny von Neumann, Ferrari's influential West Coast distributor, whose clientele numbered most of Hollywood's glitterati. No two cars were ever truly alike, and typically there were two distinct headlight treatments – Perspex-shrouded or exposed. Production continued until early 1963, by which time a further 56 examples had been completed. What's more, the name was revived in the noughties for a V8 roadster that's become the best-selling Ferrari ever. While we're on the subject of the USA, let's not forget that Californian star Phil Hill won the 1961 Formula One World Championship for Ferrari.

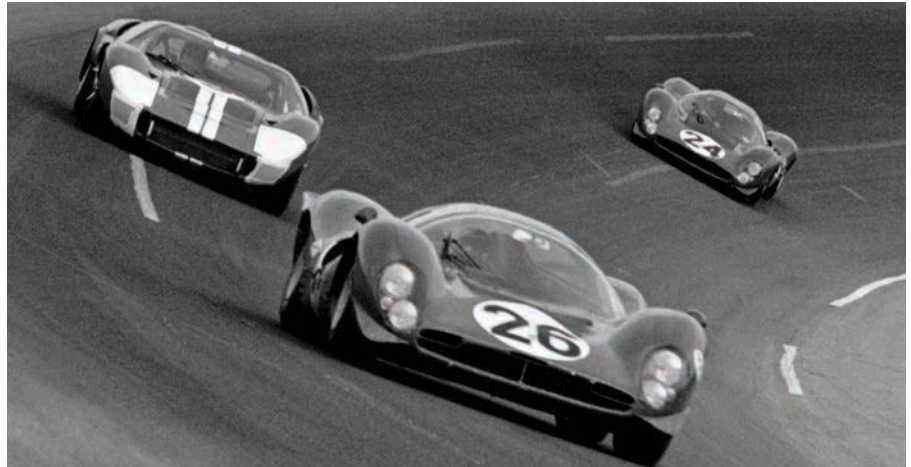


V is for Vignale. Vignale took his first tentative steps into coachbuilding in 1924, beginning an apprenticeship with Ferrero & Morandi in Piazza Enrico, Turin when just 11 years old. Six years later, he caught the eye of Battista 'Pinin' Farina under whom he would complete his training. Aged 24, he was poached by Giovanni Farina - brother of Battista and owner of Stabilimenti Farina - to be his workshop foreman. Nonetheless, Vignale dreamed of being his own boss. After WW2, he embarked on a long and fruitful relationship with Giovanni Michelotti. Such was Carrozzeria Vignale's burgeoning reputation, it soon became Ferrari's favoured couturier, bodying around 150 chassis between 1950 and 1954. Pinin Farina subsequently acquired the mantle, although Vignale continued to body Ferraris as late as 1968: witness the 'striking' NART 330 GT 2+2 shooting brake.





is for World Championships. As the only team to compete in every season of Formula One since the category began in 1950 (some 931 starts to early 2017), Ferrari has accrued more wins (225), more drivers' titles (15) and more constructors' championships (15) than any of its rivals. The Scuderia hasn't won an F1 crown of any description since 2008, but don't count against it enjoying a renaissance. And let's not forget the team's success in the World Championship for Sports Cars. Between 1953 and its withdrawal from the series at the end of 1973, Ferrari claimed 14 championship wins in both sports-prototype and GT categories. Ten of these were accrued between 1953 and 1965; that's a remarkably tally.



is for X-files. Ferrari has often pushed the boundaries of what's possible and what's permissible, creating and evaluating prototypes. By definition, these efforts aren't necessarily well promoted. One of the more intriguing concepts to emerge from Maranello's skunkworks was the 408 4RM of 1987 (pic left). Or rather 408s, as there were two of them, one with a stainless steel body and the other with an extruded aluminium chassis/body. Both used a complex hydraulic four-wheel drive set-up, and both featured hideous outlines, their shells being built by Scaglietti and seemingly styled used a set square, a ruler and a hammer. The man responsible for their creation was engineering genius Mauro Forghieri, but his departure for Lamborghini shortly after meant that development was curtailed. We would have to wait more than two decades before we saw a production Ferrari with all-wheel drive.



is for yellow. There has been no shortage of privateer teams which have added lustre to Ferrari's narrative, Ecurie Francorchamps being one of the more celebrated. Co-founded by the legendary Jacques Swaters, the Belgian team fielded all manner of banana-hued Ferraris up to and including Formula One. Drivers included the likes of Lucien Bianchi, Teddy Pilette, 'Wild Willy' Mairesse, Jean-Claude Andruet and Derek Bell. It was a regular fixture at Le Mans from its first outing in the 24 Hours in 1953 to its final run in 1978 with a Ferrari 512 BB. Outright victory in the 1965 Six Hours of Spa was perhaps the team's finest win (Mairesse drove the victorious 250 LM). Swaters was also a well-known marque dealer with one of the finest collections of memorabilia on the planet.



is for Zagato. Zagato has been dressing Ferraris for almost as long as the marque has existed, starting with 166-based confections in 1949. More often than not, its output amounted to rebodging exercises on used cars, something it's done almost ever since. The undoubted highlight for many arbiters of beauty has to be the 1957 250 GTZ. Current principal Andrea Zagato said in 2014: "For me, it is among the most beautiful Ferraris ever made. My father Elio worked closely with Fabio Luigi Rapi on the styling, and I think the 250 GTZ is a masterpiece. We made five cars, all of which differed in detail. I believe they all still exist, too." More recent efforts have included the one-off Testarossa-based FZ93 (above) and the pretty, Nori Harada-styled 575 GTZ.



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Mighty Mouse

Painted in striking blue-and-yellow Siamese racing colours, this OSCA V12-engined Grand Prix Maserati embodies the pure spirit of go-it-alone racing

Story by Peter Collins
Photography by Michael Ward





Today it is extraordinary to consider that, during the period 1948-1951, Grand Prix grids consisted almost entirely of Alfa Romeos, Ferraris and Maseratis, with maybe a couple of Talbots and odds and ends. A review of the 1949 season by William Court in *Power and Glory* described the Maseratis thus: "primitive and unreliable as ever, but still fast in the right hands." By 1951, Anthony Pritchard in *Maserati: a History* described the Grand Prix cars from the Trident like this: "The complete failure of the Maserati company to continue development of the four-cylinder cars and, in particular, their failure to produce a new and more competitive power unit, had resulted in the cars being nothing more than also-rans."

Whilst lack of finance is always an easy excuse to wheel out, during this period Enzo Ferrari was in a similar situation and, to employ a cliché, look what happened to him. Alfa Romeo was hardly awash with resources either, yet its Alfetta GP car remains one of the most successful racing cars ever made.

So what might be the reasons for this reported decline in fortunes? For this, maybe we need to look back into the past even further – don't believe those who consider 'history is bunk'. The Maserati brothers had established excellent CVs in the field of high-performance sporting cars by the mid-1920s. A spell at Diatto, being given carte blanche to develop a Grand Prix car, resulted in a promising 2.0-litre machine, but that company was in trouble and so the brothers took the car, worked on it, replaced the power unit with one of 1500cc to comply with the then-current regulations and christened it as the first Maserati. Results were promising but mixed, with the first overall win coming courtesy of Baconin Borzacchini in a later V4 model at the Tripoli Grand Prix of 1930.

During the 1930s, Mussolini's attempts at land-grabs in Africa led to sanctions by the League of Nations, which in turn led to economic depression in Italy – not helpful for Maserati. Several approaches had been made to the Maserati brothers by a successful and wealthy Italian industrialist, Adolfo Orsi, to acquire all the assets of Officine Alfieri Maserati. He was chiefly interested in the company's spark-plug business but could see the marketing advantages of continuing to

develop and race in Grands Prix, so the three Maserati brothers entered into a 10-year agreement, with Orsi's company taking over at the beginning of 1937.

Various monopostos were subsequently built, for factory and private use, which gained many successes. For 1939 Ernesto Maserati introduced a much-updated four-cylinder engine – the 4CL. This used twin overhead camshafts, four valves per cylinder and a square bore and stroke of 78x78mm, and was able to rev to 7000rpm. After the war, the cars enjoyed more success but, in 1947, the Maserati brothers, on the expiration of their 10-year holding contract, promptly upped and left Orsi in Modena, returned to their original Bologna and set up a new company called OSCA (Officine Specializzate Costruttori Automobili).

Back in Modena, Orsi appointed a new team to take over design and development, headed by Alberto Massimino, with Vittorio Ballentini and Gorrini as assistants. For 1948 reworked the 4CL engine, calling it the 4CLT/48. Whilst the engines were updated with two-stage superchargers, the chassis was completely redesigned with a new tubular chassis frame, hence the title CLT. An interim car with tubular chassis, designed by Ernesto Maserati and Massimino, had been run successfully in Argentina over the winter of 1946/47, but then the Maseratis left.

The definitive 4CLT/48 also enjoyed a new rocker and coil-spring independent front suspension, and Alberto Ascari and Luigi Villorosi debuted the cars under the banner of the Scuderia Ambrosiana on 27 June 1948 at the San Remo Grand Prix. A fairytale result ensued as they finished first and second, headed by Ascari, and the model was immediately named the 'San Remo'.

Success followed and cars were sold to some very famous names. The Argentine Motor Club purchased two for Fangio, with which he gained a place in the Alfa team and started his championship-winning career. Another car, chassis 1598, was sold to one 'B. Bira'.

This was the pseudonym of Prince Birabongse Bhanuban of Siam who had been educated at Eton and Cambridge and then started to study sculpture. During the mid-1930s he lived in London under the care of his cousin, Prince Chula, who gave him an ERA for his 21st birthday. Naming his race team the White Mouse Stable, he won many races pre-war, leading him to be

awarded BRDC Road Racing Gold Stars in 1937/38/39.

In 1947 the Prince bought a 4CL and won at Chimay before upgrading to the CLT 1598, winning at the Zandvoort Grand Prix in August 1948. He then took the car to South America for the series of Temporada races held there traditionally over the winter period. Here he achieved second place behind Fangio at Mar del Plata, plus a few minor placings, before heading back to Europe.

On his return, in 1949, he joined a team that had been formed by former Maserati driver Enrico Plate, for which he raced a 4CLT/48 alongside that of Baron Emmanuel de Graffenreid. Any success they had during the season – with only Ferrari to contend with, Alfa Romeo having withdrawn its all-conquering Alfettas for one year – was, perhaps, flattering to deceive. It started with an encouraging second place at the San Remo Grand Prix and went on to include a win at Skarpnack, whilst there was a win at the British Grand Prix for De Graffenreid, or 'Barnie' as his fellow racers liked to call him. Many second places came Bira's way, in particular in France, at races such as Perpignan, Albi and Reims.

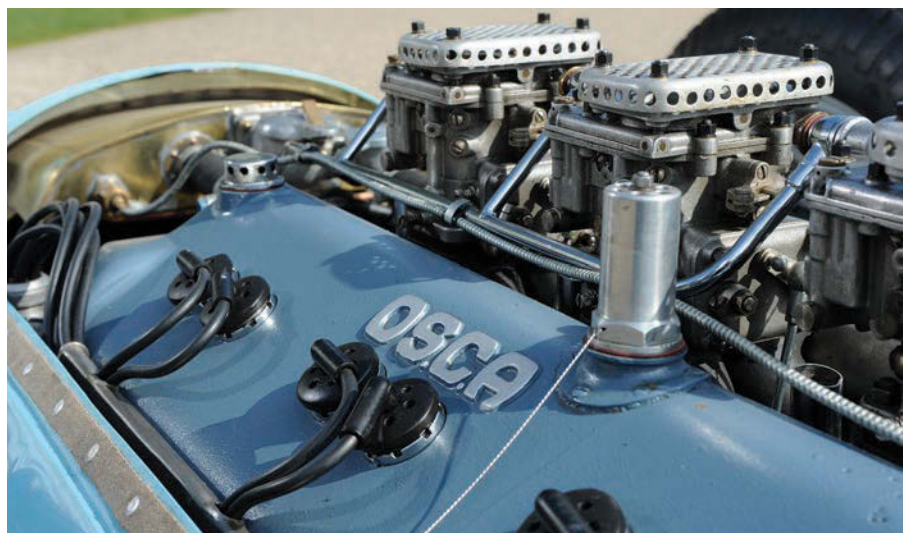
In 1950 Alfa Romeo returned to Grand Prix racing and effectively that was it for the 4CLTs. As an example, at the Italian Grand Prix at Monza, 'Barnie' was sixth, but had been lapped no fewer than eight times by the winning Alfa. The decline had been extremely rapid, hence Pritchard's remark that no work had been done on the cars leading to a lack of reliability and speed. Bira's best place in 1950 was fourth at Bremgarten in the Swiss Grand Prix.

Meanwhile, back in Bologna, the Maserati brothers had not been idle. Having started a core business of small-capacity sports cars which was to serve them well over many years, they also decided, in response to Ferrari's new-found success with Aurelio Lampredi's big-engine Grand Prix policy, to also develop a 4.5litre naturally-aspirated V12. This would fit into – guess what? – the Maserati 4CLT, since owners were getting very disappointed with the lack of speed from their Modena-built cars.

It would be easy to suspect that this may also have been a tongue-in-cheek exercise. After all, anyone who took up the V12 offer would end up with a Grand Prix car partially designed by one of them as a Maserati and now with an engine wholly designed by the Maserati brothers under another name (OSCA), ostensibly to make it competitive again.

This V12, once more with those classic 78x78mm cylinder dimensions, conservatively used single-overhead camshafts on each bank with two valves per cylinder. It produced a claimed 300bhp – not a figure was likely to depose the Ferraris, but one customer was tempted to bowl up to OSCA's door, and that was Bira. Duly shoehorned into his 4CLT, the V12-engined hybrid arrived at Goodwood on Easter Monday 1951 for its first races and this is the car you see here.

A small conundrum crops up here, as inspection of the racer in its current state reveals the chassis number 1607, but reports of the car have always described the 4CLT from which the machine evolved as being Bira's. As already stated, this car was 1598, but Bira's last year with 4CLTs was with Enrico Plate, who is down on the Maserati list as the recipient of 1607, so presumably Bira divested himself of his original 1598



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somewhere along the line and assumed ownership of one of Plate's cars. Pity the poor historian!

Our featured car, stamped as 1607 and in Bira's Siamese racing colours of blue and yellow, turned up at Goodwood on 26 March 1951 and was entered in three races. The first was an absurdly short five-lapper in which the car ran badly to a third place; the race was ironically won by Parnell in a Maserati 4CLT. The second was the feature race of the day over 12 laps. After duelling with Parnell, who retired, 'our' car won. It was also entered for an end-of-day five-lap handicap in which it was third again. Despite his multi-podium positions, Bira was not happy with the way the car had gone.

In May 1951, he was back at Goodwood for the short seven-lap second heat of the Daily Graphic Trophy and, once again, achieved third place. At the car's final competitive appearance of 1951, at Spanish Grand Prix on the fast Pedralbes circuit in Barcelona in late October, the engine failed on the first lap. Disillusioned, Bira put the car away.

Four years later, in 1955, he dusted it down and,

because it was now worthless in Europe, took it to the Antipodes for the Tasman series of races, hoping someone might want to purchase it there. There is a story, quoted by Doug Nye, that allegedly the car was left in Sydney as payment to cover a 'doubtful' debt. Whatever, it later turned up, acquired by Alf Harvey, who raced it in Australia for some years before it disappeared again.

Luckily for us, some 20 or more years later, this wonderful car was brought back to the UK by Morin Scott and then caught the eye of Tom Wheatcroft, who gave it a fully-deserved place in his Grand Prix car collection at Donington.

So, do we call this fabulous car an OSCA Maserati or a Maserati OSCA? Whatever, it exudes and encapsulates the go-it-alone attitude to racing. It's as far away from today's Grand Prix racing as instant social media is from the telephone landline of the period. For this reason alone (and there are many others), it should be preserved and, we hope, brought back to life again so that we can all share in those carefree days when anything seemed possible. 🇮🇹

This unique OSCA V12 made a very welcome appearance on the track at Brooklands at the recent Italian Car Day



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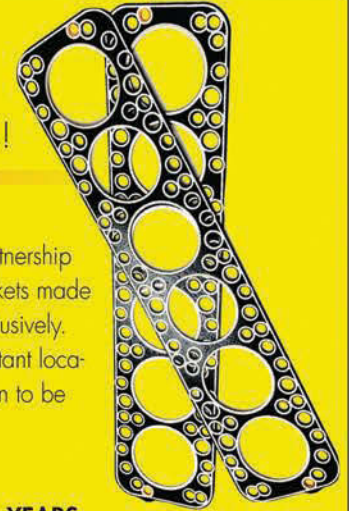
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Targa Florio Classica

Little did we know that, while driving the world's oldest road race in Sicily in a Fiat Abarth 124 Spider Rally, a huge – and very welcome – surprise awaited us

Story by Chris Rees
Images by Olgun Kordal & Chris Rees





It's April, we're in a sunny square in Palermo in Sicily with a Fiat Abarth 124 Spider, and I'm itching to head off on the Targa Florio. And who's this: five-time British Rally Champion, Bill Gwynne, ready to assist at the helm? What could possibly be better such a set-up? Well, unbelievably, the story is set to take a dramatic and welcome twist: a chance encounter is about to spark an amazing discovery.

But I'm getting ahead of myself. Here I am in Sicily to take part in the 101st Targa Florio, billed as "the world's oldest car race." We're competing in the 'Classica' event for cars made before 1977 – a historic regularity race which recalls the glory days of the Targa's past, before safety concerns ended the annual road race in '77.

Looking around the start line-up, it's clear our Abarth 124 Spider is in excellent company. As the title sponsor this year, Alfa Romeo has released several choice cars from its museum in Arese, including a Giulietta SZ, Giulia Sprint GTA, Giulia Sprint Speciale and Duetto 1600. Celebrity drivers abound here, too. The 1960 SZ is being piloted by Roberto Giolito (the designer of the new Fiat 500 and now head of FCA's Heritage Department). Meanwhile, the Giulia GTA is in the hands of Giorgio Sivocci, the grandson of Ugo Sivocci – the man who won the 1923 Targa Florio – the

very race in which Alfa Romeo's famous four-leaf clover emblem was first adopted.

There are simply too many other lip-smacking cars here to mention in full. I have to name-check Corrado Lopresto who has brought along his amazing light blue and white Alfa Giulietta SZ Codatronca prototype, alongside two Giulia saloon prototypes. Some of the etceterinis are gobsmacking too: a fabulously slender Giannini, an early Zagato Fiat, an Ockelbo Barchetta from Sweden, a Motto-bodied Ermini being piloted (literally) by an F16 fighter pilot and a Bandini that's been flown in from the USA.

But let's get back to the car we're here to compete with: Mick Wood's superb 1974 124 Rally Spider. It's one of four 124 Spiders on this year's Targa but none has the pukka rally provenance that Mick's car boasts. Originally built by the factory in March '74 as a customer car to 'mild' Group 4 competition spec, it was initially fitted with an eight-valve 1839cc works engine, Colotti straight-cut gearbox, limited slip diff, uprated driveshafts and brakes, and full underbody protection.

Among the highlights in its long and varied career was a run in the 1975 Monte Carlo Rally, where it finished 28th. Later that year, it was returned to the factory to be updated to full wide-body spec with wing





ducts and lightweight panels. This upgrade included fully seam-welding, gusseting and strengthening the shell; modifying the grille panel to accommodate fixed spotlamps; altering the front wings; fitting a 16-valve style bonnet with additional spot lamps and cold air ducts; fitting a lightweight roof; opening up the front wings for an oil cooler and extra engine cooling; and fitting rear wing ducts for brake and damper cooling. At the same time, the car received a final-spec works fuel tank and final-spec steel rear uprights.

In 1982, it was imported to the UK by Vincenzo Pumo of Eurospares, when it received its UK registration plate: XPV 843X. Vincenzo struggled to find a buyer for the car at the time and it reputedly spent some time on the roof of an Italian restaurant in Hounslow! Mick bought it in 1991 and has now returned it to full competitive condition. In particular, he's fitted a very rare 16-valve 1839cc engine (type 232C), which is running Kugelfischer injection.

The car's current spec is delicious, including a works magnesium rear differential with LSD; works vented front discs with forged two-pot ATE callipers unvented rear discs and carbon pads; works Gr4 reinforced suspension and Bilstein dampers; rose-jointed rear suspension; works quick-ratio steering box and Gr4 reinforced arms.

Inside, a full works-type cabin features evocatively original instrumentation in a remanufactured dashboard. The only non-period items are what's needed to comply with FIA/MSA regulations – a modern rollcage, seats, seatbelts, fire control and aluminium oil catch tank, for instance.

LOCAL HERO

We're immediately aware that this 124 Abarth is being fully appreciated: as a pukka rally machine, it's getting a lot of respect. "Numero uno!" shouts one. Knowledgeable locals peer into the cabin to ask about its rally career.

Hells bells, though, it appears that we have a problem before we've even begun: intermittent starter motor issues are proving insoluble, despite the assistance of several other Abarth 124 owners, plus Maurizio Zarnolli from Abarth's own Classiche department. We even have a sneaky peek inside the nearby Museo dei Motori which has a Fiat Dino engine on display with a suitable-looking starter motor – on second thoughts, better not...

Eventually the problems are solved and the 124 gets underway. The first stage of the Targa Florio Classica sets off from the mountain town of Taormina, near Catania. We're in the shadow of Mount Etna which still bears some winter snow on its peak and is emitting a gentle plume of volcanic smoke. From here, the route crosses the Alcantara Valley and on to the medieval coastal town of Cefalù. In what is a particularly cool April, Sicily is looking strikingly verdant; but there's enough sun for it to be very pleasant indeed – all in all, perfect conditions for the Targa.

The organisers are making a big effort for the teams to feel special, too. After a short morning stint, Mick Wood and Bill Gwynne are funnelled towards a photo opportunity at the Bar Vitelli café in Savoca, where one of the most iconic scenes in *The Godfather* was filmed.

ABOVE: Rally legend Bill Gwynne (left) helps owner Mick Wood with some niggly starter motor issues

I'm not sure which one of our pair was Vito Corleone... On the return leg to Palermo, meanwhile, we're treated to a motorbike police escort to clear the traffic in front of us. In fact, the police are clearly as enthusiastic as the gathered crowds – several of the local cops are busy taking photos!

Stage Two the next day takes us along the famous Madonie circuit. This is an epic route: mile after mile of narrow, twisty and sometimes vertiginous roads. In the early years of the Targa, just to complete this stage was a titanic feat. The names of the towns along the Madonie sing of a rich history: Castellana Sicula, Caltavuturo, Castelbuono, Campofelice di Roccella, Floriopoli, Trabia...

This stage sees me luck out as I climb aboard the 124 for the first time. I'm honoured to be co-driving the first leg with Bill Gwynne, whose control of the car is, as you'd expect of a rally champion, perfect. When we need to turn the car around for our photographer, Bill simply finds a handy patch of gravel and handbrake-turns it in its own length. "This car feels like a very well set-up rally Escort," he comments. "The handling, steering and brakes are all spot-on."

After a full morning with Bill in the driver's seat, it's my turn to take to the wheel. As a regularity rally novice, I was expecting to feel a little intimidated, but the 124 is surprisingly user-friendly. The clutch isn't tricky at all and the Colotti five-speed, straight-cut, close-ratio dog box is a delight, once you get used to it and are positive about it – it's super-smooth to change. Neither is it particularly noisy, with only a little rattle at speed. Nor is the rear diff overly tiresome. The same can't be said of the engine, though, which is so deafeningly loud that you absolutely need the intercom earmuffs to protect your ears and enable you to hear your co-driver.

The engine is as peachy as you like, idling contentedly at 1200rpm. Peak power of 215bhp arrives at 8000rpm and all the way there it feels superbly smooth, with only tiny dips in the torque curve at low revs – thank the Kugelfischer injection for that. The gearing is incredibly low for rally use. At 5000rpm in fifth gear, you're doing just 65mph; at 8000rpm you're barely doing 100mph. That could explain why we need to fill up the fuel tank several times during the course of each day.

With its massive 8in front and gin rear Campagnolo wheels, grip is fabulous on tarmac. The Kumho Ecsta V700 intermediate rubber we're wearing is perfect for these Sicilian roads, which are pockmarked with potholes and – since the island lies on a tectonic fault line – some pretty dramatic subsidence. The faster you go over these substantial bumps, the better the 124 seems to behave. It isn't deflected easily by the rough surfaces – unlike some of the modern Ferraris that are doing the same route as us; they're bottoming out with worrying regularity, sparks flying all over the show.

The final stage passes through iconic Sicilian locations such as Monreale and Segesta before looping back to Palermo where the event finishes. The end-of-rally ceremonies are somewhat muted since news is filtering through that there has been a tragic incident on the separate Targa Florio for modern cars, resulting in the death of one driver and a course marshal.





TWIST IN THE TALE

So what's this amazing discovery that I mentioned earlier? Let's rewind back to the starting line-up of the Targa Florio in Palermo. The 124's owner, Mick Wood, is chatting to one of the other competitors, informing him that his Abarth used to be campaigned by Luciano Dan Ben and Felice Besenzone back in the day.

"Ah yes," says the chap, "I remember them competing in the Targa Florio in a 124 Abarth in the 1970s." You what! Come again? It's true. A little archaeological digging by Mick led him to confirm that this very car was campaigned by Dan Ben and Besenzone in the 1974 Targa Florio (car number 91, painted white and black) and again at the 1975 event (73, white and green – as pictured below). It all ties in with what he knows of the history of his car.

This sensational snippet of information was previously unknown to Mick, and to say he's chuffed would be an understatement. We're pretty excited too: after all, we've just driven the Targa Florio route in exactly the same car that battled its way over these roads in '74/'75. As fairytale endings go, it doesn't get better than this. 🇮🇹

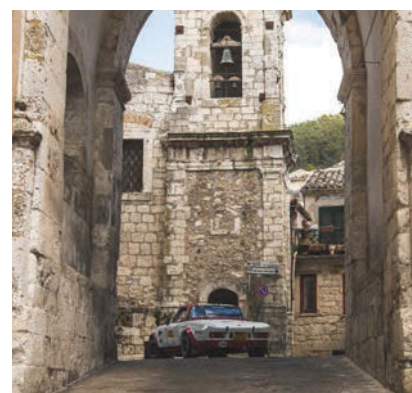


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COLLECTORS' GUIDE

Maserati Khamzin

With a stunning design by Marcello Gandini, one of the best V8s of its era and uniquely sophisticated Citroën technology, the Khamzin is finally being recognised as the masterpiece it is. Here's the lowdown on what the collector needs to know

Story: Andy Heywood
Images: Michael Ward



Whereas elsewhere in the world the 1960s were in full psychedelic swing, in the traditional grey suit of Modena, Adolfo Orsi faced one of the toughest decisions of his life. The Maserati company, which he had owned since 1937, was thriving but he knew it was time to sell.

There have been many theories over the years as to why Orsi sold when he did. His grandson, also Adolfo, cites three main ones. Substantial new investment was necessary to meet the challenge of tightening emissions and crash legislation in the USA. The labour unions in Italy were becoming powerful again, just as they had been after the war; Orsi had fought them then but didn't relish a rematch. And by the late 1960s he was an old man, exhausted from a lifetime of hard work. Maserati was still run as a family business and

there was no clear succession plan within the family. The conclusion to sell was difficult but inevitable.

During 1966, the company had entered into an agreement with Citroën for its chief engineer, Giulio Alfieri, to design an engine to power Citroën's new super-saloon, the SM (Special Maserati). The resulting growth in engine production facilities at Modena and its burgeoning relationship with the French company led to Citroën buying a controlling interest in Maserati in 1968 and the remaining shares in 1971. It released Orsi, protected his family and other interests and was intended to allow Maserati to grow to meet the challenges of the new decade.

Citroën's influence in Modena was initially light but gently, firmly, it began to modernise the company. Nostalgia for the family of artisans that had grown with the company from a racing car constructor to a



major player in the world of grand touring cars meant that there was some resistance, but one of the key figures in Maserati's growth would actually prove to be their greatest ally.

Giulio Alfieri, who had first joined Maserati in 1954 to hone the 250F Formula One car, and had risen quickly to become a highly respected Chief Engineer, relished the prospect of using Citroën's hydraulic technology in Maseratis. For him, Citroën's intellectual approach to engineering invigorated him, and contrary to the accepted wisdom, it was Alfieri, not Citroën, who pushed for this to happen.

While the new mid-engined Bora was in pre-production as Maserati's answer to the Miura, there was a need to update the more traditional front-engined Ghibli. During 1970, Alfieri began this process, taking a Ghibli oval-tube chassis and the late version of its 4.9-litre V8 engine as the starting point for the new car.

If the underpinnings were obvious, the choice of designer was not. Inspired by Citroën's ambition for volume, a design house with manufacturing capacity was sought. That led it to Bertone, whose previous associations with Maserati were scant. However, if

the reasoning was mundane, the result was inspired, as Bertone's chief stylist was the man of the moment: Marcello Gandini.

The brief gave Gandini limited dimensions based on the Ghibli chassis but considerable freedom of shape. The first renderings drew heavily on his recent work for Lamborghini, with touches of Marzal, Espada and even Urraco. A first prototype was presented to Alfieri and the Citroën management in spring 1971.

It had the cutting-edge style that Alfieri was searching for and certainly looked 'à la mode' from the front but everyone agreed that the long rear overhang was too much, too old-fashioned. This, Gandini said, was due to having a spare wheel well under the boot floor, a throwback from the Ghibli floorpan. Alfieri suggested a space saver spare mounted in the nose of the car instead. Gandini went back to the drawing board and a second prototype was produced in 1972. Much closer to the production car but still differing in detail, it debuted on the Bertone stand at the 1972 Turin Motor Show.

The custom of Maserati naming its cars after winds was in full force by then. Khamsin is a wind known for unleashing sandstorms in the Egyptian desert for 50



days a year. The impact its namesake made during the 10 days of the '72 show was just as incredible. This was Gandini at his most assured: a high Kamm tail with that trademark Perspex rear window, asymmetric vents in the bonnet and a confident, continuous line from front to rear. It was outrageous and aggressive but at the same time somehow discreet and urbane, the perfect contradictions for a Maserati Gran Turismo.

Alfieri pushed the French management to allow him to include as much new technology as possible. The engine was the Ghibli V8 dry-sump version breathing through four twin-choke Webers. With 4.9 litres, it produced 320hp at 5500rpm, some 15hp less than quoted for the outgoing Ghibli engine, which was in fact identical. The front suspension was also carried over from the Ghibli but modified to accept, for the first time in a front-engined Maserati, a steering rack rather than a box. This was a clever solution by Alfieri as none of the traditional GT cars could fit a steering rack behind the engine and still get the engine low enough and rearward enough in the chassis. Alfieri put the rack high above the front of the engine, something that was only made possible by using the Citroën SM rack.



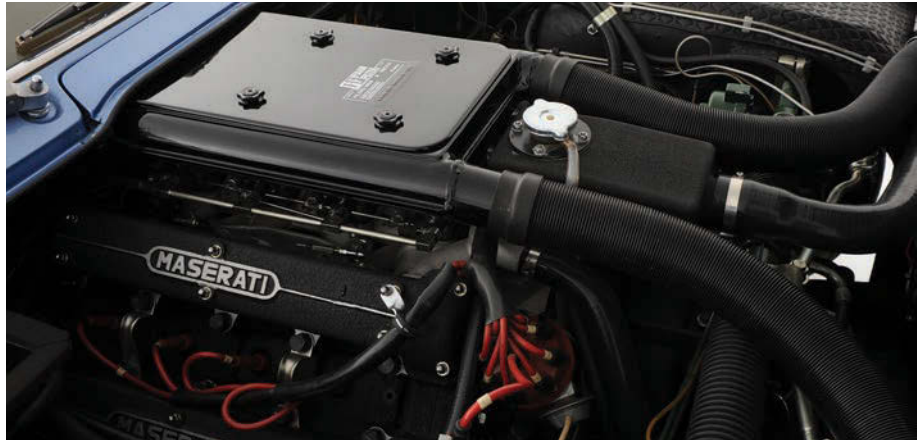
The gearbox was a new ZF five-speed with a dog-leg first (a Borg Warner three-speed auto was also available), mounted behind the engine and driving a Salisbury axle. Mounted in its own subframe, the axle connected to driveshafts and double-wishbone rear suspension with two coilover dampers per side. Independent rear suspension was another first on a front-engined Maserati.

But it was the hydraulic system that really marked out the Khamsin. Using Citroën's mineral oil LHM system, an engine-driven pump and a series of nitrogen-filled accumulators provided hydraulic pressure to operate the brakes, clutch, steering, headlamp pods and even seat adjustment.

The only problem was that Alfieri's pursuit of perfection meant that it took two years of honing before the Khamsin finally went on sale in 1974. Sadly, by this time, the world into which it was released was very different. In January 1974, the Italian magazine *AUTO 70* carried two news headlines: one about the

Distinctive glass panel below the waistline was an audacious Gandini styling touch. The shape has aged well





new Maserati and the other about driving restrictions caused by the oil crisis.

Maserati soldiered on bravely, producing some psychedelic brochures for the car with artful nudes, glamorous metallic-coloured models and the promise of release from the pressures of the world. But the market for Maseratis had all but disappeared and in that first year only 64 Khamsins were built. Maserati itself could probably have weathered the storm but Citroën had overreached itself with Maserati and the SM (every car lost money for the company). It now found itself vulnerable to a takeover by Peugeot and when this happened, Maserati was jettisoned into the bosom of the official receiver and thence to the waiting arms of Alessandro De Tomaso.

Everything comes to those who wait and for De Tomaso, Maserati was the ultimate prize. He had attempted to buy the company back in 1968, only to be thwarted by the Orsis and by Alfieri. Now it would be payback time and one of the first things De Tomaso did was to fire Maserati's chief engineer, who had been with the company for 22 years.

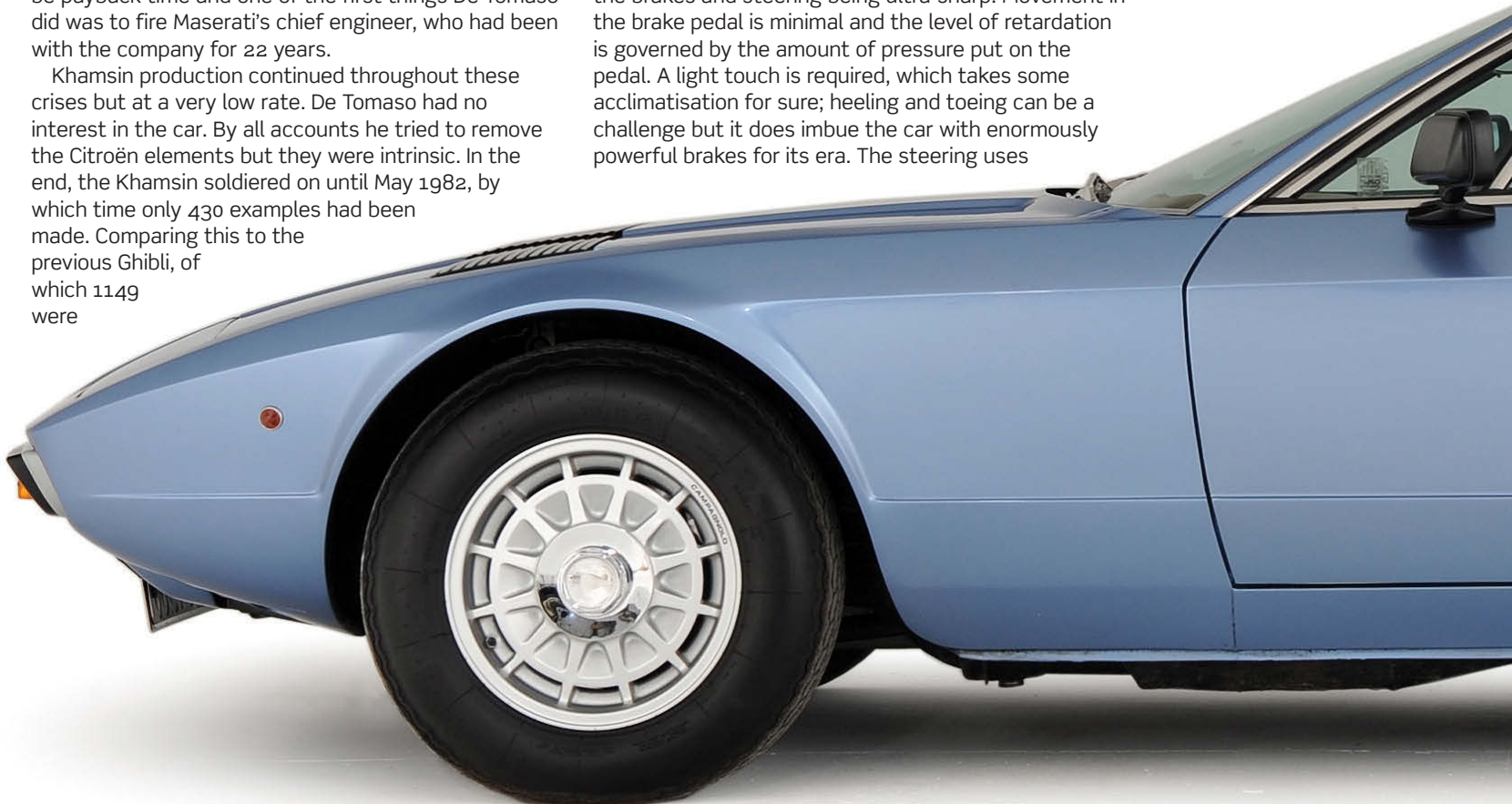
Khamsin production continued throughout these crises but at a very low rate. De Tomaso had no interest in the car. By all accounts he tried to remove the Citroën elements but they were intrinsic. In the end, the Khamsin soldiered on until May 1982, by which time only 430 examples had been made. Comparing this to the previous Ghibli, of which 1149 were

made over a five-year period, shows just what a different world Maserati now inhabited.

The specification of the car changed very little over the years, which is usually attributed to De Tomaso's lack of interest in development, but which could easily be due to the 'rightness' of the design in the first place. In 1975, an extra three vents were added to the nose to answer complaints of poor engine cooling, while for the US market, enormous bumpers were fitted from 1976. The UK market was, in percentage terms, one of the best, with 71 cars sold here in right-hand drive. This was no doubt helped by our flamboyant importer of the time, Mario Tozzi-Condivi, friend of De Tomaso and the original owner of the numberplate 'MAR 10' which press cars wore.

DRIVING IMPRESSIONS

There is a reputation that precedes driving a Khamsin which tends to overshadow its true abilities; that of the brakes and steering being ultra-sharp. Movement in the brake pedal is minimal and the level of retardation is governed by the amount of pressure put on the pedal. A light touch is required, which takes some acclimatisation for sure; heeling and toeing can be a challenge but it does imbue the car with enormously powerful brakes for its era. The steering uses



TECHNICAL SPECIFICATIONS

MASERATI KHAMSIN

ENGINE:	V8 twin-cam
CAPACITY:	4930cc
BORE & STROKE:	93.9mm x 89mm
COMP RATIO:	8.5:1
CARBURETTORS:	4 x twin-choke Weber 42 DCF
POWER:	320hp @ 5500rpm
TORQUE:	481Nm (355lb ft) @ 4000rpm
TRANSMISSION:	5-speed manual or 3-speed automatic
BRAKES:	Discs front and rear
TYRES:	215/70 VR15
DIMENSIONS:	4400mm (L), 1800mm (W), 1140mm (H)
DRY WEIGHT:	1530kg (3374lb)
0-60MPH:	7.5sec
TOP SPEED:	171mph (claimed)
PRICE IN 1974:	£12,400





SAMPLE AUCTION PRICES

1975 Khamsin, manual, yellow, 20k miles, £120,000
1979 Khamsin, manual, blue, 45k miles, £128,800
1975 Khamsin, manual, green, 42k miles, £230,000

the Citroën DIRAVI system, which means that with the engine running, the steering will always self-centre. It's also very light at low speeds. However, as road speed rises, a governor driven off one driveshaft reduces the amount of assistance. The clutch pedal effort is low, too. It all adds up to a car that is very easy to drive and practical round town and for parking. Certainly masochism, a constituent normally required for enjoying a 1970s supercar, is not necessary here.

But that should in no way lead you to believe that this is not a serious machine. These later 4.9-litre Maserati V8s have a fantastic spread of power and torque and while never particularly high-revving, the Khamsin is an effortless high-speed cruiser given its long-legged gearing. As John Bolster noted in *Autosport* back in 1977: "At 140mph it is still surging forward and picking up speed rapidly."

Dynamically the car feels assured and balanced on all road surfaces and whatever the weather. It delivers a far more sophisticated ride than Maserati had ever achieved before, a result of the mid-front engine and independent rear end. Once confident with the delicate feel required, the Khamsin can be driven hard over many miles without fatigue – apart from to your wallet of course, because you'll be getting an average of 12 mpg.

COST & VALUE ANALYSIS

Always an expensive car, if you were one of the few brave souls to buy a Khamsin in 1974, it would have cost you £12,400 in the UK. By 1982 that had risen to a whopping £29,600. Throughout the 1990s, the average value of a good car was £25,000, which led to many cars falling into the poverty trap where repair costs outweighed value, and overall condition slowly declined. It was pass-the-parcel time if you ever needed an engine rebuild or, worse still, a full body restoration.



Finally, about 10 years ago, the world suddenly realised that here was a car that has it all. Values started to rise slowly but as some buyers committed to thorough restorations, the chasm in condition meant a jump at the higher end of the market. This in turn meant that even projects started to go up. In the decade from 2006, the value of a good example rose from £30,000 to £200,000 and nowadays even a project will cost £60,000. As more cars get restored, this upward trajectory is likely to continue.

And why not? This was the last great design by Giulio Alfieri at Maserati using a thoroughbred engine and a uniquely sophisticated mechanical specification. It was one of the most thoroughly developed and well financed of all the Maserati GT cars. Many of those who worked at Maserati during that time felt it was their best car, as did the press, who universally praised it. Add to that one of Gandini's most iconic shapes and you start to get the picture. The Khamsin remains rare as well. Are these not the pre-requisites of a collector's item? 🇮🇹

Values have risen sharply as collectors appreciate the Khamsin's rarity, integrity and sheer beauty



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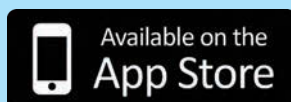
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TEAM CARS

REPORTS ON OUR OWN CARS RUNNING ON THE EDITORIAL FLEET



CHRIS REES

MASERATI QUATTROPORTE SPORT GT

Petrified – that’s how I felt entering Quattroporte ownership: bankruptcy-baiting bills and the sort of complexity that requires a degree in astro-engineering to master.

Yet I’ve taken the plunge. In truth, I didn’t need much persuading. For the money, what other saloon offers such elegant lines, such a cossetting cabin, a 400hp Ferrari V8 engine and

sports car handling?

Mine is 2007 4.2 Sport GT with ZF six-speed automatic. I was adamant on finding a super-smooth ZF model, rather than the earlier Duo Select with its sluggish, jerky action and insatiable appetite for clutches. I bought this 35,000-miles example as it was easily in the best condition of all the QPs I looked at. It wasn’t my first choice of colour – I was looking for dark blue with a light interior – but the duotone red-and-black leather contrasts nicely with the dark grey paint.

So far I’ve done 4000 miles in it, all but trouble-

free. I had one moment during our sub-zero winter when the battery discharged. On restarting the car, a Christmas tree of lights appeared on the dashboard that wouldn’t clear. Uh oh, thought I. But after a quick visit to Scuderia Scaglietti in Chiswick, and the amiable assistance of Ash, everything was reset – all for under a hundred quid.

And what of the wallet-bashing fuel economy? I was fully expecting the worst but I’ve been pleasantly surprised. I’ve averaged over 22mpg in 4000 miles, and on one trip to Cornwall and back,

it did 27.6mpg at an average of 64mph. I’ve had four-cylinder cars that can’t match that, let alone V8s. They say pride comes before a fall, so let’s just say that, at the moment, I’m in a glass half-full mood.

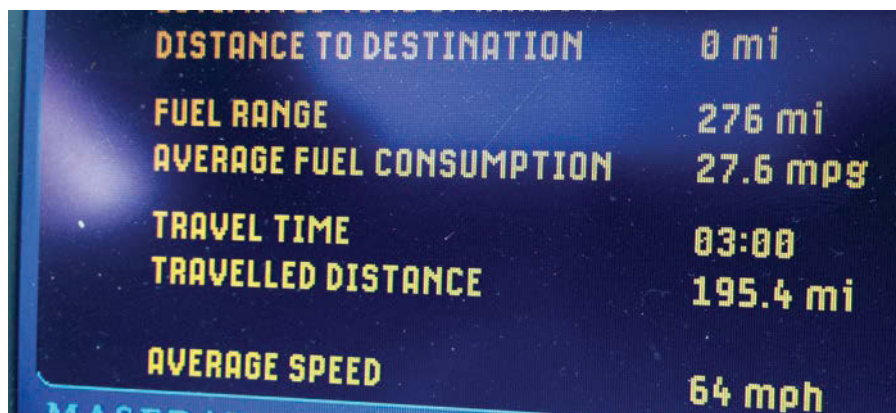
JOSIE WARD

FIAT PANDA 1.2 DYNAMIC

Mrs Ward’s Fiat Coupe 20V has departed the household due to lack of use, other than occasional trips to the local supermarket. It has been

replaced by a Fiat Panda Mk2 Dynamic 1.2 in Sprint Blue, a colour that recalls previous Fiat Coupes and really should be an option on the new Fiat 124 Spider. This version of the Panda is surely close to small car perfection – why do new ‘small’ cars always have to be bigger? It has narrow bodywork and five doors making it ideal for parking. The driving position is high for excellent all-round visibility, the gearbox is great, the clutch is light and the engine is unburstable.

This one was at a used car dealer in Sheffield – a





fair distance to travel but the mileage was low at 42k and it was a one-owner car. The shiny bodywork was excellent and the car had obviously been garaged. It had early dealer stamps in the service book but very little work had been done to the car in 12 years, and there was no evidence of a cambelt change. A deal was done and I gingerly drove the car home praying that the cambelt would survive.

The Panda was booked in to David Thomas Garages for an immediate cambelt service and check-up. The only unexpected issue was severe corrosion on the front suspension struts. This problem is hidden from view behind the plastic shrouds and most owners would be unaware of the issue until the damper ruptures, a potentially dangerous situation. Thankfully

Panda parts are inexpensive and plentiful so, not only is the car a hoot to drive, it's also cheap to run.

PETER COLLINS

ALFA ROMEO GIULIETTA TI

During the mid-'80s I had an epiphany and realised that classic car ownership had better happen 'right now' or it never would.

But what to buy? I am a self-confessed Lancia addict, but so long as it was Italian, if something interesting turned up within my affordable budget range, I would consider it. Out of the blue, an Alfa Sprint 750-series with an upgraded engine turned up, which I bought with great friend Ed McDonough. We had immense fun with it including him winning a

(very sparse) class at a Monza Giulietta race, ending up on the podium alongside Arturo Merzario. The prize-giving afterwards will last long in the memory.

However – and with classic cars there's usually a however – I live in London and I want my classic to be on the button any day I want to use it. With over 130hp being developed by a 1957 1300cc Sprint engine, it wasn't really the thing for supermarket car parking or negotiating speed-humps. A Giulietta Ti Berlina came up at the brilliant Peter Smart's, who keeps the cars for me, so the Sprint went to the USA and I bought the Ti. It was RHD (rare as hen's gnashers) and on the button.

Thanks to the wonderful Marco Fazio down at Alfa HQ in Arese – why did they move him into another department?

– I found it was from October 1962 and was sold through Chipstead Motors in Holland Park in March, 1963. It's a great little car. It handles better than the Sprint did and is almost as quick with a Robinson handling kit and lovely wheels from Classic Alfa. The main problem was that it had only done 2000 miles in the previous 20 years or so and so, inevitably, every time I went anywhere, something broke or died due to lack of use. It also came with a 1600cc 105 series engine but I am more than happy with that.

We now seem to have got it mechanically right – thanks, Peter – and with the addition of rollcage and racing seats it's almost my dream car. It surprises everyone on the road, being quick and agile, and its rarity means that precious few can work out what it is. A new battery is

required, though, as well as bodywork this coming winter. What was that I said about there's always a 'however'?

PETER NUNN

ALFA ROMEO 2000 GTV PETER NUNN

You know how it is sometimes with Alfas. You can be hyperactive and fully involved one moment, then a period of calm breaks out. In recent past, I've experienced both with my 1972 Alfa Romeo 2000 GTV coupe.

It seems like yesterday but it was actually seven years ago that my GTV spent time at Alfarama in Stanmore in preparation for my drive down to Italy for Alfa's 100th birthday celebrations in Arese. With much Alfa experience to call on, Alfarama was very



conscientious in rooting out and fixing the kinds of things that can bedevil a 38-year old Italian car.

True, the bill at the end was bracing but the GTV made it to Italy and back without missing a beat. It's still sorted and on the button seven years later.

More recently, MGS Coachworks in Purley completed a really high quality lower body restoration on the GTV. There was a brief moment of excitement when it looked like the sills on both sides might have to be replaced (a very involved task on GTVs). Thankfully it didn't come to pass. Writing simply as a satisfied customer, I can say that Mike at MGS did a top job: on time, on budget, regularly sending me pics and keeping me informed.

Since then, the Alfa has had it easy but is always on call and ready to go. I've been to a number of AROC events and spent a magical few summer days in the Alfa in North Wales – Llanberis Pass, Evo triangle, the whole bit. Great.

David Thomas in Bramfield, Herts, now looks after my GTV which sailed through the MOT again in late March. David used to look after Alfa GB's press fleet and is a respected Alfa 105 practitioner. The MOT had one advisory: a minor leak from the central exhaust so that will have to be looked at. Meantime, now summer's here, I get the feeling those fabulous roads in Wales could soon be beckoning again.

MICHAEL WARD

FIAT DOBLO DYNAMIC 1.9 MULTIJET

Since the last report, our Doblo has plugged on admirably, covering over



78,000 miles. The Falken ZE914 tyres have eaten up the miles, offering terrific grip levels, even tread wear and no dramas.

I finally went ahead and fitted the 15in Punto HGT Abarth alloys as I simply couldn't sell them. They are slightly wider than the standard wheels and look rather good. Ironically I put the Doblo alloys up for sale and they went within three days – very odd.

We had to visit Jamie Porter's new Fiat Workshop in recent weeks as the EGR valve failed – not a huge inconvenience, just a loss of boost. Jamie's lads fell upon the car and sorted the problem out in no time at all.

The only real niggle I have is the car's clutch

action and gear change. Neither feels very smooth and can be tiresome in traffic. I imagine a new flywheel and clutch kit would sort this.

FIAT 124 SPECIAL T

When the 128 was sold at last year's Brooklands event, I really had no excuse not to crack on with the 124. After all, I've only had it now for nine years...

Finally the car was transported back home from its storage in another county. The front and rear brakes were removed, inspected and sent for refurbishment and the back plates, carriers and so on were cleaned and repainted. All brake hoses/lines were replaced or updated, too.

All three of my gearboxes – two 131 Mirafiori units and the original four-speed gearbox – along with the propshaft were delivered to Middle Barton Garage. Those guys have fitted 131 'boxes to 124s before so they know exactly what's involved in shortening the prop.

The engine is still down in Kent and has been stripped ready for its long-anticipated rebuild.

This leaves the shell. Although still in an excellent and solid state, the surface rust was starting to take hold.

Also, the SEAT 124 arches from Spain didn't impress Aiden from CCR Coachworks. He wasn't convinced of their strength and the way I wanted them fitted.

It was agreed that the arches would be refabricated in steel and shaped to match the original profile of the front and rear wings.

The dash and rollcage were removed ready for the immense task of body prep involved.

I'd chosen the paint colour months before. It was originally going to be the same dark red my 128 was painted, or the same Sprint Blue my previous rally replica was finished in. However, after an internet search on period colours, Lago Verde was chosen for its vibrancy and suitability for the shape of the car.

At the moment, I am a week away from finally seeing the car in a different colour – very exciting times ahead.



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Fiat Multipla Owners' Club

www.multiplaowners.co.uk

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www.clubcento.co.uk

Fiat X1/9 Owners' Club

www.x1-gownersclub.org.uk

Fiat 127 Forum

www.fiat127.com

Fiat 131 Mirafiori Forum

www.131mirafiori.com

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Lancia Motor Club GB

Contact: Sarah Heath-Brook
 31 Creffield Road, Colchester, CO3 3HY
membership@lanciamc.co.uk

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www.stratossec.com

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www.sportsmaserati.com

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www.scuderiaitaliancarclub.asn.au

DIARY DATES



June 9-12

Sliding Pillar Rally (LMC)

Saint Valery sur Somme
www.lancia.myzen.co.uk

June 16-18

22nd Vernasca Silver Flag

Classic car hillclimb
 Castel'Arquato
www.vernascasilverflag.it

June 18

Italian Passion for Speed

Cardiff Bay, Wales
www.italianpassionforspeed.co.uk



June 29 - July 2

Goodwood Festival of Speed

Goodwood, Sussex
www.goodwood.com

July 7-9

Lancia Motor Club National Rally & AGM (LMC)

www.lancia.myzen.co.uk

July 9

National Alfa Day (AROC)

Knebworth House
www.aroc-uk.com

July 16

Supercar Sunday

Brooklands
www.auto-italia.net

July 28-30

Silverstone Classic

www.silverstoneclassic.com

August 5-6

Beaulieu Supercar Weekend

New Forest, Hampshire
www.beaulieu.co.uk/events

August 13

Festival Italia

Brands Hatch
www.festivalitalia.com



August 20

Midlands Italian Car Day

Ragley Hall
www.aroc-uk.com

September 1-3

Monza Grand Prix

Monza, Italy

September 2-3

Beaulieu Autojumble

Beaulieu, Hampshire
www.beaulieu.co.uk

September 2-8

European Classic Touring Club Euroclassic

Northern Spain
www.europeanclassicclub.co.uk

September 8-10

Goodwood Revival

Goodwood Motor Circuit,
 Chichester, Hampshire
www.goodwood.com



September 16-17

Best of Italy Race

Closed road supercar event
 Castel'Arquato-Morfasso
www.bestofitalyrace.com

September 24

Southern Alfa Day (AROC)

Royal Gunpowder Mills,
 Waltham Abbey, Essex
www.aroc-uk.com

October 8

Autumn Motorsport Day

Brooklands
www.auto-italia.net

October 26-29

Auto e Moto d'Epoca

Padova Fiere, Italy
www.autoemotodepoca.com

November 10-12

NEC Classic Motor Show

Birmingham
www.necclassicmotorshow.com

December 2-10

Bologna Motor Show

Bologna Fiere, Italy
www.motorshow.it

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ALFA ROMEO



1971 Alfa 105 1750 Spider Veloce. 122,500 miles, white (Bianca Pininfarina) with red interior. Rare model, only 138 RHD 1750 Kamm-tails produced. Good bodywork chrome and hood, extensive refurbishment of mechanical components including reconditioned gearbox, differential, brakes, steering etc, carried out under present ownership. Detailed history file with MOTs back to 1975, owned by AROC member since 2003, £12,500. For full details contact: Ian, 01492 544539 (North Wales). A257/011



1990 Alfa Romeo Spider Veloce 2000 Pininfarina. 70,000 miles, green, built for the American market, then converted to R/H drive by Bell and Colville. First registered 20.05.1993, substantial history file available. Acquired by present owner in 2015 but kept in storage owing to illness. The vehicle is equipped with automatic transmission, during the late '70s I drove a 2000 Berlina Auto. What fun that was! £11,500. Tel: 01452 770055. Email: juniperslad@gmail.com (Juniper Slad, Bisley, Glos). A257/012



1981 Alfasud Super. 75,000 miles, Bianco. Four door saloon, stored in garage last 20 years, heavy rust to front lower screen area and wings, repair or spares, buyer collects, £400. Email: agarnett60@gmail.com. A257/016



1991 Alfa Romeo Spider S4 2.0. 110,000km, black. A stunning example, imported from Germany in 1997, and converted to RHD. Full German service history stamped in book, lots of invoices of work done in UK, stored under cover over the winter by previous owners and myself. Under body treated with rust protection, recent oil filters and plugs change. Recent upgraded alloys and brake calipers, roof in excellent condition which also comes with tan roof tonneau, new matching windshield and Nardi steering wheel, which look stunning together. Stainless steel exhaust from the cat back which gives a lovely tone, bodywork is excellent with some light scratches and marks, with no rust, seats have a few marks with no splits etc, MOT July 2017, all UK MOTs to verify mileage, £10,250, an excellent investment, AROC member. Tel: 07791 509613. A257/013



1981 Alfa Giulietta 1.8. In outstanding condition throughout and complete with history file. Previous show winning car, comes with large selection of spare parts, please contact for full extensive history of this vehicle, sale price £6000. Tel: Euan Colbron, 01382 775494 or 07774 672757. A257/007



Alfa Romeo Spider S4. Sea King RHD, hard top, 1991, 2.0 injection engine, power steering, full beige leather in excellent condition, 82,000 miles with full and extensive service records, absolutely rust free as spent most of its life in my summer home in Athens, Greece. £11,950, part of a private collection, email for more info if needed. Email: lambos500@hotmail.co.uk. Tel: 0030 6938 132311. A257/043



Alfa 145. 1747cc, registered 30/11/99, acquired 24/11/11, mileage 98,673, MOT until 5/12/17, full history since purchase with Alfa specialist. Tyres, new battery, belts all fine, status SORN, £550. Tel: 01384 484701. Email: dennislodge@outlook.com (West Midlands). A257/041



1991 Alfa Romeo 147 2.0 TS. 68,500 miles, red. Track day prepped car, heaps of fun and very capable according to instructors. Many modifications, contact for more info, £2099 ono. Tel: 07855 996434. Email: timguest40@gmail.com. A257/025

2007 Alfa Romeo 147 1.6 Collezione Limited Edition. 76,000 miles, red, black leather interior. Full history with large folder of bills, new MOT with a couple of advisories, 1 previous owner. Approximately £2000 recently spent, £1950, new car coming soon. Tel: 01626 363876 evenings (Devon). A257/026

2003 Alfa Romeo 147 JTD 8 Valve 1.9 Turismo. 99,000 miles, red. For sale as a parts donor car due to MOT failure, air bag operation faulty, price £100 or offer, buyer to collect. Tel: John Penfold, 01903 723454 or 07842 022897. Email: heatherpenfold@btinternet.com (West Sussex coast). A257/029



2004 Alfa Romeo 147 1600. 84,794 miles, silver. Twin spark 5 door hatchback, petrol, 10 months' MOT, good condition, drives well, reluctant sale due to ill health, £950 ono. Tel: 01543 425900 or 07947 776361 (Cannock area). A257/027



2003 Alfa Romeo 147 GTA. 115,000 miles, red. MOT November, comprehensive history file with recent history as follows: new Q2 diff fitted @ 113k £900, new front wiper assembly and coil pack £350, new grooved and drilled discs and pads all round. Full exterior rosso red respray, chrome shadow wheel refurb, cambelt service at 103K. Full service history with latest at 110K, all handbooks and fully stamped service history, Bilstein shocks and springs and top mounts replaced at 103K, full handbooks, £6999. Any inspection welcome, sale due to looking for a Brera or Spider. Tel: Carl, 07758 951725 (Coalville, Leicestershire). A257/028



1996 Alfa Romeo 155 Twin Spark 1.8. 126,000 miles, red, not cambelt, chain. MOT passed in Oct 2016, £4500. Email: babsyalone@hotmail.com. A257/019



2008 Alfa Romeo 159 1.9 16v JTDm Lusso Sportwagon. 113,300 miles, Stromboli Grey, dark grey leather. Registered 28/03/2008, MOT May 2018, FSH. Excellent condition throughout, current owner (AROC member) since May 2009. Gearbox rebuilt 2016, new clutch (Alfa Workshop), recent OE upper suspension arms, front brakes, handbrake cables, 2 keys, recent Clarion VX402E multi-media head unit (will reduce price if prefer standard), £3950 ono. Tel: 07539 379707. Email: phil.gotts@btconnect.com. A257/020



Alfa Romeo 156 2.5 V6. 2000(X), 167K, excellent condition, black leather, sunroof, huge history file, magazine featured, MOT failure, needs anti-roll bar, cv boots, exhaust small area of welding, front shocks, £550. Tel: 07531 540217. Email: swainrichardv6@gmail.com (Berkshire). A257/008



2002 Alfa Romeo 156 GTA. Metallic black, tan and black leather interior, 100K miles, 12 mths' MOT, Q2 diff, equal length pipes, CF2 manifolds, BMC air filter, Scorpion SS cat back system, documented service history (Alfa, independents and self), 4 previous owners, recent full service and cambelt change, only negative is rust beginning to appear on the front wings (common issue). Ill health forces very reluctant sale, £6000 ono. Tel: 01981 580068 (Herefordshire). A257/004



1998 Alfa Romeo 156 2.0 Twin Spark Lusso 4 door. 70,384 miles, red, MOT in Oct, both top and bottom front suspension arms replaced, polyurethane bushes to rear suspension arms, brake discs replaced with better ones, all brakes have steel braided Teflon brake hoses. Secondary air box removed and an air intake fitted, air filter is an Autodelta one, Lambda sensor fitted. Cambelts have been done recently, a new thermostat was fitted, air con was fitted with a new tube and was serviced, air flow sensor was fitted, £1350 ono. Tel: 01527 524634. A257/023



2003 Alfa Romeo 156 GTA. 146,000 miles, red. Full service history, 2 owners, water pump and cambelt changed at 140,000, MOT till 23/04/2018, £7500, reluctant sale. Email: mgrab0812@aol.com. A257/022



2001 Alfa Romeo 156 2.5 V6. 107,000 miles, black 156 2.5 V6 Q-system. 6 months' MOT, FSH. Custom made bodykit, custom exhaust system, carbon fibre diffuser at rest, 18-inch alloys. Hydrodipped interior and engine bay, ex show car. Great condition, £1300, quick sale needed. Tel: James, 07895 987605. A257/024



2006 Alfa Romeo 159 Sportswagon 2.2 JTS Turismo. 126,000 miles, silver. Autodelta remap, replaced all 4 springs, upper front wishbones, rear driver's hub, 4x discs pads, battery, 18" Brera wheels with good tyres (new in 2016) wheels have a bit of kerbing. Front rear subframe and chassis with Bilstein Humber Dynax S50 2016, MOT until July, 126,000 miles, 1 key, missing rear headrest, rear window doesn't work well, £2600. Tel: 07855 427382. Email: roberts_gwyn@hotmail.com. A257/033



Alfa Romeo GT 3.2 V6. 2005, 58,000 miles, low mileage, great condition, black leather interior in exceptional condition, rear parking sensors, full service history, cambelt changed at 36,000 miles 2010, due to be changed because of time not mileage, the car is for sale due to change in circumstances, MOT July 2017, £5750 ono, more than welcome to come and drive and view. Tel: 07715 609315. Email: dave.c.champion@gmail.co. A257/042



2007 Alfa Romeo 159 2.4 JTDM. 72,000 miles, Stromboli Grey. Very good condition inside and out, upgrades fitted by Veloces of London, £4950. Tel: 07790 518806. A257/014



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



1961 Alfa Romeo Giulietta Sprint New interior, bumpers and service. Lovely. LHD. £44,995



1966 Fiat 2300S Coupe 1 owner 42 years rare factory black, quite superb £44,995



1973 Lancia Fulvia 1.3 S Coupe 2nd series, 1 owner 40 years beautiful £17,995



1958 Alfa Romeo Giulietta Spider Rare 750D model with matching numbers, new paint, trim, engine, Weber, 3 owners, sensational! £69,995



1968 Lancia Fulvia 1.3 HF Rare original car, matching numbers £49,995



1969 Fiat 124 Spider Superb Italian delivered example, full body and engine rebuild, Cromodoras, new hood etc., LHD and sensational! £24,995



1973 Lancia Fulvia 1.3S Coupe 2nd series, excellent body, new floors £17,995

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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), 12 months' 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, £5500 (price reduction). Tel: Alun, 0151 327 2711 or 07836 643237. Email: alun.clayton@hotmail.co.uk. A257/017



1996 Alfa Romeo 164 Super Twin Spark. Metallic grey Super Twin Spark in vgc, complete new exhaust system (incl cat) just fitted, Speedline wheels. Recently serviced with MOT to Sept 2017 showing no advisories, as original with insurance valuation of £2500, £1000 (price reduction). Tel: Alun, 07836 643237 or 0151 327 2711. A257/018

2007 Alfa Romeo GT 3.2L V6. Lovely 2007 car in dark blue with charcoal leather interior in excellent condition, refined and elegant yet seriously fast. Stainless steel Scorpion sports exhaust system, upgraded brakes and rear bushes, Bose speakers. There are now less than 350 RHD cars of this model in the UK and very few in this condition, without doubt a future classic with the wonderful Busso engine in 3.2 litre 235bhp form and 6 speed gearbox. A practical sports car with 4 seats and useable boot space that tops 150mph, 0-60 in 6.7 secs, 237bhp and 221lbs torque, 91,500 mls with 27mpg too, £5950. Tel: 07771 857957. A257/032



2002 Alfa Romeo GTV Cup 3.0 V6. 58,000 miles, red, superb condition throughout. Complete recent overhaul including rebuilt engine and Q2 fitted by Autolusso. 12 months' MOT, new rear shocks, pin sharp steering. Number 7 of 155 ever made in right hand drive, excellent investment, £14,750. Long time club member. Tel: 01332 833453 (Derby). A257/021



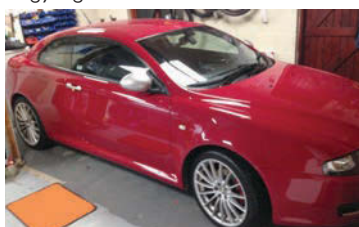
Alfa Romeo GTV 3.0 V6 24V Lusso. 1998, 127K miles, cambelt, tensioners, waterpump changed and full service @124K. Recent new front discs and pads. Four brand new tyres. Upgraded suspension. Full folder of services and previous work carried out. Enthusiast owned all its life. Thousands spent, lovely colour combination of Rosso with tan leather, MOT Dec 2017, £3000. Telephone: AROC member Giorgio, 07908 558287. A257/038



Alfa Romeo GTV Cup No 60. 2001, new MOT, 97,000 miles, 5 owners, all standard apart from custom made stainless steel exhaust which sounds amazing. Service history and lots of receipts including cambelt and water pump change @ 93k miles. New MOT. Very reluctant sale of this appreciating modern classic, good investment, £7900 negotiable. Tel: 07908 498351 (North London). A257/062



2004 Alfa Romeo GT V6. 71,000 miles, red. One owner, full service history. 2106 respray, tyres, 2017 engine rebuild including head gaskets, liner seals, cambelt, new exhaust, battery, brakes. Looks like new! £6950. Tel: 01243 430173. Email: abrayo506@gmail.com. A257/031



2010 Alfa Romeo GT 1.9 JTD (170bhp). 51,000 miles, red. Reluctantly having to sell my Alfa GT, it's one of the last ones made in Alfa Red with 170bhp and q2 diff. Black leather interior, BOSE with subwoofer in boot. Recently professionally refurbished 18-inch alloys with new centre caps. This car is probably one of the best around, I've just done rear pads and discs, had it Waxoyled and service/MOT'd in Nov 2016, £5295. Email: simon@directcarparts.co.uk. A257/030



2004 Alfa Romeo 2ltr JTS 916 Series 3 Spider Lusso+. Don't miss the opportunity to buy this lovely car and enjoy summer motoring, now very rare, less than 100 on the road in the UK, purchased in 2008 with 17,000 miles, one previous owner + dealer. This car runs beautifully and is a joy to drive especially with the hood down, a number of additions included over the standard Lusso package. MOT April '18, full service history, handbook + full service manual on disc, 77K miles, £4000. Tel: David, 01702 611468 or 07905 011884. Email: david.taylor31@virgin.net. A257/009

Alfa Romeo GTV Cup. 2002, 46K miles, two owners, MOT until Sept, needs minor work hence £3000, ring for details. Tel: 07825 232725 (Wilts). A257/044



2006 Alfa Romeo 3.2 Brera Quattro. 60K, FSH, EEs spent, owned for 4 years as second car, stunning car, £5995. Tel: 07525 832746. A257/063



Alfa Romeo Brera 2.4 JTDM SV. 2008, Alfa Red, Poltrona Frau tan leather. Sequential 6 speed with steering wheel paddle shifts, 56,000 miles only. Currently registered and located in France, always garaged, cambelt renewed, £7250 ono. Tel: 0033 297 747623. Email: raspy600@gmail.com. A257/010



2009 Alfa Romeo MiTo 1.6 JTD Veloce. 61,500 miles, Etna Black. Reluctant sale of our MiTo, needing a 4 door, one AROC member from new. Service history plus cambelt, water pump changed at 50,000 miles, just had oil and filter change, 17" wheels, has a spare wheel, a Brinks towbar for bike, has a small scrape n/s front bumper edge, MOT 16 July, 1.6 diesel, 120bhp, 50+ mpg, £4000. Tel: 07776 205431 (Sheffield). A257/015

FIAT



Fiat 500 Abarth. Well maintained in very good condition, has been on SORN whilst new dmf and clutch kit fitted along with new front discs and pads all round, and recent new factory Abarth rear silencer fitted. It has an interscope sound system, I'm the 3rd owner and have owned it for 3 years. It's covered 60,535 miles and been oil changed and filter fitted every 3000 since I've had it, reason for sale I need an estate car for new addition to the family. Unfortunately it hasn't got full service history as the previous owner kept it, £5550 ovno. Tel: 07867 771203 (based in Wakefield). A257/003



2000 Fiat Coupe 20VT. Much loved family member seeks new home. One family prior to us, one timing belt per family! 83K, full MOT, £7500, negotiable for suitable family. Tel: 07810 172385. Email: rowanalastair@gmail.com. A257/001



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. A257/034



Fiat Punto convertible. 16V, 1200cc, low mileage 55,000, MOT May 2018, last serviced at 53,940 miles. Good condition for the year, comes with p/steering, e/windows front and rear, electric roof, CD radio, comes with all old MOTs, price £800. Tel: 07935 830055. Email: arturobrogna@yahoo.co.uk (Dyfed). A257/006



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PARTS

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Maserati car parts for sale. The following parts believed to have come from a Maserati 3500. Borrani bi-metal wheels, 16x5.00, 5 off. In undamaged but scruffy condition, no cracks, gouges etc. Only in need of cosmetic refurbishment, tyres will be disposed of prior to shipping. Steering column assembly, inner and cast aluminium outer. Front suspension corners, RH and LH includes uprights, hubs, discs, calipers, wishbones and road springs. Flywheel with clutch pressure plate, all offers considered. New Lancia Auelia bi-metal Borrani in 165x400, have been remade by Borrani at £992 each, but no Maserati wheels are available new. Much nicer than spoked wheels, easier to clean and probably lighter! Please contact Martin Cliffe at Omicron Engineering. A257/06

Spares: Fiat 1500 cabriolet. Variety of used parts including distributor, starter motor, rhd steering box and many other smaller items, offers. Tel: 01684 892906. A257/037

Exhaust parts from Alfa 164. Powerflow rear box, £30; front pipe, £15; catalytic converter, £30; centre section, £25. Tel: Alun, 07836 643237 or 0151 327 2711. A257/046

Ferrari 360 star alloy wheels set. Genuine set of Ferrari 360 alloy (magnesium) wheels, will fit Ferrari 360, 355 and 348. One rear and one front completely refurbished, other rear in very good condition. Second front in need of paint refurbishment only. No dents or rim scraps on any of the wheels. Part numbers: rear: 164175 : 10J x18; front: 164173 : 7.5J x18, £895. Also available part worn set of Bridgestone Potenza So2A tyres. Tel: Andy, 07850 560250. A257/047



Ferrari 360 alloy wheels. Full set of 360 alloy wheels in anthracite c/w Continental 275/40 ZR18 tyres fitted to the rear wheels (5mm tread) and Pirelli 215/45 ZR18 Cinturato P7 tyres fitted to the front wheels (as new). The wheels are in virtually unmarked condition having been refurbished, only one very small mark on one of the rear wheels. Would look great on any 360, 355 or 348, £1395, collection only. Tel: 07784 458411. Email: chrisccaughy@hotmail.com (I live in a village 10 mins from Luton airport). A257/065



Ferrari 308 rear apron panel. This is a full rear panel which includes both right and left side wheel arches as per the original part. This part is no longer available from Ferrari, made from fibreglass same as the original. Will fit Ferrari 308 GTB/GTS, part name: Rivestimento posteriore inferiore, part no. 60728600, £1500 or best offer. Please call or text me: 07711 764768. Email: kevinvester@adm-group.co.uk (part located at SY5 6RL). A257/068

Borrani wire wheels. A set of 4 genuine Borrani wire wheels with polished alloy rims with chrome spokes and centres, 2 are 15"x9" (RW4300) and 2 are 15"x7" (RW4075). These wheels were manufactured by the original Borrani factory in the late 1970s. They have never been used and are in original new condition. This set would be a perfect fit for either a Ferrari 365/512BB or a Daytona 365GTB/S/4, POA. Tel: Steve, 07508 616667. A356/036

Bertone dials. 1x speedometer in mph with heating and generator lights, 1x rev counter with oil pressure gauge, 1x water temp gauge angled setting, 1x fuel gauge also in an angled setting. They all have the original connectors, and dashboard fitting except the fuel gauge, whose fitting is regrettably missing. The chrome is good, but could do with some polishing. Email: benemryroberts@yahoo.co.uk. A257/048



Original Abarth Competizione exhaust system (NOS) for Fiat 800 Coupe/Spider and all makes A to Z, please see www.abarth-exhausts.com. Email: info@abarth-exhausts.com (Netherlands). A257/066

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Alfa Romeo Spider hard top. In silver, good condition but will require rear glass. Tel: 07790 732337 or 01254 812151. A257/050

Alfa 101 and 105 spares collected over thirty years, engines, blocks heads, suspension and various. Included, an Alfa Giulia SS alloy bonnet in very good condition. Please phone for separate prices. Tel: Mike, 07764 960070. A257/002

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Alfa 105 Giulia S2 parts. Brake master cylinder (requires seals), front n/s bumper s/s top, windscreen s/s top trim, fuel pump, door grab handle, window winder, offers. Tel: 01635 248394 (Berkshire). A257/052
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Maserati books for sale. Recently 'reviewed' my extensive library of Maserati books and discovered duplicates of some 35 books ranging from *Maserati, a History* by A Pritchard to *Birdcage to Supercage* by W Oosthook. Contact for a full list of the books which are for sale is available. Michael Miles, The Paddock, Abbotts Ann, Andover SP11 7NS. Email: michaeljmiles@me.com. A257/058

MISCELLANEOUS



For sale my cherished number plate 'A8 EGR'. The plate comes with the retention document and the fee to relocate the number has already been paid, looks good on any car. For more info text or call £350. Tel: 07935 830055. A257/039

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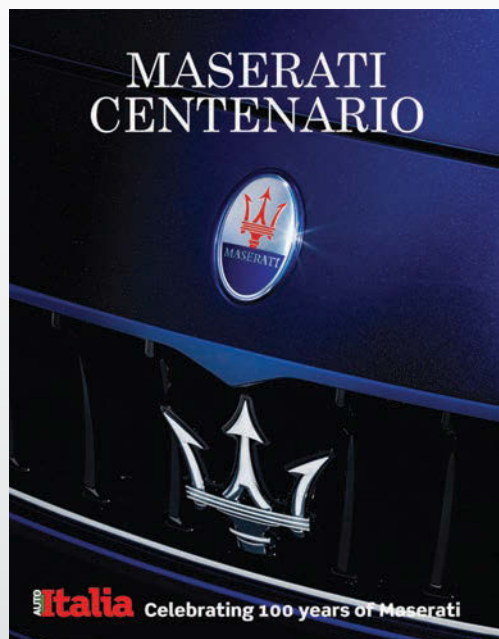


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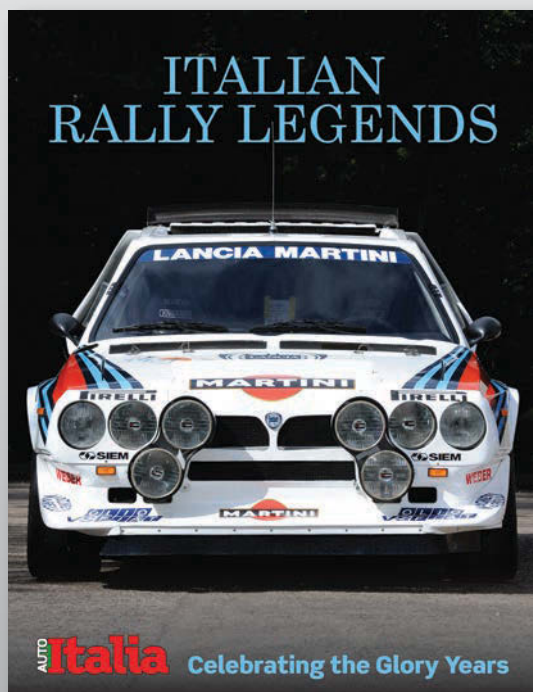


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OBSCURATI

CURIOSITIES FROM THE AMAZING WORLD OF ITALIAN CARS

Innocenti Regent

Italy made its own Austin Allegro for a very brief period – but that was still too long for most people...

Story by Chris Rees



Voted many times one of the worst cars of all time, the Austin Allegro (or 'Rustin Allaggro' as an owner friend used to call his) was at best a mediocre replacement for the strong-selling Austin 1100/1300. Viewed more harshly, it was a lemon of the sourest variety and symptomatic of the UK car industry's disastrous malaise in the 1970s.

But the Allegro had a little-known Italian life, too: it was not just made at Longbridge, but also in Italy. In 1972, British Leyland acquired Innocenti, which had been making BL vehicles under licence, outright. To update its

range, BL decided to manufacture the Allegro locally as the Innocenti Regent. Launched in January 1974, it was, however, destined to last barely 18 months in production.

While BL plundered the Italian lexicography for its 'Allegro' badge, the Italian branch went for a correspondingly upper-crust British moniker: the licence-built Allegro would be badged 'Regent'. Why not Allegro? Well, allegro may mean 'bright' in musical notation but it also has a second meaning in Italian: 'drunk'.

The Regent range comprised 1300, 1300L and 1500L models. While the base model had cloth

seats and rubber mats, 'L' versions had plusher seats, carpets and a retractable armrest. All very fancy.

The Innocenti Regent sported a few minor differences over the Longbridge Allegro. It retained Austin's baffling 'quartic' steering wheel design (a squared-off shape) but had a centre boss design unique to Innocenti. Italian cars were even more 'quartic' than UK ones because the wheels on 'L' models featured unique squared-off centres.

Other differences included an all-black grille with a silver stripe and an offset badge; separate front quarter-lights that swivelled open (the Allegro had no quarter-lights); and side indicators on the front wings. The instrument pod was also larger than the Allegro's while 'L' versions also had a black-painted roof (as opposed to vinyl on UK Allegros). And at the rear, the number plate was moved on to the bootlid rather than being under the bumper and there was only a single reversing light (versus two in the UK).

Perhaps the Regent's biggest point of difference was that all versions boasted twin-carb

engines, in contrast to the mostly single-carb Allegro range. The 1275cc A-series engine (as used in the Innocenti-built Mini Cooper 1300) boasted 66hp; the 1485cc E-series had 79hp. The top-spec Regent 1500L was good for 100mph, a whisker faster than the equivalent Allegro.

Despite this, the Regent was always a shoddy contender alongside rivals like the Fiat 128 and Alfa Romeo Alfasud, which were both cheaper to buy. Don't even mention the then-new Volkswagen Golf...

Regent prices started at 1.785 million lire, but that price tag soon rose dramatically: within six months of launch, it was up to 2.518 million lire. You could buy an Alfa Giulia Super for that sort of sum. No surprise, then, that sales of the Regent were disastrously poor.

Leyland Innocenti went into liquidation in the summer of 1975, taking the Regent with it. De Tomaso bought the company in 1976, by which time BL had decided to offer the Allegro in Italy as an Austin, with just as scant success as the Regent. But then, would you want to drive an Austin 'Drunk'...?



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